

APPENDIX 7:
Ordinance Fact Sheets

CPC-2026-1798-MS, CPC-2026-1797-CA

For consideration by City Planning Commission

May 14, 2026

FACT SHEET

Updated 04/14/2026

Senate Bill (SB) 79

Abundant and Affordable Homes Near Transit Act: What It Is and How Los Angeles Can Respond

What is SB 79?

Senate Bill (SB) 79, also known as the *Abundant and Affordable Homes Near Transit Act*, is a new California state law that encourages more housing near eligible public transit stops, such as heavy and light rail stations and high-frequency bus stops. The law is intended to increase the supply of housing, support the creation of affordable homes, and reduce long commutes by facilitating housing closer to transit, jobs, and services.

SB 79 was signed into law in October 2025 and will go into effect **July 1, 2026**.

Impact of SB 79

SB 79 reflects approaches the City of Los Angeles has advanced to guide equitable, transit-oriented growth through the Citywide Housing Incentive Program (CHIP) and related planning initiatives. Like CHIP, SB 79 aligns new housing with high-quality transit while supporting increased housing production alongside strong affordability requirements and tenant protections.

By expanding tools available to the City, SB 79 can further shape where housing is located, how building intensity is calibrated near transit, and how affordability is integrated into new development. These outcomes advance established citywide goals to increase housing supply, reduce displacement pressures, and improve access to jobs, services, and public transportation.

SB 79 does not mandate a single outcome. Instead, it gives Los Angeles flexibility to implement the law in a way that builds on existing policies, community planning priorities, and equity-focused strategies. The decisions made through this process will help strengthen the City's long-term approach to housing and transit-oriented development.

Where SB 79 Applies

SB 79 establishes statewide housing standards based on proximity to major transit rather than local zoning alone. The law applies broadly to any zone which permits residential uses, including single-family, multi-family, commercial, and light manufacturing zones.

SB 79 applies to sites that are:

- Situated in an urban transit county, including the City of Los Angeles
- Located within 200 feet, ¼ mile or ½ mile of an eligible Transit-Oriented Development (TOD) stop
- Zoned to allow residential uses

Eligible transit stops are organized into two tiers based on transit type and service level:

Tier 1 Stops

Heavy rail transit

Very high-frequency commuter rail (at least 72 trips per day)

Tier 2 Stops

Light rail transit

High-frequency commuter rail (at least 48 trips per day)

Bus Rapid Transit (BRT)

Bus routes with full-time dedicated lanes and 15-minute peak-period headways that qualify as Major Transit Stops.

Development incentives increase for sites located closer to Tier 1 and Tier 2 stops.

Which Projects are Eligible?

A housing project is eligible to use SB 79 development standards if it:

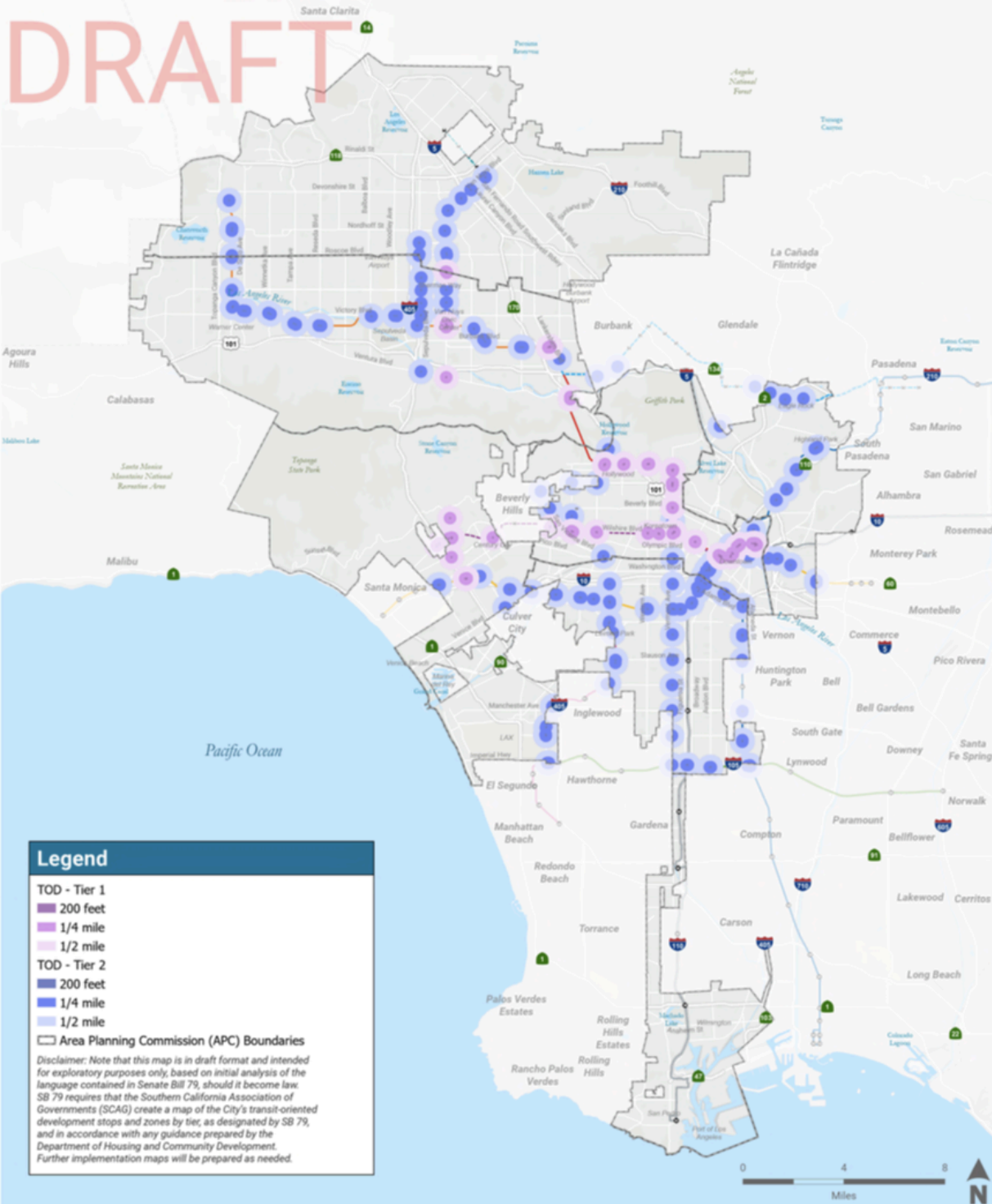
- Proposes five or more housing units,
- Is located on an eligible site near a TOD stop, and
- Complies with SB 79 affordability requirements, labor standards, and tenant-protection rules.

