



Phased Implementation Ordinance and Low Rise Ordinance

Citywide Proposed Code Amendment and Ordinance

Presentation for CPC Meeting

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

ENV-2026-1799-SE, ENV-2020-6762-EIR, ENV-2020-6762-EIR-ADD1, and

ENV-2020-6768-EIR-ADD2

Items No. 6 and 7

LOS ANGELES
CITY PLANNING

May 14, 2026

SB 79 Background

- Establishes **increased housing density** within **½ mile of 145 rail, bus rapid transit stations, and some full time bus lanes**
- Applies citywide without consideration for:
 - Affirmatively Furthering Fair Housing, creating equal incentives in high and low Opportunity Areas
 - Hillside Access including in Fire Zones
 - Environmental Justice
 - Local Affordability Priorities

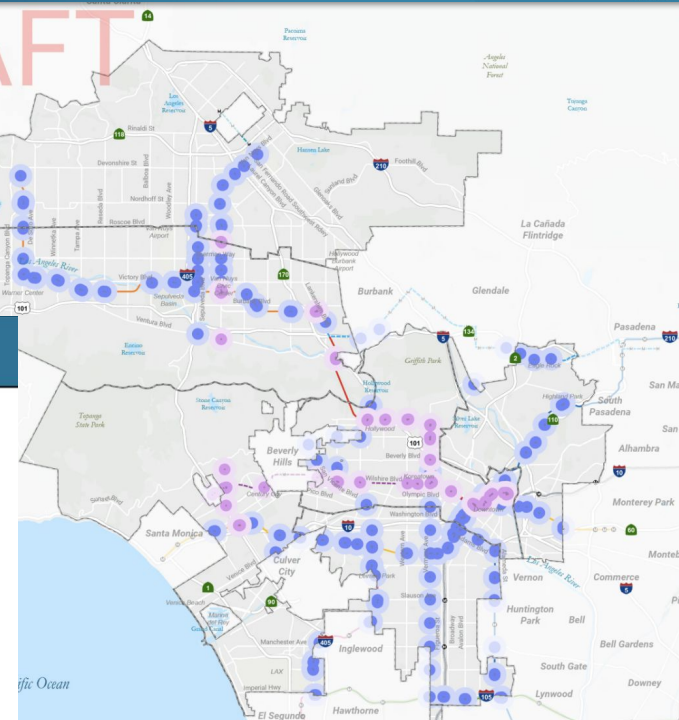
Senate Bill (SB) 79 Citywide Potential Eligibility



DRAFT

Legend

- TOD - Tier 1
- 200 feet
 - 1/4 mile
 - 1/2 mile
- TOD - Tier 2
- 200 feet
 - 1/4 mile
 - 1/2 mile



SB 79 Background



Zones that allow for residential, mixed-use, commercial uses

(including single family, coastal, historic, and hillside/fire zones).



Receive new development standards to permit **5+ units** in **5 - 9 story structures**.



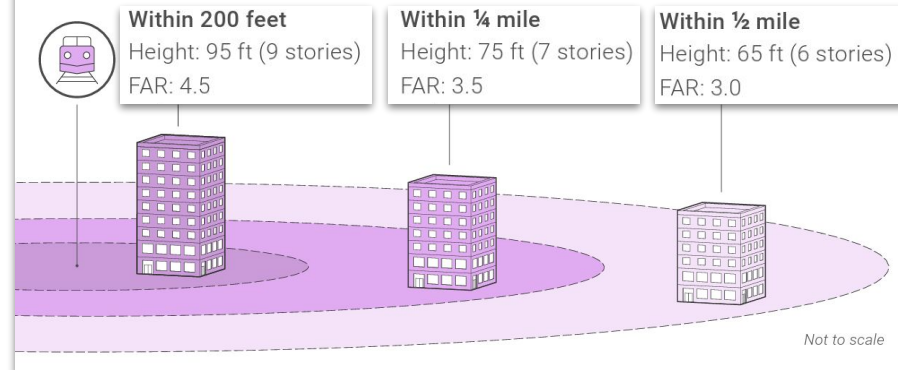
Propose **affordability for projects with 10+ units** or local inclusionary requirements (DTLA).



Eligible for **“stackable” density and additional incentives** by combining with local density bonus programs.

Within a **Tier 1** TOD Stop

(Heavy Rail or Very High Frequency Commuter Stations)

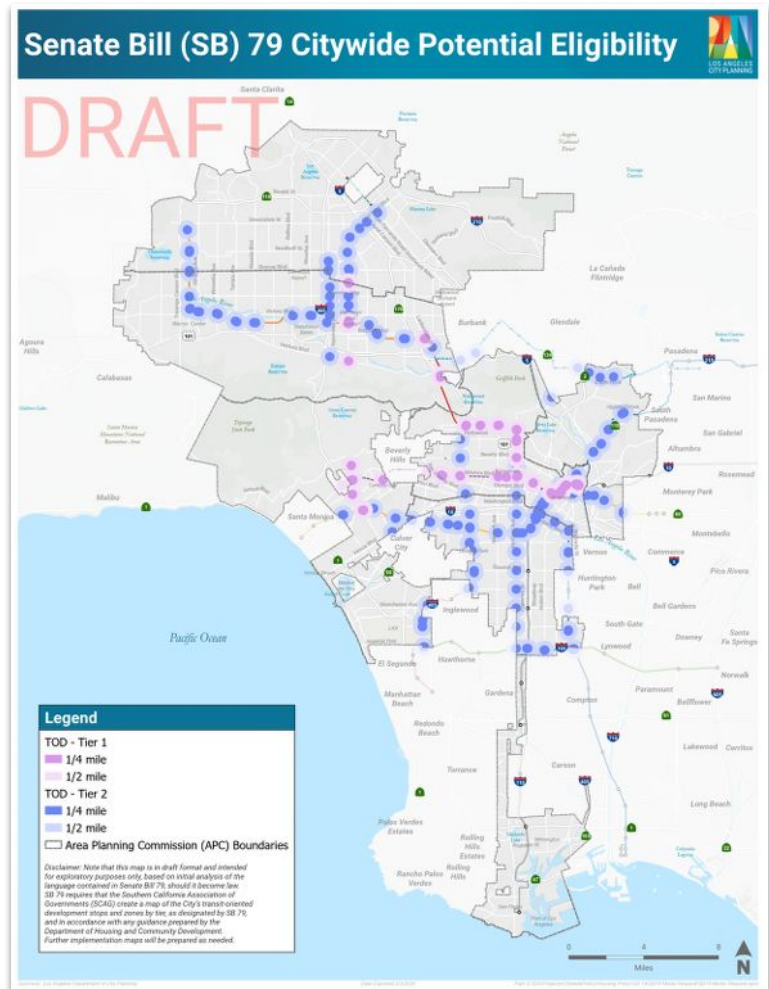


SB 79 City Council Direction on Local Implementation

- SB 79 permits local implementation Options Including the ability for jurisdictions to **phase in SB 79** and develop a **local TOD alternative plan**
- On March 24, 2026, City Council heard these reports and instructed the department to:
 - **pursue phased implementation of bill citywide** and
 - initiate amendments to **expand the Corridor Transition Program in SB 79 eligible opportunity stations.**
- Without further action, SB 79 would apply locally on July 1, 2026.

Why a local approach?

- Tailors growth to Los Angeles' **climate and equity goals**
- Uplifts **Affirmatively Further Fair Housing objectives**
- **Lays groundwork** for a future local TOD alternative plan
- Builds on **last decade's successes** to accelerate housing production — **especially affordable housing near transit**



Review Process and Decision Makers

HCD

- **HCD review is required** for the adoption of any local implementation plan (including ordinances codifying permanent and temporary exemptions) as required by the statute (GCS 65912.160 and 65912.161(b))
- The City is required to submit the ordinance to HCD within 60 days of enactment for review

SCAG

- SCAG will **create SB 79 eligibility maps**, which require HCD approval
 - SCAG has not produced these eligibility maps yet

Other Agencies Involved in Implementation:

LADOT

Metro



Ordinances must be enacted before July 1st, or SB 79 will be available.

Local Implementation Structure

**Phased
Implementation
Ordinance**

**Low-Rise
Ordinance**

Phased Implementation Ordinance

Phased Implementation Ordinance

- Permanently Exempts Sites from SB 79 eligibility (GSC 65912.160(e))
- Phases in Implementation (temporary exemptions) on eligible sites and stations (GSC 65912.161(b)(1)) until one (1) year after the next Housing Element is adopted
- Establishes Director authority to produce maps to identify sites eligible for permanent or phased implementation and update maps as needed

Draft SB 79 Phased Implementation Ordinance
April 17, 2026
Page 1

ORDINANCE NO. _____

An ordinance to phase the implementation of "The Abundant and Affordable Homes Near Transit Act," which was signed into law by Governor Gavin Newsom as Senate Bill 79 (2025) on October 10, 2025 ("SB 79"), pursuant to Government Code Sections 65912.155 - 65912.162.