While SB 79 is designed to apply broadly, certain sites are excluded. The law does not apply to projects:

- That demolish more than two rent- or price-controlled units (including RSO units) that were occupied within the past seven years,
- On sites that do not permit residential uses, mixed-use, or commercial uses
- Proposing hotel uses

See Draft Eligibility map below and explore the interactive [SB 79 Storymap](#)

Senate Bill (SB) 79 Citywide Potential Eligibility

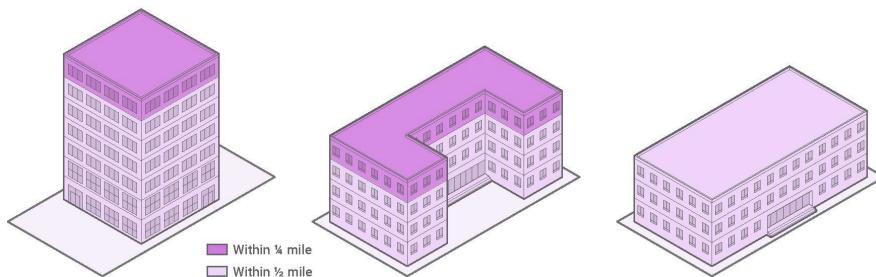


Transit-Oriented Development (TOD) Development Standards

SB 79 establishes statewide standards for housing near major transit and limits the ability of cities to apply local regulation that would prevent eligible projects from achieving the height, density, or floor area allowed by the law. Housing projects with five or more units located near transit are entitled to specific development standards based on their distance from a transit stop, with more housing allowed closer to transit. These standards apply broadly, including in single-family and low-density zones and within existing specific plans and overlays.

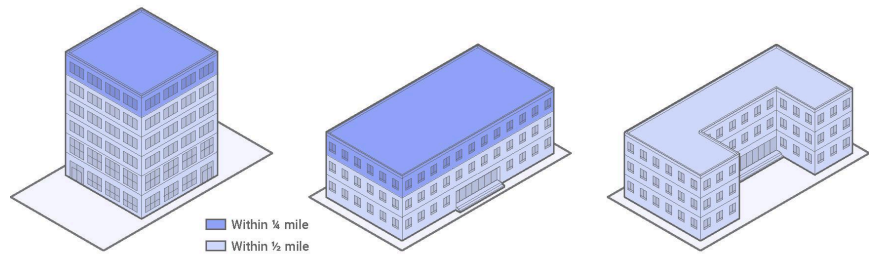
within $\frac{1}{4}$ and $\frac{1}{2}$ mile of a **Tier 1** TOD Stop

Height: 75 ft (7 Stories) | FAR: 3.5



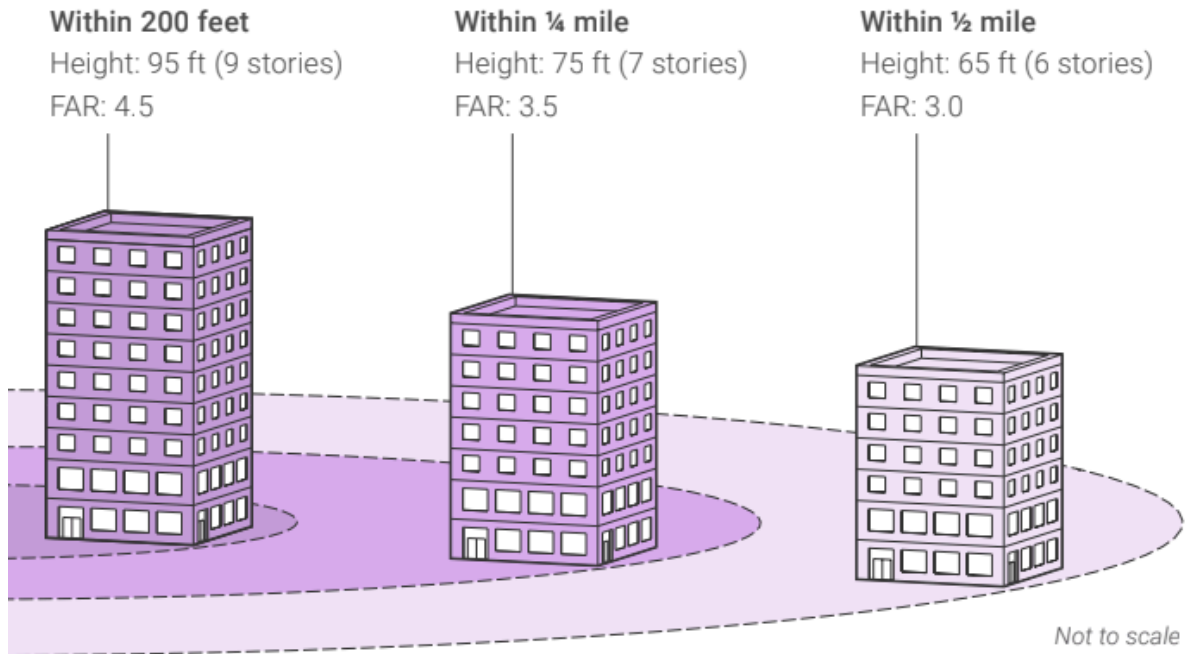
within $\frac{1}{4}$ and $\frac{1}{2}$ mile of a **Tier 2** TOD Stop

Height: 65 ft (6 Stories) | FAR: 3.0



The bill also includes an *adjacency intensifier*, which allows additional height, density, and floor area for projects located immediately adjacent to (approximately 200 feet) a pedestrian access point to a transit stop, further encouraging housing immediately next to stations. In practice, cities may need to grant relief from zoning requirements such as setbacks, lot coverage, or transitional height limits if those rules would otherwise block an eligible project. Beginning in 2027, denying an SB 79 eligible project in a high-resource area would generally violate state housing law unless there is clear evidence of a health or safety risk. Projects using the tallest height allowances must also comply with state labor requirements, including paying prevailing wages and using a trained workforce. These standards are visualized below:

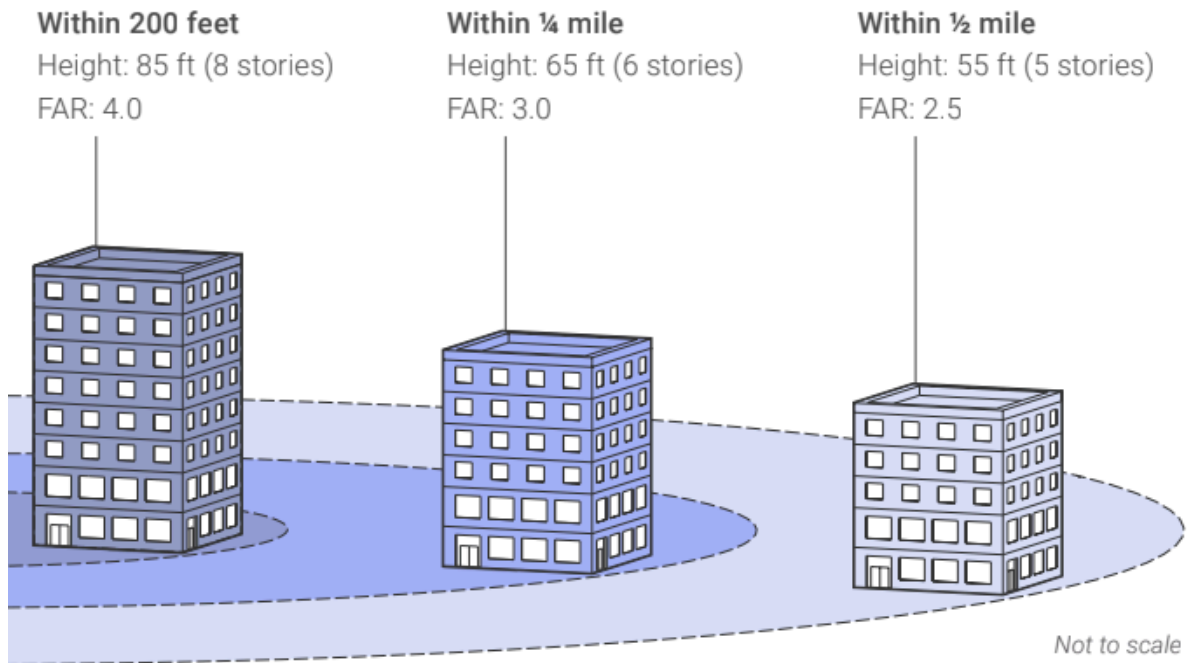
TOD Tier 1 (Heavy Rail or Very High Frequency Commuter)



Tier	<i>within 200 ft</i>	<i>within 1/4 mile</i>	<i>within 1/2 mile</i>
Height*	95 ft (9 stories)	75 ft (7 stories)	65 ft (6 stories)
Density	160 dwelling units/acre	120 dwelling units/acre	100 dwelling units/acre
Density per Lot Equivalency	272 sq ft lot area / dwelling unit	363 sq ft lot area / dwelling unit	436 sq ft lot area / dwelling unit
Floor Area Ratio (FAR)	4.5	3.5	3.0

* Height in stories is approximate and based on average floor height for multifamily residential buildings.