WHEREAS, the California legislature declared in part that (a) the State faces a housing shortage both acute and chronic, particularly in areas with access to robust public transit infrastructure. (b) Creating ownership opportunities can be an effective long-term strategy for building wealth and can create a path to financial security. (c) Building more homes near transit access reduces housing and transportation costs for California families, and promotes environmental sustainability, economic growth, and reduced traffic congestion;

WHEREAS, SB 79 was signed into law as a matter of statewide concern to mitigate the housing crisis with incentives superseding local zoning and General Plan land use regulations by increasing the supply of affordable and market rate housing within one-half mile of certain specified Transit-oriented development stops creating Transit-oriented development zones ("TOD Zones");

WHEREAS, SB 79 is chaptered in California Government Code Sections 65912.155 through 65912.162 inclusive, and contains provisions for temporary exemption from the bill's otherwise effective date of July 1, 2026, to one year following the adoption of the seventh revision of a local jurisdiction's Housing Element of the General Plan;

WHEREAS, California Government Code Sections 65912.160(e) and 65912.161(b)(1) specify that exemptions must be adopted by ordinance if enacted, where sites and TOD Zones meet specified criteria in those sections;

WHEREAS, the City's sixth cycle 2021-2029 Housing Element ("Housing Element") was initially adopted on November 24, 2021 and later amended on June 14, 2022;

WHEREAS, the City's Housing Element Rezoning Program ("Rezoning Program"), encompassing the Hollywood Community Plan, and the Downtown Community Plan, the Citywide Housing Incentive Program Ordinance ("CHIP"), Housing Element Sites and Minimum Density Ordinance ("HESMDO"), and Resident Protections Ordinances ("RPO") were all adopted and effective as of February 11, 2025;

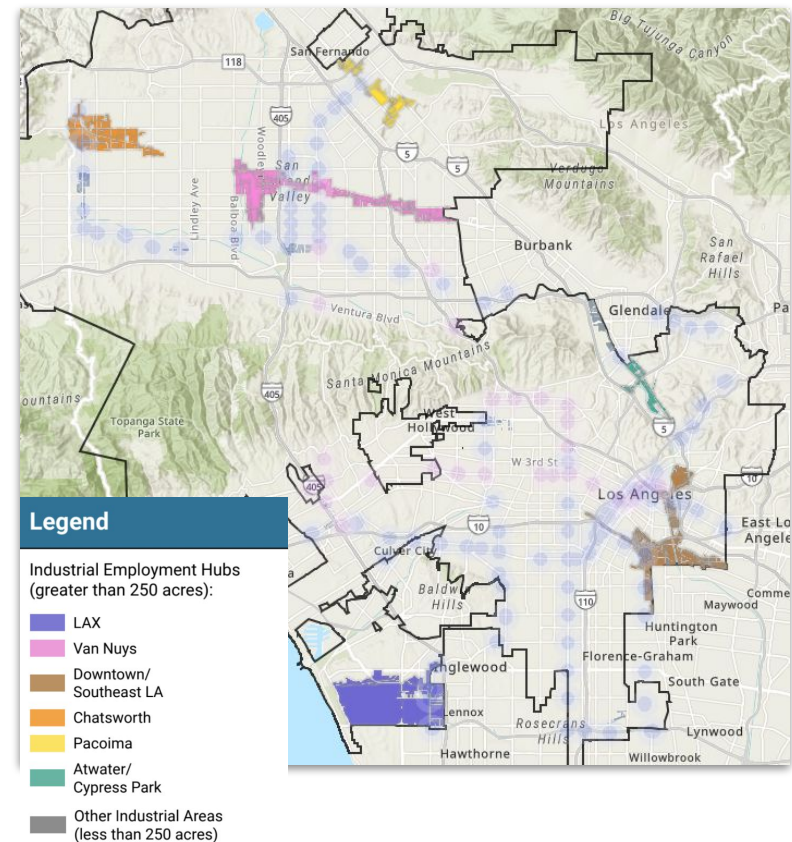
WHEREAS, the Rezoning Program responded to the City's Regional Housing Needs Allocation shortfall of 255,432 housing units, including a shortfall of 130,553 lower-income units, by creating capacity for more than 563,594 total units, including 195,877 lower income units;

WHEREAS, the City's Housing Element and Rezoning Program are built on public feedback from thousands of Angelenos, incorporate locally calibrated value capture tools, provide an

Phased Implementation Ordinance

Permanently Exempts Sites

- Industrial Employment Hubs (areas of more than 250 acres of industrial land)
- More than one-mile walking distance from a station



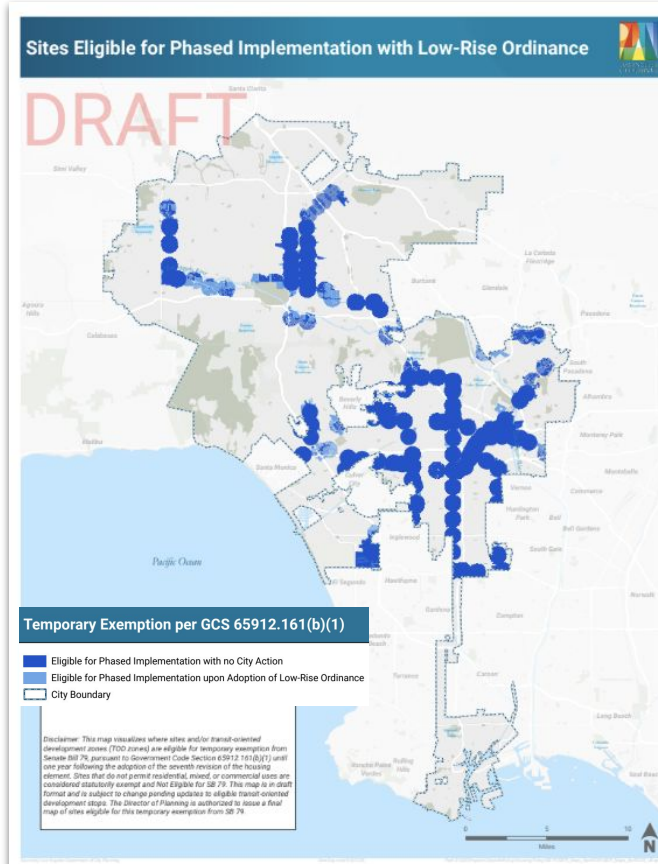
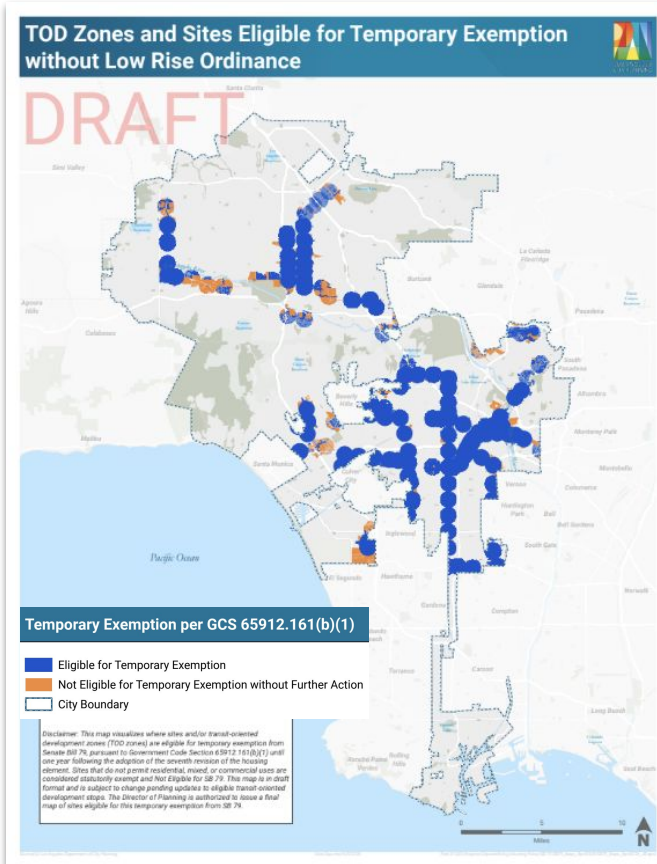
Phased Implementation Ordinance

Phased Implementation (Temporarily Exempt)

- In TOD Zones:
 - Meeting capacity, density and floor area minimums.
 - In primarily Low Resource TOD zones meeting total capacity and floor area.
- On 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.
 - Local historic resources (Historic Preservation Overlay Zones and Historic Cultural Monuments) designated by 1/1/25

Exhibits 3 and 4 identify sites and TOD zones eligible for Permanent and Phased Implementation

Updated Modeling Results



Citywide **90% of sites** are eligible for phasing in without the Low-Rise Ordinance.

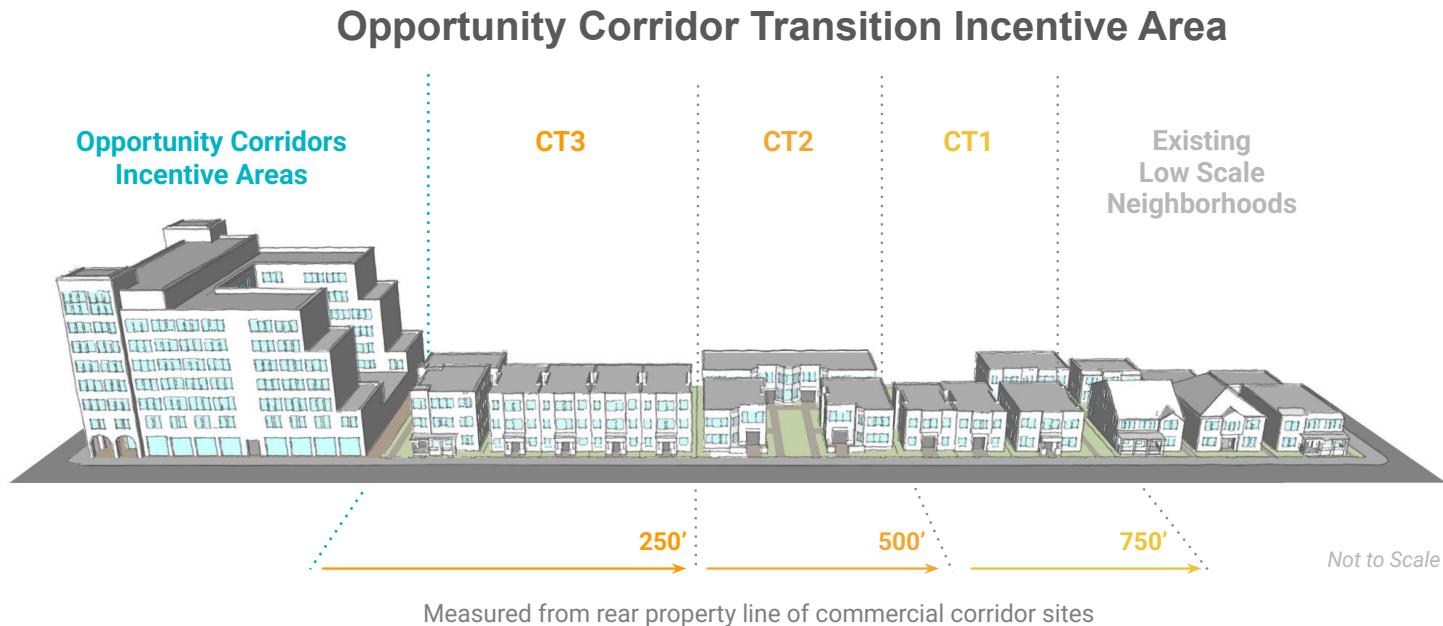
With the **Low Rise Ordinance**, **100% of sites** are eligible for phased implementation.

Low-Rise Ordinance

An aerial photograph of a city, likely Los Angeles, showing a dense residential area with many low-rise apartment buildings. The buildings are mostly light-colored with flat roofs. In the background, there are green hills and mountains under a clear sky. The image has a color gradient overlay, transitioning from orange on the left to blue on the right.