TOD Tier 2 (Light Rail, High Frequency Commuter, BRT, Eligible Bus Only Lanes)



Tier	<i>within 200 ft</i>	<i>within 1/4 mile</i>	<i>within 1/2 mile</i>
Height*	85 ft (8 stories)	65 ft (6 stories)	55 ft (5 stories)
Density	140 dwelling units/acre	100 dwelling units/acre	80 dwelling units/acre
Density per Lot Equivalency	311 sq ft lot area / dwelling unit	436 sq ft lot area / dwelling unit	545 sq ft lot area / dwelling unit
Floor Area Ratio (FAR)	4.0	3.0	2.5

* Height in stories is approximate and based on average floor height for multifamily residential buildings.

Relationship to Density Bonus Law

SB 79 development standards may be combined with the State Density Bonus Law and local density bonus programs to allow additional housing and incentives. While SB 79 projects may access additional incentives through the Density Bonus program, cities are generally not required to grant extra height beyond SB 79's limits except for one hundred percent affordable housing projects. The number of incentives available depends on the affordability of the project. Projects seeking additional incentives must also meet minimum density thresholds, which vary by transit tier and generally equate to approximately 9 to 14 units on a typical 6,500 square-foot lot.

Special Eligibility for Transit-Agency-Owned Land

SB 79 includes specific provisions for housing and mixed-use projects on land owned by transit agencies. These projects must be at least 50 percent residential and provide a minimum of 20 percent affordable units for lower-income households, while also complying with state labor standards and anti-displacement requirements. The bill allows a transit agency's governing board, such as Metro's Board of Directors, to adopt transit-oriented development zoning standards for agency-owned land following a public hearing and environmental review. These standards may set rules for height, density, floor area, and uses, but density cannot be lower than what SB 79 allows or exceed 200 percent of the bill's limits. If transit agency zoning conflicts with local zoning, cities may adopt ordinances to align with those standards, and additional analysis is underway to evaluate how these provisions could support housing development on publicly owned transit land.

Local Implementation Options

Under California Senate Bill 79, local jurisdictions may pursue several implementation options. Beginning July 1, 2026, cities may allow the development standards of SB 79 to go into effect or they may temporarily pause where SB 79 applies to allow additional time for cities to phase in local Transit-Oriented Development (TOD) alternative plans. Cities must adopt an ordinance that is enacted before July 1, 2026 in order to locally phase in the development standards of SB 79.

The development of TOD Alternative Plans allow cities to tailor SB 79 to local conditions but requires detailed site, station, and citywide analysis, as well as coordination with final station mapping from the Southern California Association of Governments (SCAG). For Los Angeles, a Local TOD Alternative Plan must be in effect within one year following the 7th revision of the housing element, or approximately 2030.

Based on the bill's requirements, the City Planning developed a [report](#) to identify four possible ways the City could implement SB 79:

Approach A: Direct Implementation of State SB 79

Under this option, the City would take no local action and allow SB 79 to take effect citywide on July 1, 2026. Eligible sites would automatically receive the bill's development standards and incentives.

Approach B: Phased Implementation of Eligible Areas

This option would use the bill's built-in flexibility to phase in implementation in certain eligible areas over time. SB 79 allows cities to temporarily delay the bill's application at specific transit stops and sites that meet criteria established in state law.

Approach C: Phased Implementation paired with a Targeted Capacity Increase

Some transit stops and sites would remain subject to SB 79 unless the City adopts local zoning changes that create enough additional housing capacity to qualify more areas for delayed implementation. Under this approach, the City would consider targeted increases in allowable height, density, and floor area in select areas, particularly on sites currently zoned for single-family or lower-density uses. These local zoning updates could expand the number of areas eligible for delayed implementation under SB 79. Any zoning changes adopted by the City would remain in place even if state law changes in the future.

Approach D: Local TOD Alternative Plan

SB 79 also allows cities to prepare a local TOD Alternative Plan, subject to approval by the California Department of Housing and Community Development (HCD). This option gives the City flexibility to tailor implementation around one transit stop, multiple stops, or citywide through tools such as zoning changes, overlay districts, specific plans, or local incentive programs. The City may also shift housing capacity within TOD areas, provided the plan meets the bill's requirements for maintaining or increasing overall housing capacity.

On November 17, 2025, the Planning and Land Use Management (PLUM) Committee instructed City Planning to provide recommendations for a citywide phased implementation strategy paired with an accompanying rezoning program (Approach C). In providing this direction, the PLUM Committee emphasized priorities that include increasing local housing capacity in higher opportunity areas beyond stations currently eligible for delay, applying incentives to sites with historic resources, exempting lower opportunity areas, and protecting sites in Very High Fire Hazard Severity Zones.

In response, City Planning’s preliminary modeling results of SB 79 and the City’s current capacity (see [CF 25-1083](#)) found that the city presently has more capacity than proposed through SB 79, with 88% of sites qualifying for a phased implementation approach. This means roughly 12% would be immediately subject to SB 79 provisions beginning in July.