Existing Corridor Transition (CT) Program

Incentivizes **missing middle outcomes (2-4 stories)** in low-density R2 and RD) zones adjacent to major corridors.



Corridor Transition now *Low-Rise Program*

- Sites can build **5-16 units** (with incremental FAR increases) with some required affordability
- Subject to **program development standards** for open space, setbacks, entryways, parking location, and focal entry features.
- **All projects** can be filed directly to LADBS and **are processed by zoning review**

Key Changes:

- Edits to incorporate economic analysis and developer feedback
- Revisions to incorporate Option 1 and expanded single family eligibility
- Technical revisions to MIIP definitions, mapping frequencies, and eligibility criteria to support ordinance implementation.

Project Feasibility Edits

Economic Analysis & Developer Feedback:

- Affordability too high particularly in lower markets, not competitive with state incentives (SB 1123/684), and more units needed to support an affordable set aside.
- For multi-bedroom incentive, 40% multi-bedroom units too high and projects need both height and FAR bonus to be feasible.
- Townhomes are most feasible as a for-sale typology with 3 story courtyard feasible for rent or sale.

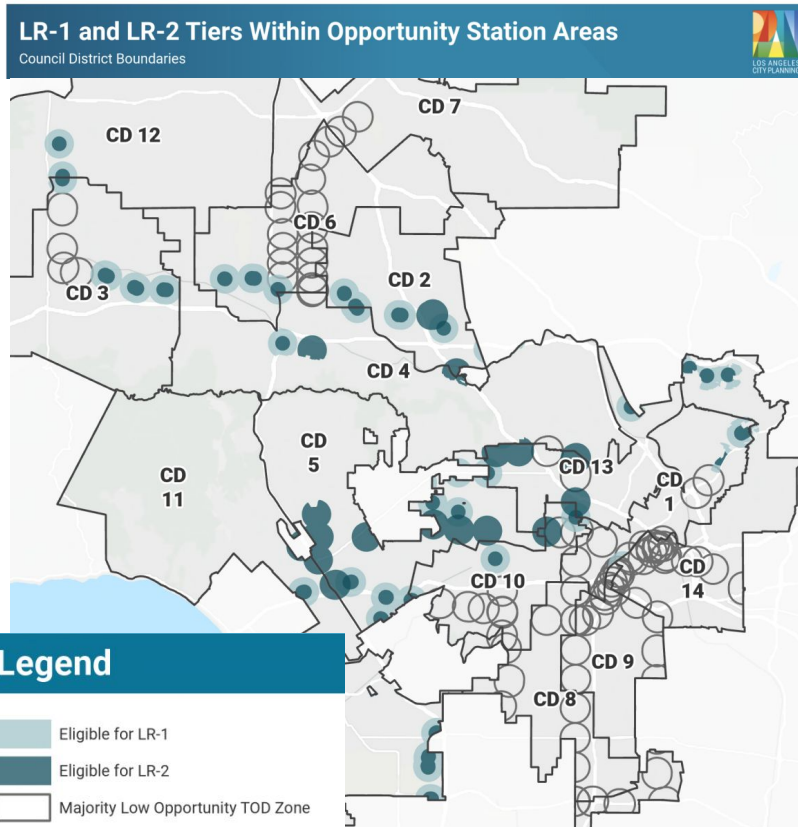
Proposed Revisions:

- Consolidate prior three CT Tiers into two to better align with SB 1123.
- Align affordability requirements with consolidated tiers.
- Reduce multi-bedroom incentive to 20% of units and provide both height and FAR as incentives.
- Allow rooftop open space options to support for-sale developments.

Low-Rise Amended Applicability for Option 1

Eligibility Subarea Based on Distance		
<u>Transportation Qualifier</u>	<u>LR-1</u> (5 - 10 Units)	<u>LR-2</u> (11- 16 Units)
Tier 2 TOD Stop (Light Rail, Commuter Rail, BRT, and Bus only lanes meeting eligibility criteria)	1/4 mile - 1/2 mile	< 1/4 mile
Tier 1 TOD Stop (Heavy Rail)	-	< 1/2 mile

HCMS and HPOZ would not be eligible



Additional Changes to Incorporate Option 1

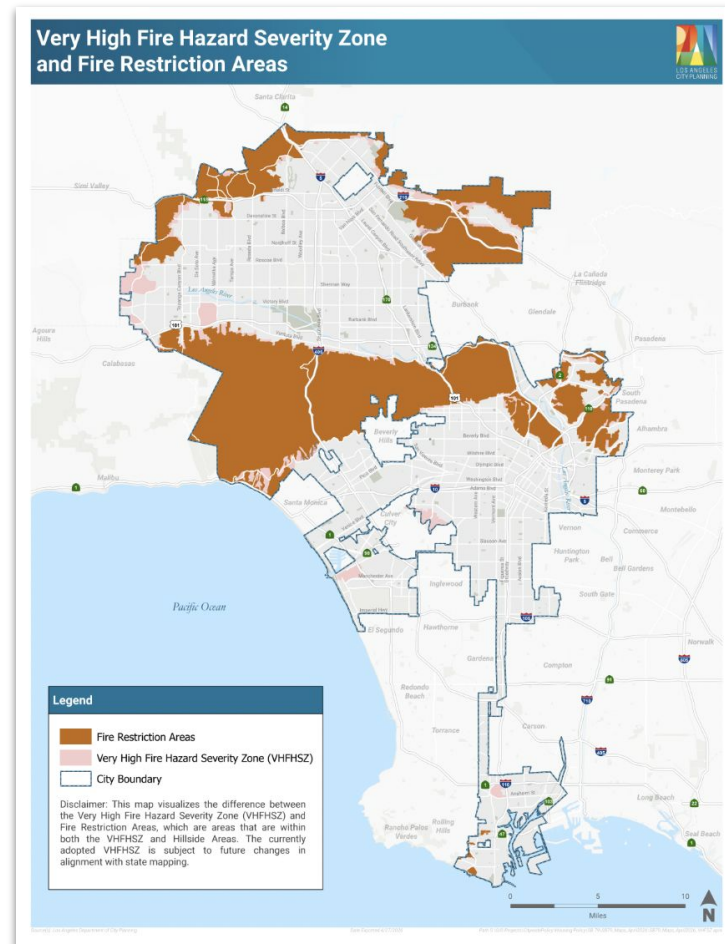
Other Incentives/Performance Standards

1. Front Yard Setback: To encourage open space be oriented towards the public realm, revised **front yard setback** from 10 feet to 15 feet or prevailing whichever is less.
2. Front Yard Common Open Space: **Replaced common open space standards from rear yard to front yard**, to encourage open space be oriented towards the street.
3. Alley Setback: **0 foot alley step back** (alley already provides buffer).



Technical Revisions to MIIP

- Revisions to ‘Update Frequency’ to allow revisions to Opportunity Station Areas and TCAC designations every 5 years.
- New **Fire Restriction Area** definition to exclude sites in both VHFHSZ and Hillside Areas from Low Rise Incentive Area eligibility.
- **Relief from R1 development standards** like lot coverage, massing requirements, and side yard plane breaks
- General technical edits to eligibility criteria and Program Standards, including changing eligibility thresholds to 5 or more units.



Recommendations for Deeper and More Affordability Pursuant to Amending Motion 4C

*Instruct the Department of City Planning to report back and present options for **stronger Corridor Transition incentives** in the form of **greater density, floor area, and/or height** paired with levels of **deeper affordability to allow for realistic development capacity** for missing middle options.*

Exhibit 2B Recommendation:

Allow any Low-Rise eligible project to **provide 8% ELI, 12% VLI, or 50% MI** units in exchange for:

Density	Limited by Form
FAR	3.0
Height	4 stories (max)

Low-Rise Bonus is **income inclusive** and **increases realistic development capacity**

Requested Actions

Low - Rise Ordinance Requested Actions

1. Determine, based on the independent judgement of the decision maker, after consideration of the whole administrative record that the proposed project is statutorily exempt under the California Environmental Quality Act (CEQA) pursuant to the California Public Resources Code Section 21080.085(a); and find that the Project was assessed in the Housing Element Environmental Impact Report (“EIR”) Number ENV-2020-6762 (SCH No. 2021010130) certified on November 29, 2021, and Addenda 1 and 2 (ENV-2020-6762-EIR-ADD1 and ENV-2020-6762-EIR-ADD2), and pursuant to CEQA Guidelines Sections 15162 and 15164, no subsequent EIR is required;
2. Approve and recommend that the City Council adopt, pursuant to Charter Section 558 and Chapter 1A Section 13B.1.3 of the Los Angeles Municipal Code (LAMC), the proposed Low-Rise Ordinance (Exhibit 2A) to amend LAMC Chapter 1 Section 12.22 A.38 and any related sections of the LAMC;
3. Delegate authority pursuant to Charter Section 559 to the Director of Planning to incorporate revisions to the Ordinance to address guidance from the California Department of Housing and Community Development, including but not limited to establishing review processes for industrial land;
4. Adopt the Staff Recommendation Report as the Commission’s report; and
5. Adopt the Findings.

Low - Rise Ordinance Additional Recommended Action

1. Recommend that the City Council evaluate and consider incorporating Exhibit 2B, inclusive of any subsequent modifications, as amendments into the proposed Low-Rise Ordinance to create more incentives for projects in Low-Rise Incentive Areas that provide deeper and/or more on-site affordable units.

Phased Implementation Ordinance Requested Actions

1. Determine, based on the independent judgment of the decision maker, after consideration of the whole administrative record that the SB 79 Phased Implementation Ordinance is not a project under CEQA pursuant to Government Code Section 65912.160(c)(2); and recommend that the City Council find, the Project was assessed in the Housing Element Environmental Impact Report (“EIR”) Number ENV-2020-6762 (SCH No. 2021010130) certified on November 29, 2021, and Addenda 1 and 2 (ENV-2020-6762-EIR-ADD1 and ENV-2020-6762-EIR-ADD2), and pursuant to CEQA Guidelines Sections 15162 and 15164, no subsequent EIR is required;
2. Approve and recommend, that the City Council adopt, pursuant to Los Angeles Charter Section 558, the SB 79 Phased Implementation Ordinance (Exhibit 1) and that the Department of City Planning (Department) incorporate revisions to the ordinance to address guidance from the California Department of Housing and Community Development (HCD);
3. Delegate authority pursuant to Charter Section 559 to the Director of Planning to incorporate revisions to the ordinance and associated site analysis to address guidance from HCD;
4. Adopt the Staff Recommendation Report as the Commission’s report; and
5. Adopt the findings.