In response to City Council’s direction, the Department developed three options (see [CF 25-1083](#)) that would add housing capacity to targeted Opportunity Stations, which are TOD stations that are primarily composed of parcels in Higher and Moderate Opportunity areas, and allow additional time citywide to develop an SB 79 Local Alt Plan. These options will not change the underlying zoning designation of any properties. Instead, it would make sites eligible for improved capacity incentives such as additional density, height, floor area, or streamlined approvals that facilitate housing near transit. Because many eligible TOD areas today include a significant number of parcels that have low-density zoning, some increases in permitted density are necessary to achieve a citywide delay of SB 79, while many commercial and multifamily corridors near transit already provide density levels that meet the requirements of the bill. As City Council reviewed this analysis at a council meeting on March 24, 2026, the City Council instructed City Planning to, consistent with Approach C in the [November Report](#), prepare two ordinances to phase in the implementation of SB 79’s housing incentives. These include one ordinance to phase in the provisions of SB 79 in Los Angeles and accompanying code amendments to codify Option 1 of the Upzoning Options described in the [February Report](#). As a next step, these ordinances will be considered by the City Planning Commission (CPC) on May 14, along with a public hearing. To follow the progress and proposed regulations, click the “subscribe via email” icon at the top of the Council File web page [linked here](#).

Resources and Contact

Additional information can be found on the [SB 79 Webpage](#) or by subscribing to [Council File Updates](#). Please submit your questions and comments for the proposed Ordinances to planning.sb79@lacity.org.

Frequently Asked Questions (FAQ)

What happens if the City does not pursue a local implementation option?

SB 79 is state law and will take effect automatically. Unless the City adopts a state-approved phased implementation plan or a compliant local alternative plan, the bill's provisions will apply as written beginning July 1, 2026.

What sites are subject to SB 79 in July if the City takes a phased implementation approach without any increase in capacity (Option B)?

If the City moves forward with a phased implementation strategy focused only on sites currently eligible for that approach, SB 79 would take effect this July some Transit Oriented Development (TOD) areas, except for parcels eligible for phased implementation. Based on analysis available in the [November Report](#), 88% of the City's sites are eligible for phased implementation in areas that include lower-opportunity areas, Very High Fire Hazard Severity Zones, sites and stations that meet capacity thresholds, local historic resources, sea level rise areas, industrial employment hubs, and parcels located more than one mile walking distance from a station. Areas not eligible for phased implementation without capacity increases, about 12% of the City's sites, include ten Orange line stations in the South and Northwest Valley, two Exposition Line Stations in West LA, three NoHo to Pasadena BRT Stations, ten other stations in the South Valley, Westchester, and Mid City areas of the City.

How does SB 79 affect historic resources and historic districts?

SB 79 offers limited flexibility for historic resources and only offers relief for locally designated historic resources, such as HPOZs and HCMs. Local historic resources may be deferred through phased implementation or partially exempted under a local Alternative Plan. However, this flexibility does not apply to state or federally designated historic resources, which remain fully subject to SB 79. Even for local historic resources, Alternative Plan exemptions are capped at 10 percent of a station area, meaning that where HPOZs or HCMs exceed that threshold, the City may still need to accommodate required housing capacity on some of those parcels or elsewhere nearby. Existing historic preservation and environmental review processes would remain in effect. Additional analysis on SB 79's impacts on historic resources is available in City Planning's [November Report](#).

How will single family zones be impacted?

SB 79 permits multi-family and mixed-use housing near major transit in areas that are currently zoned for single-family use, as long as projects meet the bill's eligibility criteria. Put simply, single-family parcels within ¼ mile or ½ mile of a qualifying transit stop may be able to build 5-8 story developments. In March 2026, Council directed City Planning to initiate an expansion to the Corridor Transition (CT) Program (Option 1) by extending low rise incentives to single family and lower residential parcels within a ½ mile of a majority high and moderate opportunity SB 79 eligible stations. Council further directed HPOZs to be exempted from this expansion.. In response, the city is proposing to in short term increase single family zones to permit two-four story, low-rise developments, while permanent local SB 79 development incentives are prepared. Ultimately, by 2030 all single-family sites and low density sites in station areas will require capacity increases.

What are the limitations of an alternative local plan?

While a local alternative plan offers flexibility to tailor how housing is built near transit, SB 79 establishes capacity requirements at the site, station, and citywide level when adopting local alt plans. Specifically, any alternative plan must maintain the same overall housing capacity required by SB 79 and cannot significantly reduce density at the citywide or station level without offsetting increases elsewhere. Specifically, at the station level the plan cannot reduce capacity of total units and residential floor area by more than 50%. , At the site level, reductions are capped at 50% to ensure capacity is distributed throughout a station and capacity may not exceed 200% of what SB79 would otherwise allow. For sites in the outer perimeter (between a quarter to one-half mile) of a Tier 2 stop, projects can go below the 50% cap to a missing middle scale development (i.e 30 units per acre and 1.0 FAR). Ultimately, upzoning in single-family and low-density areas will still be required in a local alt plan, and must be approved by the Department of Housing and Community Development (HCD). As a result, local alternative plans offer customization on how development is distributed citywide, but not an opt-out from SB 79's housing capacity requirements all-together.

How are industrial zones impacted?

SB 79 applies to sites zoned for residential, mixed-use, and commercial uses within eligible transit areas. Because Los Angeles' industrial zones permit commercial uses, certain industrial parcels may become eligible for the bill's transit-oriented development standards. The City has limited ability to exempt industrial land, primarily in large industrial districts of at least 250 acres where residential uses are not permitted. Outside of those qualifying areas, industrially designated parcels that allow commercial uses may still be subject to SB 79 and could accommodate residential development consistent with the bill's standards.