Anticipated Timeline

May / June 2026

- City Planning Commission Consideration
- City Council Consideration of Proposed Ordinances

June 2026

- Form & Legality Review
- Final Adoption effective before July 1, 2026

After July 2026

- Development of a Local Alt Plan in alignment with Housing Element Adoption

Thank You!

Additional Slides

Current Corridor Transition Program

An aerial photograph of a city, likely Los Angeles, showing a dense residential area with multi-story apartment buildings and houses. In the background, there are rolling hills and mountains under a clear sky. The image is overlaid with a gradient from orange on the left to blue on the right. A white horizontal line is positioned above the text.

Existing Corridor Transition Base Incentives

Lot Requirements and Building Spacing and Passageways

A project is eligible for the following lot reductions:

- Minimum Lot Area: 600 square feet
- Minimum Lot Width: 15 feet
- Minimum Lot Access: A 3 foot pedestrian access easement

A project **does not need to meet zoning requirements related to spaces between buildings or passageways** pursuant to LAMC Section 12.21 C.2

Yard Incentives

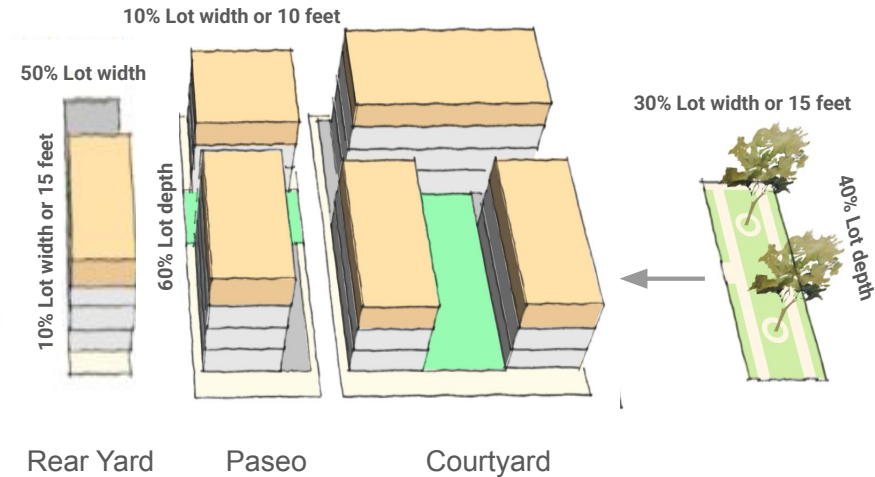
A project is eligible for the following reductions:

- Front yard setback: 10 feet
- Side yard setback: 3 or 4 feet (depending on height)
- No interior side yard setback shall be required
- Rear yard setback: 4 feet
- Alley setback of 0 feet

Existing Corridor Transition Performance Standards

Common Outdoor Open Space

- Superseding previous open space requirements (LAMC 12.21 G.2), except for minimum planting and tree requirements, projects must provide one of the following:
 - **Rear yard**
 - **Paseo**
 - **Courtyard**
- Projects meet the dimensional requirements that are **not used for vehicular access or storage**
- All must be **open to the sky** and have **no structures that project into the area**, except for Outdoor Amenity areas



Existing Corridor Transitions Performance Standards

Street-Facing Entry Features

- Projects must provide either a **porch**, **forecourt**, or **recessed entry**, which face the street

Ground Floor External Entrances

- Ground floor external entrances to units not located on a street-fronting lot line, shall have an entrance **oriented towards the open space** when adjacent to the open space



Porch

Recessed Entry

Forecourt

Existing Corridor Transition Performance Standards

Parking Areas, Garages, and Carports

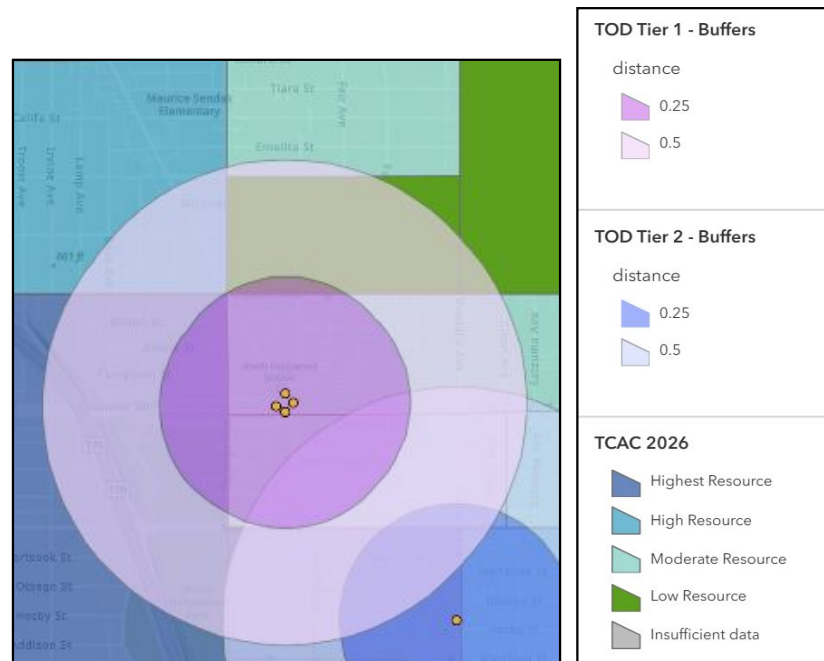
- **No above-ground parking areas** shall be allowed between a Ground Floor Frontage and public right-of-way
- **New detached garages and carports** shall be located behind the main building(s) facade, furthest from the Ground Floor Frontage Line
- **Attached parking areas** shall be located either underground or behind any main building(s)
- **Access driveways** shall be provided from alleys when present and determined feasible by LADOT

Low-Rise Ordinance

An aerial photograph of a city, likely Los Angeles, showing a dense residential area with many low-rise apartment buildings. The buildings are mostly light-colored with flat roofs. In the background, there are green hills and mountains under a clear sky. The image has a color gradient overlay, transitioning from orange on the left to blue on the right.

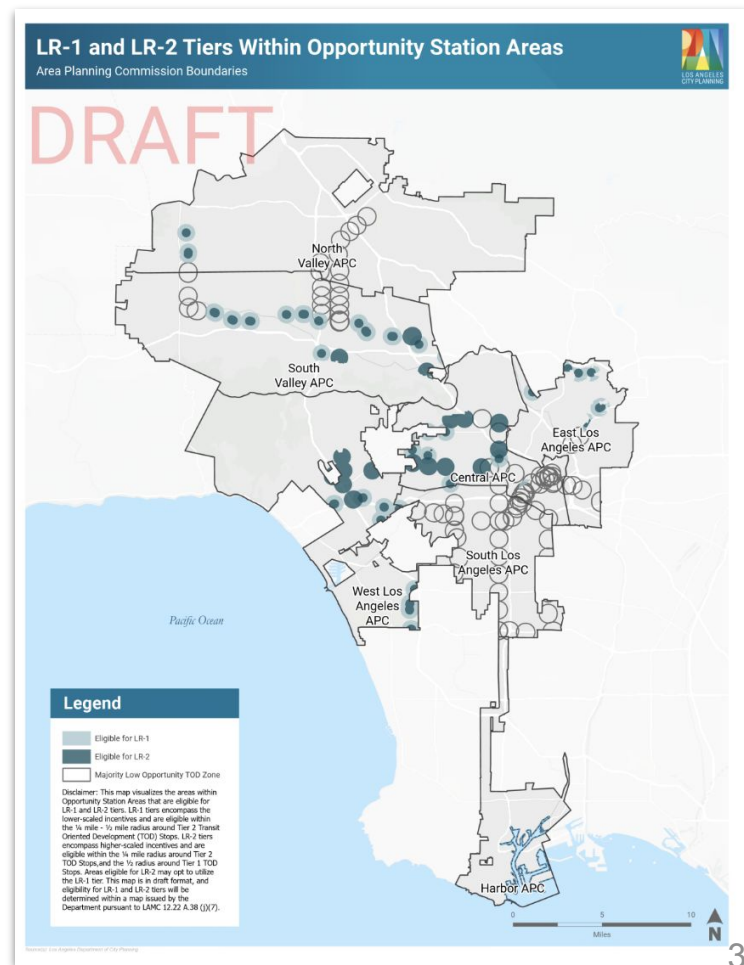
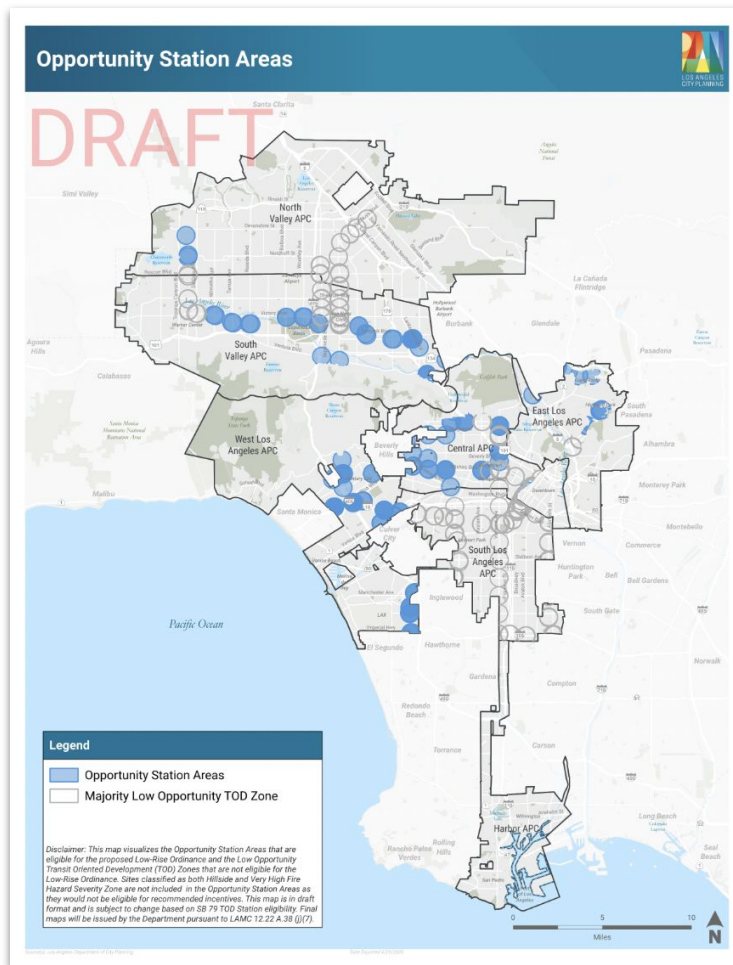
Changes to Incorporate Option 1: Opportunity Station Areas

- **New Opportunity Station Definition and Revisions to Eligibility Standards:** SB 79 TOD Zone made up of majority Moderate and Higher Opportunity Areas
- **Higher Opportunity Areas:**
 - Rich in jobs, transit, parks, schools, and other opportunities proven by research to improve life outcomes
 - Census tracts designation by TCAC (California Tax Credit Allocation Committee)
- ‘Opportunity Station’ approach furthers the City’s **AFFH goals** and builds off MIIP framework to equitably increase housing in Higher Opp areas.



Example: The North Hollywood B Line Station (pink radius) contains highest, high, moderate, and lower opportunity tracts. Incentives applied by tract could lead to uneven development outcomes.

The City of Los Angeles has 57 Opportunity Station Areas (out of 145 SB 79 TOD Zones) where the Low-Rise Program would apply.



Low Rise: Affordability Requirement Changes

Existing

Incentive Program	Min Number of Total Units as Restricted Affordable		
CT Incentive Area	Income Level		
	Very Low Income	Lower Income	Mod 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

Incentive Program	Min Number of Total Units as Restricted Affordable		
<u>Low-Rise</u> Incentive Area	Income Level		
	Very Low Income	Lower Income	Mod Income
<u>LR-1</u>	-	-	1 unit
<u>LR-2</u>	1 unit	1 unit	2 units

Eligibility Table Revisions

Eligibility Subarea Based on Distance			Eligibility Underlying Project Zones	Geographic Criteria
Transportation Qualifier	LR-1	LR-2		
Opportunity Corridor Transition	250-750 feet	< 250 feet	RD and R2	Higher Opportunity Areas
Tier 2 TOD Stop	¼ mile - ½ mile	< ¼ mile	Residential Zones	Opportunity Station Areas
Tier 1 TOD Stop	-	< ½ mile		

Low-Rise: Eligibility Table Updates

Existing

Eligibility Subarea	Site Requirements	Eligible Underlying Project Site Zones	Geographic Criteria
CT-1	Lots in whole or in part within 750 feet of the rear property line of a lot located within an Opportunity Corridor Incentive Area.	RD zones and R2 zones	Higher Opportunity Areas
CT-2	Lots in whole or in part within 500 feet of the rear property line of a lot located within an Opportunity Corridor Incentive Area.		
CT-3	Lots in whole or in part within 250 feet of the rear property line of a lot located within an Opportunity Corridor Incentive Area.		

Proposed

<u>Eligibility Subarea Based on Distance</u>			<u>Eligible Underlying Project Zones</u>	<u>Geographic Criteria</u>
<u>Transportation Qualifier¹</u>	<u>LR-1</u>	<u>LR-2</u>		
<u>Opportunity Corridor Transition</u>	250 - 750 feet	< 250 feet	RD and R2	Higher Opportunity Areas
<u>Tier 2 TOD Stop</u>	1/4 mile - 1/2 mile	< 1/4 mile	Residential Zones ¹	Opportunity Station Areas
<u>Tier 1 TOD Stop</u>	=	< 1/2 mile		

Low-Rise: Base Incentives Tier Consolidation

Existing

Eligibility Subarea	Density Bonus	Floor Area Ratio (maximum permitted)	Height (maximum permitted)
CT-1A ²	4 units	1.15:1	2 stories
CT-1B ²	5 -6 units	1.30-1.45	
CT-2	7 -10 units	1.6 - 2.0	3 stories
CT-3	11 - 16 units	2.15 - 2.9	

Proposed

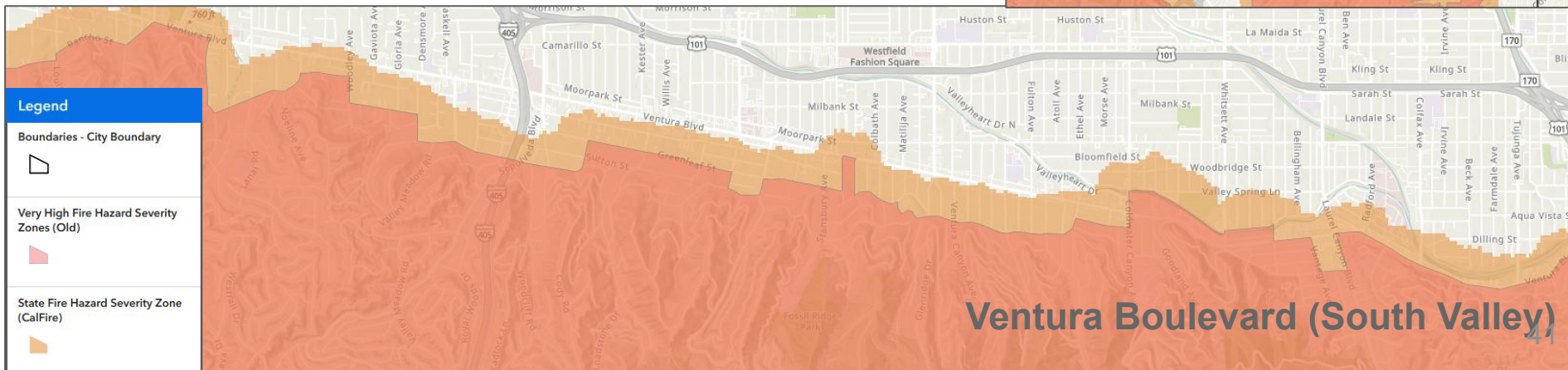
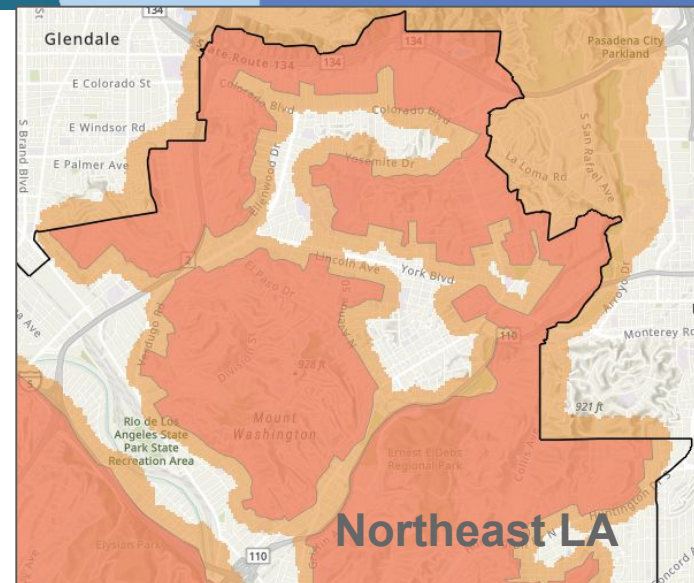
Eligibility Subarea	Density Bonus	Floor Area Ratio (maximum permitted)	Height (maximum permitted)
LR- 1	5 -6 units	1.30-1.45	2 stories
	7 -10 units	1.6 - 2.0	3 stories
LR - 2	11 - 16 units	2.15 - 2.9	

Revisions Since 4/17 Low Rise Ordinance Draft Release

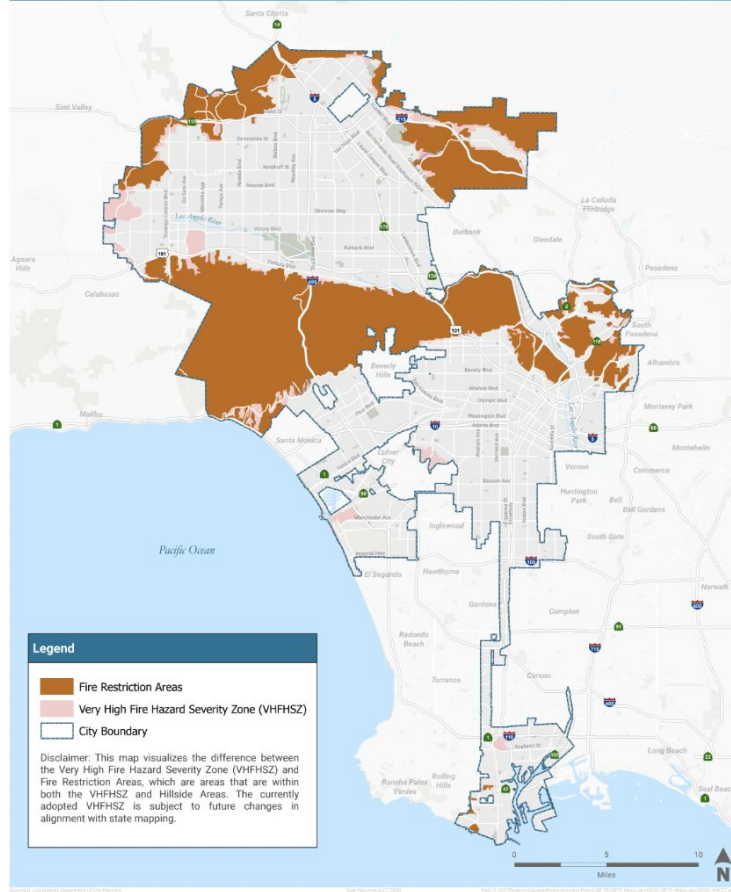
- Corrected a table formatting error to correct an accidental reduction in height for 7-10 unit projects.
- Clarified that sites ineligible for deferral which gain access to low rise incentives may be located in Boyle Heights and Harbor.
- Revised program entry threshold from 4 units to 5 units, to align with the Housing Development Project Definition and ensure alignment with EPMS.
- Clarified that base incentives supersede development standards that precludes the guaranteed building envelope incentives granted by the program.

Fire Restriction Areas

- The Low-Rise Ordinance establishes a definition for Fire Restriction Areas which includes Very High Fire Severity Zone Hillside Areas.
- This new definition aligns eligibility for the Mixed Income Incentive Program (MIIP) with the Affordable Housing Streamlining Ordinance.