What are SB 79's tenant protection measures?

SB 79 includes strong tenant protections to reduce displacement and preserve existing housing. Projects using SB 79 must comply with local demolition and anti-displacement ordinances, including Los Angeles' Resident Protections Ordinance (RPO). The bill also makes sites ineligible if they demolish more than two rent or price-controlled units, including Rent Stabilization Ordinance (RSO) units, that were occupied within the past seven years. RSO sites may still be impacted by the bills provisions, provided a project does not demolish units either by building in a parking lot or an area of the site without existing residential structures.

Glossary

California Tax Credit Allocation Committee (TCAC) Resource Areas

The California TCAC is overseen by the California State Treasurer Office and helps to administer the federal and state Low-Income Housing Tax Credit Programs which enable private investment in rent-restricted affordable housing for low-income residents. The California TCAC Opportunity Areas maps are a tool designed to visually represent how “access to opportunity” varies from place to place. “Access to opportunity” refers to a person’s ability to access places with characteristics linked to critical life outcomes such as educational attainment, earnings from employment, and economic mobility. “Low resource areas” have less access to opportunities that lead to positive life outcomes. More information on the California TCAC Opportunity Maps can be found [here](#).

Floor Area Ratio (FAR)

The ratio of habitable floor area to the size of a lot. For instance, if a 5,000 square foot lot has a FAR of 3:1, the building on that lot would be permitted 15,000 square feet. Some lots have further restrictions on the lot area from which FAR is calculated which may require FAR to be calculated from net lot size (lot area minus required yards), SB 79 has no net lot size limitations.

Lower Income Households

A Lower Income Household earns 80% of an area’s median income (typically the median income of a county). Subcategories of Lower Income (LI) Households include Very Low Income (VLI) Households defined as earning 60% of an area’s median income and Extremely Low Income (ELI)

Households defined as earning 30% of an area's median income. More information can be found [here](#).

State Density Bonus Law

State Density Bonus Law (found in [California Government Code Section 65915-65918](#)) is a state law that allows applicants to seek development bonuses in exchange for the provision of deed-restricted affordable housing. As part of State Density Bonus, projects are offered a certain number of development incentives based on how many affordable units they provide, and can request waivers of development standards that physically preclude a project so long as certain health and safety findings can be made. The City of Los Angeles implements State Density Bonus through its [Citywide Housing Incentive Program](#) (CHIP) as part of the [2021-2029 Housing Element Rezoning](#).

Transit-Oriented Development Stop/Zone

SB 79 categorizes Transit-Oriented Development Zones into two tiers. Tier 1 transit zones are served by heavy rail transit or very high frequency commuter rail and Tier 2 are served by light rail, high frequency commuter rail, Bus Rapid Transit (BRT) Stations, or by high quality bus service (with dedicated lanes, 15 minute headways, and which qualify as Major Transit Stations). Stations may be built or included as locally preferred alternatives pursuant to various regional plans as referenced in the bill. Zones are established by measuring one-quarter mile and, in cities with populations of at least 35,000, one-half mile distance from the nearest edge of a parcel to a pedestrian access point for the station in a straight line.

Zoning Capacity

The number of housing units that can be constructed using zoning regulations and incentive based programs. Zoning capacity is measured by the maximum number of units a site could allow at full buildout, as well as by the net gain, meaning the additional homes that could be built above the number of units currently on the site. As a result, SB 79 requires a detailed zoning capacity analysis that accounts for both maximum site-level buildout and the total net housing gain. The [California Department of Housing and Community Development](#) (HCD) is authorized to produce standards for such analysis.

FACT SHEET

Updated 4/23/2026

SB 79 Phased Implementation Ordinance and Low-Rise Ordinance Fact Sheet

CPC-2026-1798-MSC

CPC-2026-1797-CA, ENV-2026-1799-SE

CF: 25-1083

Summary

The [Senate Bill \(SB\) 79 Phased Implementation](#) and [Low-Rise Ordinances](#) comprise phase one of the City's local implementation of Senate Bill (SB) 79, a new state housing law which promotes housing near transit. The Phased Implementation Ordinance pauses effectuation of bill provisions as permitted by the law to protect sensitive sites. The accompanying Low-Rise Ordinance significantly expands housing opportunity informed by local priorities identified in the Housing Element, increasing missing middle housing capacity within a half mile of high quality transit in Opportunity Station Areas, composed primarily of Moderate and Higher Opportunity Areas as designated by the California Tax Credit Allocation Committee (TCAC). This approach is consistent with value capture frameworks at both the state and City level, which connect housing development to transit improvements for affordability, sustainability, and livability.

The Low-Rise Ordinance expands housing incentives to allow low-scale, multi-family housing development in low density zones within Opportunity Station Areas through updates to the Mixed Income Incentive Program (MIIP), which was brought forward as part of the City's Housing Element Rezoning Program in February 2025. The MIIP was an historic effort to increase housing opportunities across Los Angeles, adding capacity for over 500,000 new units in one of the nation's most significant rezonings. The MIIP focused incentives on land already zoned for multi-family housing. Expanded incentives as part of the Low-Rise

Ordinance add development capacity exceeding Senate Bill 79 requirements in order to build on the progress of the MIIP by Affirmatively Further Fair Housing and strategically incentivizing housing in relation to existing City infrastructure and resources.