Very High Fire Hazard Severity Zone and Fire Restriction Areas



State CAL FIRE Very High Fire Hazard Severity Zone and Fire Restriction Areas

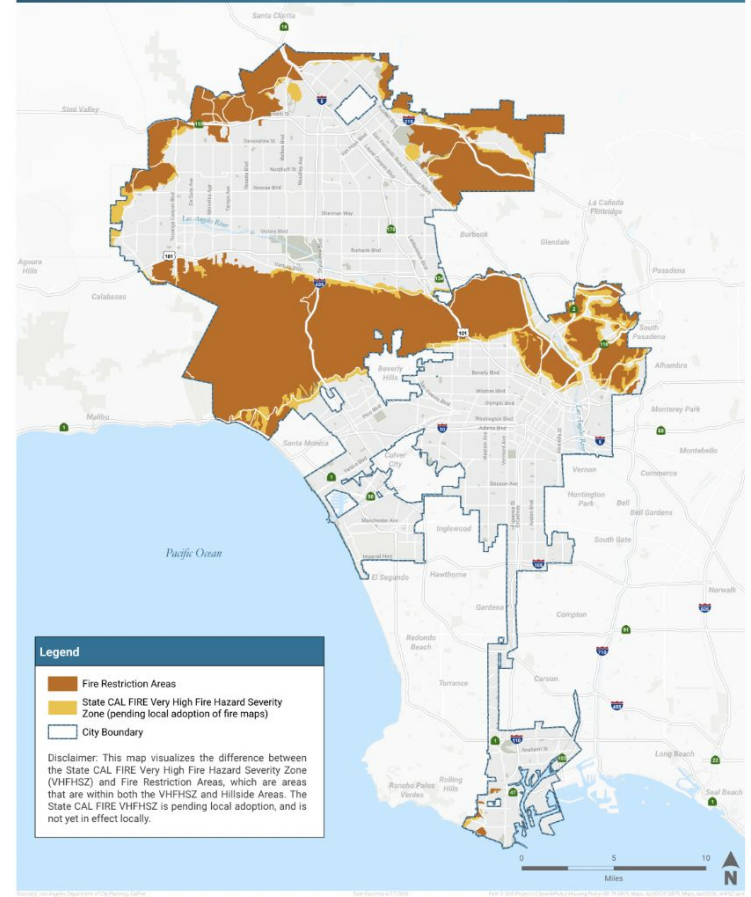


Exhibit 2B: Low-Rise Bonus

Recommendations for Deeper and More Affordability Pursuant to Amending Motion 4C

*Instruct the Department of City Planning to report back and present options for **stronger Corridor Transition incentives** in the form of **greater density, floor area, and/or height** paired with levels of **deeper affordability to allow for realistic development capacity** for missing middle options.*

Exhibit 2B

- Exhibit 2B was prepared as a response to Amending Motion 4C (Council File 25-1083) requesting the Department report back on stronger incentives for deeper affordability.
- It analyzes affordability constraints and incentive limitations for which relief would be needed to incentivize deeper affordability.
- Based on analysis, Exhibit 2B proposes an additional Low-Rise Bonus based on feasibility analysis, case filing data, and developer feedback for sites eligible for LR-1 and LR-2

Affordability

Considerations

Percentage based affordability allows for market rate units to offset set asides.

Feasibility does not start until Market Area 3 (8% ELI or 11% VLI); Opportunity Stations span all Market Areas.

Value Capture should exceed SB 79 and Linkage Fee but remain less than TOIA which produces larger building typologies.

Affordability should offer flexibility to support majority affordable housing developments and shared-equity initiatives.

Current Thresholds

	Extremely Low Income	Very Low Income	Low Income	Moderate Income
Senate Bill 79	7%	10%	13%	N/A
Linkage Fee	8%	11%	20%	40%
TOIA	9 -13%	12-17%	21-27%	N/A

Key Issues: Setbacks

An aerial photograph of a city, likely Los Angeles, showing a dense residential area with many multi-story apartment buildings. In the background, there are rolling hills and mountains under a clear sky. The image has a color gradient overlay, transitioning from a warm orange on the left to a cool blue on the right.

Yard Incentives

Existing CT Program

- Side yard setback: Side yard setback of 4 feet for a three-story structure, or 3 feet for a two-story structure.
- Rear yard setback: 4 feet provided structures maintain a height of less than 26 feet within 15 feet of the rear property line

SB 9, SB 684/1123

- ADUs are permitted to have a 4 side setback and a 4 foot rear setback provided structures maintain a height of less than 26 feet within 15 feet of the rear property line
- SB 684/1123 subdivisions are guaranteed both 4 foot side yard and 4 foot rear yard setbacks for projects building up to 10 units.

Revisions to Yard Incentives

Existing CT Program

- Front yard setback: 10 feet:
- Side yard setback: Side yard setback of 4 feet for a three-story structure, or 3 feet for a two-story structure.
- No interior side yard setback shall be required
- Rear yard setback: 4 feet provided structures maintain a height of less than 26 feet within 15 feet of the rear property line
- Alley setback of 0 feet for structures that maintain a height of less than 26 feet for at least the first 15 feet from the alley.

Low Rise Amendments

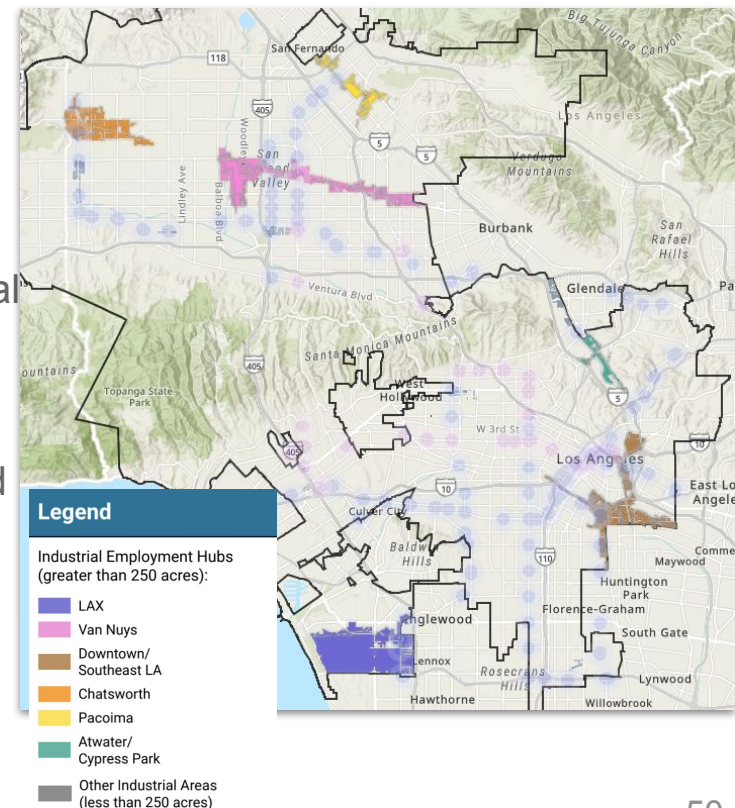
- **Front yard setback:** Front yard setbacks are limited to no more than the **average of the yards** along the same frontage of adjacent buildings along the same street frontage **or 15 feet, whichever is less**. Or, if a site is a corner lot or adjacent to a vacant lot, the front yard setback may align with the facade of an adjacent building along the same front lot line.
- Interior yard (No Change)
- Side Yard (No Change)
- Rear Yard (No Change)
- Alley setback of 0 feet. (transitional height off the ally is removed)

Phased Implementation Ordinance

An aerial photograph of a city, likely Los Angeles, showing a dense residential area with various apartment buildings and houses. The image is overlaid with a gradient from orange on the left to blue on the right, suggesting a sunset or sunrise. The text 'Phased Implementation Ordinance' is prominently displayed in white, bold, sans-serif font across the center of the image.

Key Issues – Industrial Land

- At this time, the Department is pending guidance from HCD on the applicability of SB 79 on industrial land.
- SB 79 is permitted on sites zoned for “residential, mixed, or commercial development”, however the City’s industrial zones permit commercial uses.
- Given health and safety impacts related to allowing residential uses on industrial sites, the Department would recommend procedures to ensure environmental review and mitigation.
- Only industrial sites located within industrial employment hubs are eligible for permanent exemption.



Industrial Employment Hubs

Permanent Exclusion pursuant to GCS 65912.161(e)(2)

Name / Location	Acreage
LAX	3,623
Van Nuys	2,383
Downtown / Southeast Los Angeles	1,758
Chatsworth	1,282
Pacoima	664
Atwater / Cypress Park	312

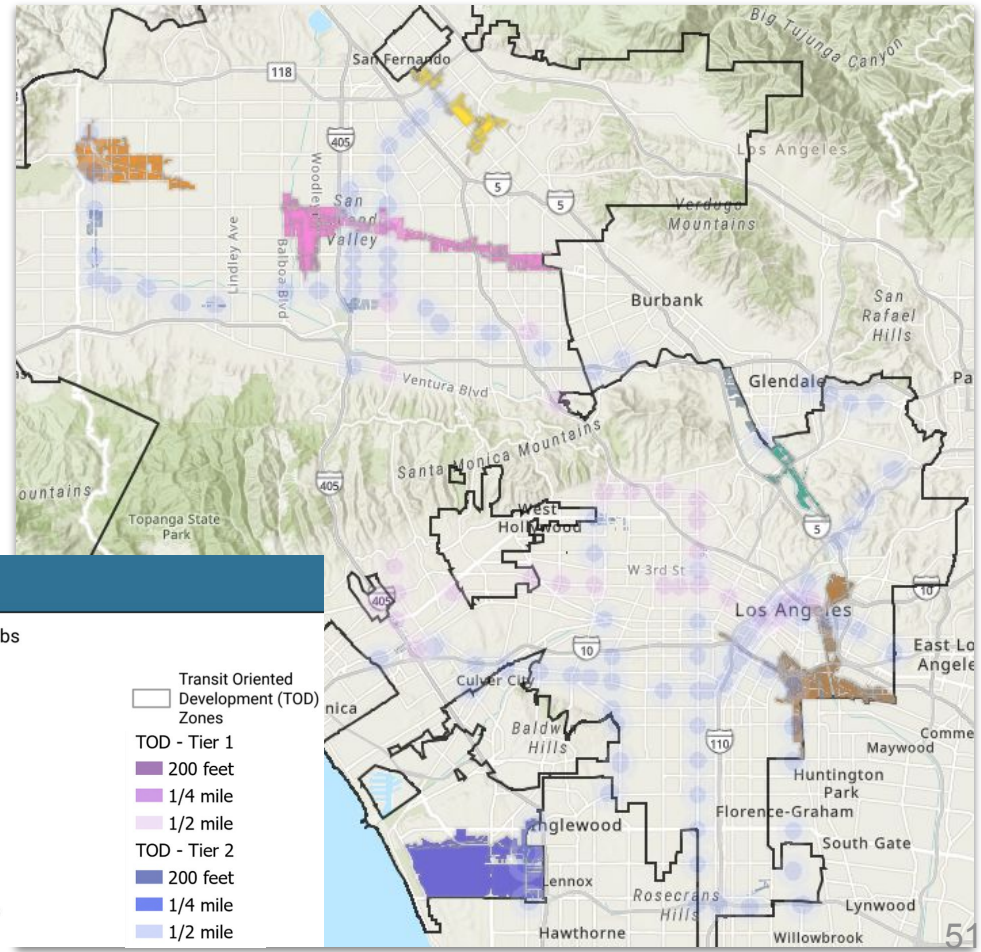
Legend

Industrial Employment Hubs (greater than 250 acres):

- LAX
- Van Nuys
- Downtown/ Southeast LA
- Chatsworth
- Pacoima
- Atwater/ Cypress Park
- Other Industrial Areas (less than 250 acres)

Transit Oriented Development (TOD) Zones

- TOD - Tier 1
 - 200 feet
 - 1/4 mile
 - 1/2 mile
- TOD - Tier 2
 - 200 feet
 - 1/4 mile
 - 1/2 mile



Industrial Employment Hubs

Eligible Areas

Name/Location	Acreage
LAX	3,623
Van Nuys	2,383
Downtown / Southeast Los Angeles	1,758
Chatsworth	1,282
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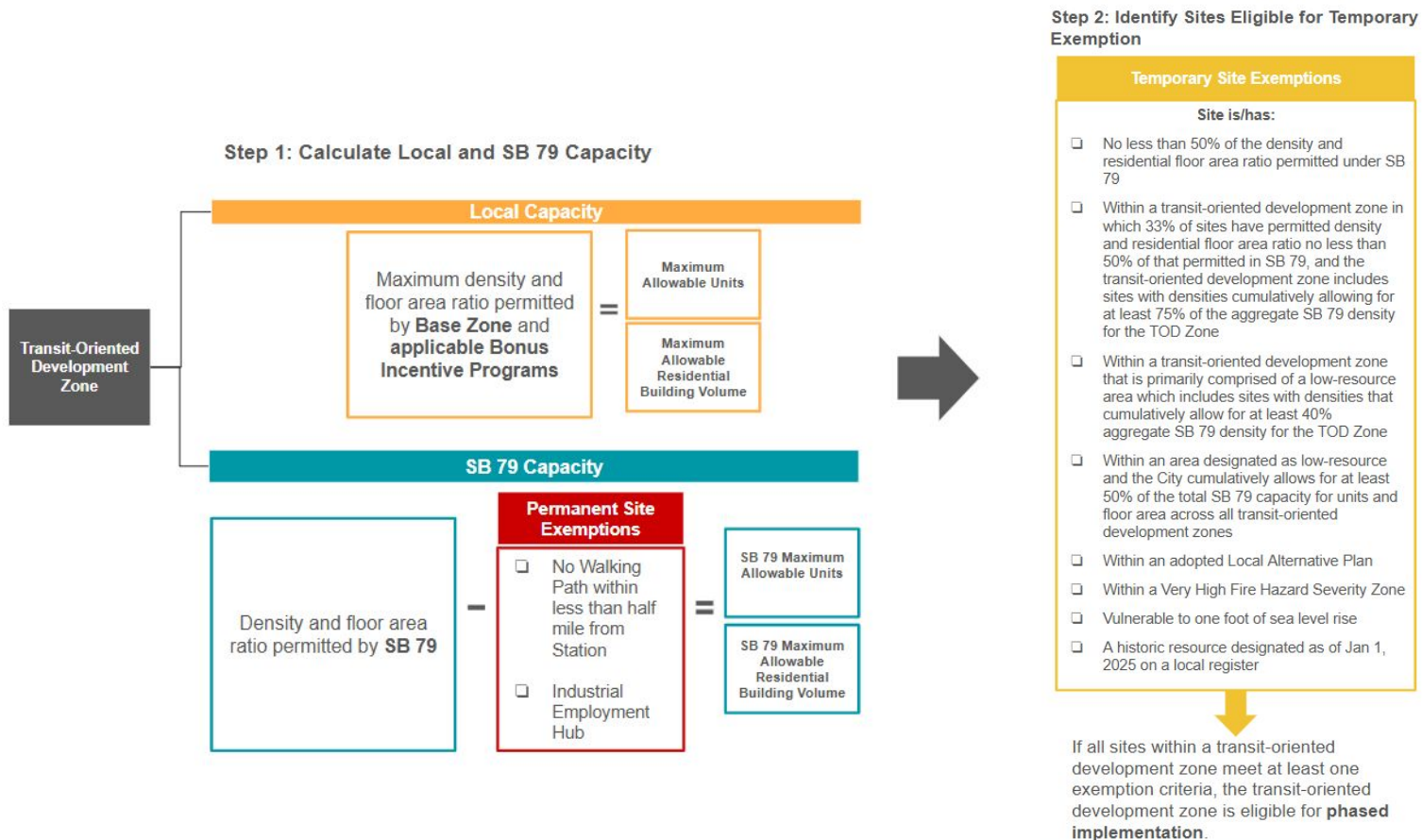
Not Eligible Areas

Name/Location	Acreage	Reason for Exclusion
Atwater North	234	Does not meet acreage threshold. Industrial zones interrupted by non-industrial uses.
Canoga Park	183	Does not meet acreage threshold. Industrial zones interrupted by non-industrial uses.
South Central	163	Does not meet acreage threshold.
Van Nuys Civic Center	115	Does not meet acreage threshold. Industrial zones interrupted by non-industrial uses.
Hollywood	116	Does not meet acreage threshold.
West LA	79	Does not meet acreage threshold.
Lanzit	52	Does not meet acreage threshold.
Temple / Beverly	24	Does not meet acreage threshold.
Reseda	22	Does not meet acreage threshold. Industrial zones interrupted by non-industrial uses.

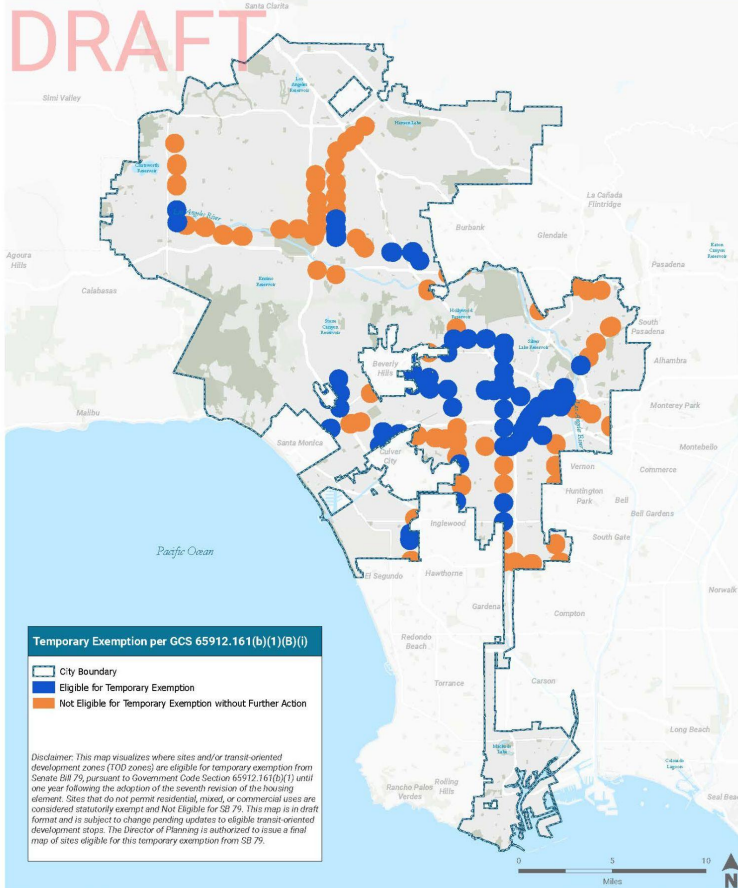
Mapping and Modeling

An aerial photograph of a city, likely Los Angeles, showing a dense residential area with multi-story apartment buildings and houses. The background features rolling hills and mountains under a clear sky. The image is overlaid with a color gradient that transitions from a warm orange on the left to a cool blue on the right.