Key Provisions

Phased Implementation Ordinance

The [SB 79 Phased Implementation Ordinance](#) allows the city to strategically pause SB 79 citywide. State law permits this phased implementation approach if the City can show it already has enough zoning capacity to support housing growth and has sensitive sites which require more analysis before housing growth is permitted.

The SB 79 Phased Implementation Ordinance temporarily pauses SB 79 for all SB 79 Transit-Oriented Development (TOD) Zones (see page 5 of this Fact Sheet for SB 79 TOD Zone definition) meeting the requirements of California Government Code Section (GCS) 65912.161 (b), including SB 79 TOD Zones meeting capacity, density and floor area minimums, and primarily Low Resource SB 79 TOD Zones meeting capacity requirements. The Ordinance further pauses sites meeting the criteria in GCS 65912.161 (b), including sites:

- Permitting half of density and residential floor area afforded in SB 79
- In Low Resource TCAC areas
- In Very High Fire Hazard Severity Zones
- Vulnerable to one foot of sea level rise
- With local historic resources designated by 1/1/25

In addition to pausing the bill citywide, the Phased Implementation Ordinance codifies permanent exemptions from SB 79 for sites within industrial employment hubs, or that are more than one-mile walking distance from a station pursuant to GCS 65912.160(e).

The ordinance further establishes mapping procedures and requires that SB 79 eligibility be identified on the Zoning Information Mapping Access System (ZIMAS).

Low-Rise Ordinance

The [Low-Rise Ordinance](#) will expand missing middle housing incentives currently offered in the “Corridor Transition (CT)” program within the MIIP (LAMC 12.22 A.38). to include all residential zones, including single-family zones, within a half mile radius of **Opportunity Station Areas** or SB 79 TOD zones that are majority Moderate and Higher Opportunity Areas. With this expansion in eligibility to areas beyond Corridors, this Ordinance renames the “Corridor Transition” program to the **Low-Rise Incentive Area** to reflect the scale of buildings permitted by the program.

Consistent with the existing program structure, the Low-Rise Incentive Area encourages low rise development typologies such as bungalow courts, row houses, and town homes, with incremental Floor Area Ratio (FAR) bonuses provided per unit up to either 10 or 16 units based on a site’s proximity to an eligible transit station. In exchange for base incentives in the form of increased density, FAR, and height and relief from limiting development standards including passageway requirements, floor area calculation limitations, and lot coverage, projects are required to set aside covenanted affordable units. Low-Rise Incentive Area projects must also comply with “performance standards” aimed at producing building outcomes that create shared open spaces, support pedestrian accessibility, and overall celebrate building typologies core to Los Angeles’ architectural past.

Projects in environmentally sensitive areas, such as the Coastal Zone, fire-prone hillside areas, and Sea Level Rise Areas, are not eligible for Low Rise Incentives. While projects involving historic resources receive reduced development incentives and cannot propose the demolition of a Historic Resource. Projects in Historic Preservation Overlay Zones (HPOZ) and involving Historic Cultural Monuments will not be eligible for expanded incentives, and will only be eligible for the program if located in an existing Corridor Transition area. All projects in the program are reviewed over the counter through the plan check process.

In 2025, City Planning conducted developer interviews and economic analysis to improve the Corridor Transition Incentive project feasibility and identified four areas of revision that would improve viability. These proposed revisions include: consolidating three incentive area tiers into two (Table 1), restructuring affordability requirements (Table 2), revising the multi-bedroom incentive from 40% of the units in a project to 20% of the units in a project and permitting increases in both height and floor area, and allowing rooftop open space to be used to meet open space standards in the ordinance.

Table 1: Existing vs. Proposed Affordability

Existing CT Affordability

	Very Low Income	Lower Income	Moderate Income
CT-1A	-	-	1 unit
CT-1B and CT-2	1 unit	1 unit	2 units
CT- 3	2 units	2 units	3 units

Proposed Low-Rise Affordability

	Very Low Income	Lower Income	Moderate Income
LR-1	-	-	1 unit
LR-2	1 unit	1 unit	2 units

Table 2: Existing vs. Proposed Incentives¹

Existing CT Incentives					Proposed Low-Rise Incentives				
Eligibility Subarea	Density Bonus	Floor Area Ratio (maximum permitted)	Parking	Height (maximum permitted)	Eligibility Subarea	Density Bonus	Floor Area Ratio (maximum permitted)	Parking	Height (maximum permitted)
CT-1A	4 units	1.15:1	No parking required.	2 stories	LR-1	4 units	1.15:1	No parking required.	2 stories
	CT-1B	5 units				1.30:1	5 units		
6 units		1.45:1		6 units		1.45:1			
CT-2	7 units	1.60:1		3 stories		7 units	1.60:1		
	8 units	1.75:1				8 units	1.75:1		
	9 units	1.90:1				9 units	1.90:1		
	10 units	2.0:1			10 units	2.0:1			
CT-3	11 units	2.15:1		3 stories	LR-2	11 units	2.15:1		
	12 units	2.30:1				12 units	2.30:1		
	13 units	2.45:1				13 units	2.45:1		
	14 units	2.60:1	14 units			2.60:1			
	15 units	2.75:1	15 units			2.75:1			
	16 units	2.90:1	16 units			2.90:1			

Additional MIIP Updates

The Ordinance additionally brings forward several updates to the MIIP, including both technical and policy amendments:

- Amendments to incorporate Opportunity Station Areas including new definitions; revisions to eligibility requirements, base incentives, and performance standards; and new exceptions for Historic Preservation Overlay Zones (HPOZs) and Historic-Cultural Monuments (HCM);
- Adding an eligibility exception to allow sites outside of Opportunity Station Areas that don't meet phased implementation criteria to be eligible for the Low-Rise Incentive Area Program;
- Establishing an update frequency for mapping of Opportunity Station Areas and TCAC designations to every 5 years; and
- Establishment of a new definition for Fire Restriction Areas, which encompasses areas within the Very High Fire Hazard Severity Zone (VHFHSZ) and within a Hillside Area. Revisions to incorporate this definition into processes within MIIP.

Additional information can be found on the [SB 79 Webpage](#) or by subscribing to [Council File Updates](#). On May 14, 2026, the Los Angeles City Planning Commission (CPC) will hold a [public hearing](#) on these ordinances. Ahead of the meeting, written comments may be sent to the City Planning Commission at cpc@lacity.org, in accordance with the CPC Rules and Operating Procedures. Please include the appropriate case number (CPC Case No. CPC-2026-1798-MSO for Phased Implementation Ordinance and CPC Case No.

¹ The Proposed Low-Rise Incentives table was updated from the 4/17/26 version to address corrections.

CPC-2026-1797-CA for Low-Rise Ordinance) in any submitted correspondence. Questions about the proposed Ordinances can be sent to planning.sb79@lacity.org.

Frequently Asked Questions (FAQ)

How do these Ordinances affect historic resources?

The new Low-Rise eligibility expansion excludes sites within Historic Cultural Preservation Zones (HPOZs) and sites with Historic-Cultural Monuments (HCMs). Sites that were previously eligible for the CT program through proximity to Opportunity Corridors will retain their existing historic resource limitations, including prohibitions on demolition of any historic resource and reduced Incentives for floor area and height.

How will single-family zones be impacted by the Low-Rise Ordinance?

The proposed Low-Rise Ordinance grants single-family zoned parcels eligibility for missing middle incentives in all Opportunity Station Areas creating opportunities for affordable housing in Higher Opportunity Areas and potential pathways to homeownership. In particular, the Low-Rise program offers increases in density, FAR, and height, as well as reductions in parking in conjunction with required performance standards for the design of open space and building entrances that are tailored to produce building typologies integral to Los Angeles' architectural history including courtyard, bungalow, and cottage court apartments.

Do these Ordinances change underlying zoning of neighborhoods near eligible SB 79 stations?

The expansion of the Mixed Income Incentive Program (MIIP) eligibility proposed through the Low-Rise Ordinance does not alter underlying zones. Instead, MIIP is structured according to a density bonus framework that offers development incentives in exchange for the provision of a percentage of affordable units. Sites eligible for MIIP would not otherwise be able to achieve the density and development standards available through MIIP without use of the program. Therefore, the Ordinance will not change the underlying zone, but rather offers development incentives in exchange for affordable housing development.

What are SB 79 TOD Zones?

SB 79 Transit-Oriented Development (TOD) Zones are zones within a half mile of high quality transit stops, which include heavy and light rail stations as well as high-frequency bus stops. SB 79 requires that the Southern California Association of Governments (SCAG) create a map of the City's transit-oriented development (TOD) stops and zones by tier, in

accordance with any guidance prepared by the Department of Housing and Community Development (GCS 65912.160(f)).

How are Opportunity Station Areas identified?

Opportunity Station Areas are SB 79 TOD Zones in which more than 50% of land area in the half-mile zone is composed of Moderate and Higher Opportunity areas. These areas may include Lower or Moderate Opportunity census tracts when Lower or Moderate Opportunity areas represent the minority of available land in a station area. Though incentives linked to TCAC neighborhood designations typically apply at the tract level in the existing MIIP incentive areas, City Planning recommends expanding eligibility of Low-Rise Incentive Areas within the entirety of the half-mile buffer of a transit station identified as an Opportunity Station to create consistency in the built environment even when census tracts divide corridors and neighborhoods.

What is the difference between Corridor Transition (CT) Incentive Area and the Low-Rise Incentive Area?

The Corridor Transition (CT) Incentive Area is currently codified as a subprogram within the Mixed Income Incentive Program (MIIP) providing missing middle scale incentives to R2 and RD zoned sites within a half mile of Opportunity Corridors, which are corridors in the City in Higher Opportunity Areas that have high quality transit.

The CT Incentive Area will be renamed to Low-Rise Incentive Area with the proposed Ordinance. The Low-Rise Incentive Area will include sites previously eligible for the former CT Incentive Area, as well as all residentially zoned sites within Opportunity Station Areas.

Additional Resources

- [SB 79 Webpage](#)
- [Interactive SB 79 Storymap](#)
- [Council File Updates](#)
- [Citywide Housing Incentive Program](#)
- [Corridor Transitions \(CT\) Training](#)
- [Low-Rise Ordinance](#)
- [SB 79 Phased Implementation Ordinance](#)
- [SB 79 Fact Sheet](#)
- Reports From City Planning:
 - [Report 1: Overview and Impacts of SB 79 \(November 2025\)](#)
 - [Report 2: Exploration of the Citywide Impacts of Approach C \(February 2026\)](#)