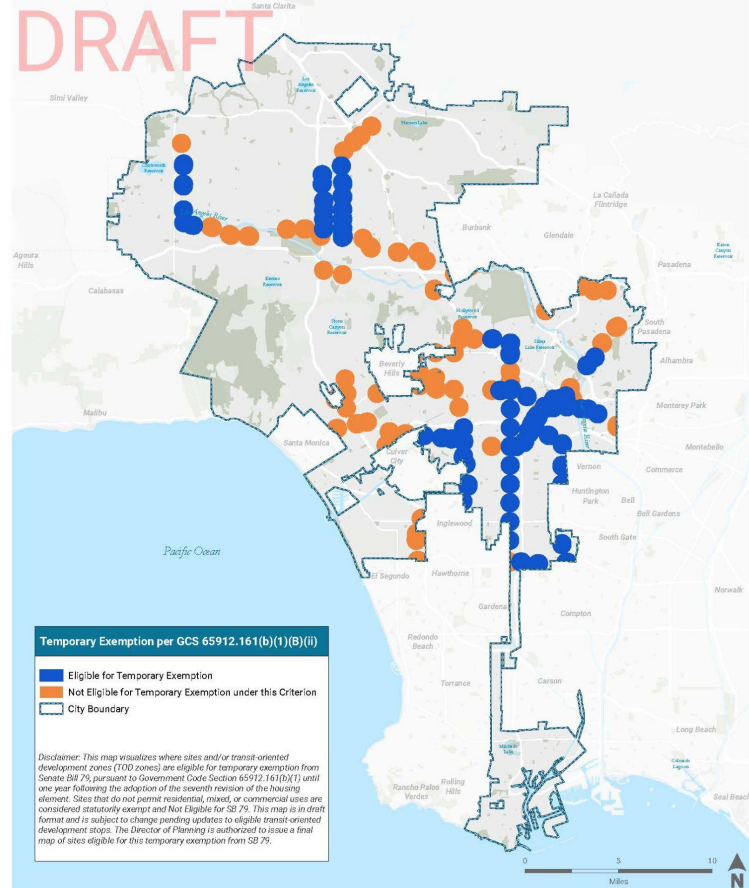
Phased Implementation Model Flowchart



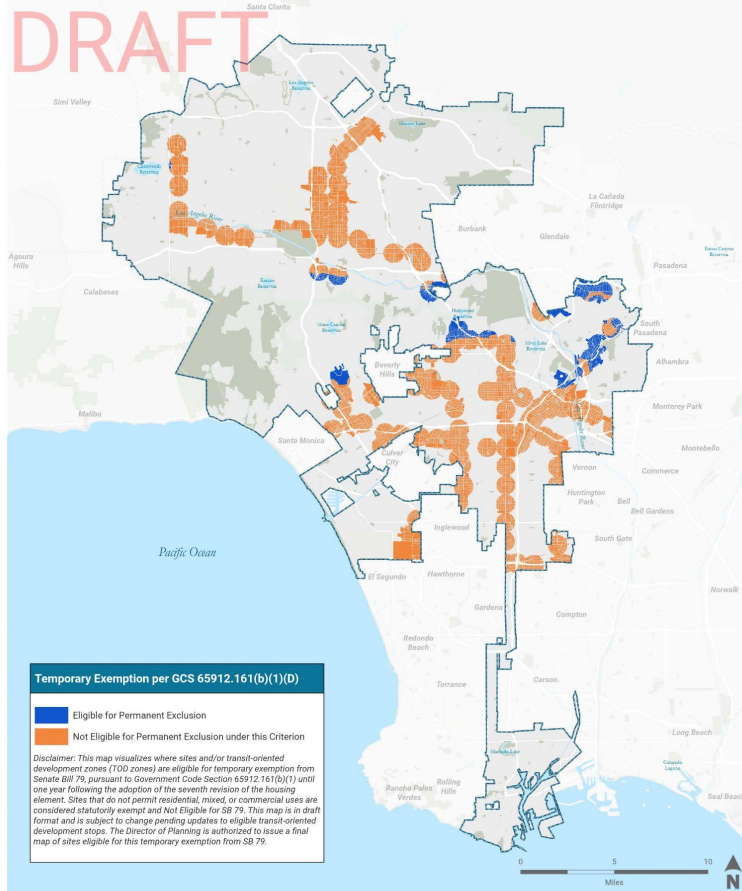
TOD Zones Eligible for Temporary Exemption due to Existing Zoned Capacity (GCS 65912.161(b)(1)(B)(i))



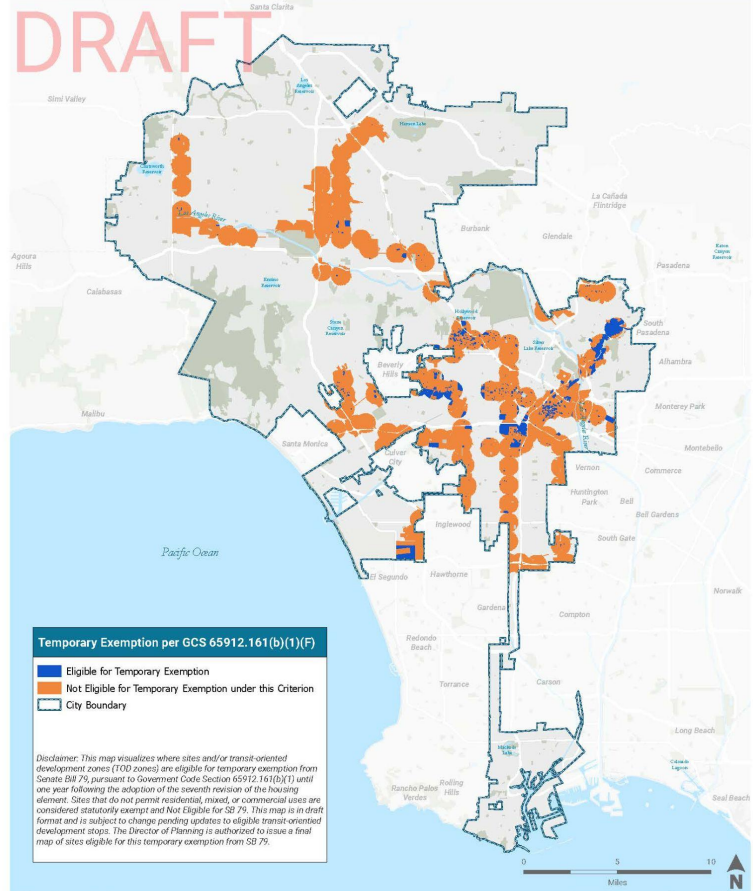
Primarily Low Resource TOD Zones Eligible for Temporary Exemption due to Existing Zoned Capacity (GCS 65912.161(b)(1)(B)(ii))



Very High Fire Hazard Severity Zone Site Eligible for Temporary Exemption (GCS 65912.161(b)(1)(D))



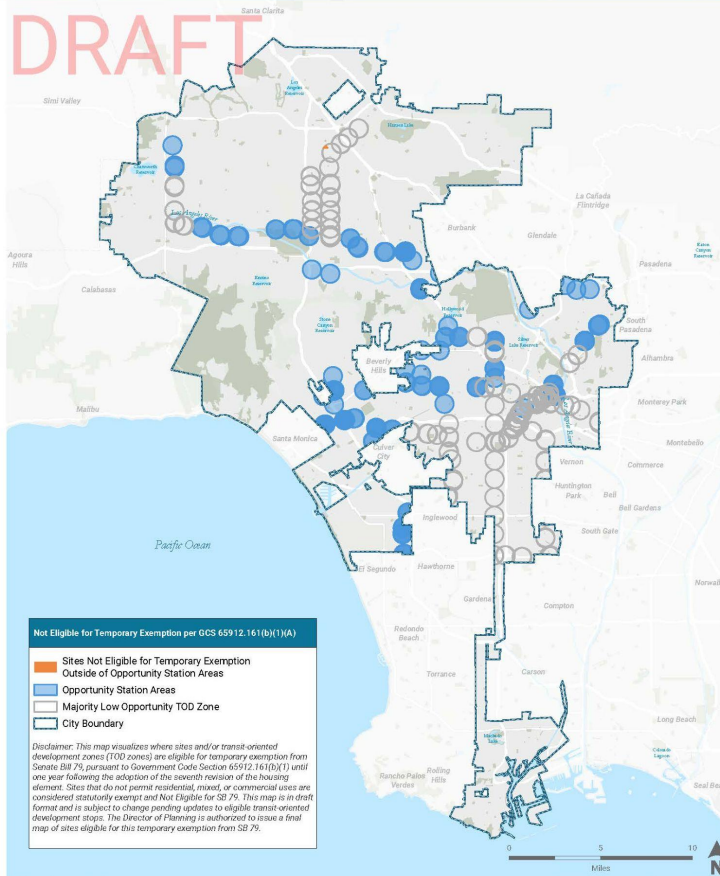
Local Historic Resource Sites Eligible for Temporary Exemption (GCS 65912.161(b)(1)(F))



Sites Not Eligible for Temporary Exemption Outside of Opportunity Station Areas



DRAFT



Source: Los Angeles Department of City Planning. Date Prepared: 6/23/2020. Map © 2020 Esri. All rights reserved. Esri, the Esri logo, ArcGIS, the ArcGIS logo, and the ArcGIS logo are either registered trademarks or trademarks of Esri in the United States and/or other countries.

Citywide Summary of Sites and TOD Zones Eligible for Phased Implementation

	Local and SB 79 Allowable Capacity				Eligible for Permanent Exclusion (GCS 65912.160 (e))		Eligible for Temporary Exemption (GCS 65912.161(b)(1))						Summary of Sites Eligible for Phased Implementation				
	Local Maximum Allowable Units	SB 79 Maximum Allowable Units	Local Maximum Allowable Residential Building Volume ¹	SB 79 Maximum Allowable Residential Building Volume ²	Sites Greater than 1-mile Walking Distance ³	Sites within Industrial Employment Hubs ⁴	Sites in Low Resource Areas (GCS 65912.161(b)(1)(B)(iii)) ⁵	Sites within TOD Zones with Sufficient Capacity (GCS 65912.161(b)(1)(B)(i)) ⁶	Sites within Lower Opportunity TOD Zones with Sufficient Capacity (GCS 65912.161(b)(1)(B)(ii)) ⁷	Sites with Sufficient Capacity (GCS 65912.161(A)) ⁸	Sites in a Very High Fire Hazard Severity Zone (GCS 65912.161(B)(1)(D)) ⁹	Sites in a One-Foot of Sea Level Rise Area (GCS 65912.161(b)(1)(E)) ¹⁰	Sites Designated as a Local Historic Resource before 1/1/25 (GCS 65912.161(b)(1)(F)) ¹¹	Sites Eligible for at least one Permanent or Temporary Exemption Based on Existing Conditions	Sites Statutorily Exempt from SB 79	Sites eligible for Phased Implementation pursuant to LAMC 12.22 A.38(c)(10) to ensure half of the capacity permitted by SB 79	Percent of Sites Eligible for Phased Implementation with LAMC 12.22 A.38(c)(10)
Number of City Parcels	2,885,702	2,893,063	3,194,396,578	3,704,362,693	341	2,377	75,704	54,157	70,505	46,526	12,910	0	7,689	121,888	3,976	17,562	139.450
Percent of City Parcels					0.28%	1.95%	55.88%	39.98%	52.04%	34.34%	10.59%	0.00%	6.31%	89.97%	2.93%	12.59%	100.00%
Number of TOD Zones								74	80								

Opportunity Stations from Feb 18 Report back to Now

February 18 (total 55)

Old K-Line Alignment

Beverly/ La Brea

Not Included

Metro 81 – Olympic (manually removed because most is in DTLA but crosses into C Zone and multifamily in Pico Union)

Majority Low Opp (Accidentally Mapped)

G Line - Canoga

G Line - De Soto

Metro 234 – Victory Boulevard

Ordinance Staff Report (total 57)

New K-Line Alignment

K Line-Fairfax/3rd

K Line-Highland/Odin

K Line-La Cienega/Beverly

K Line-Santa Monica/Fairfax

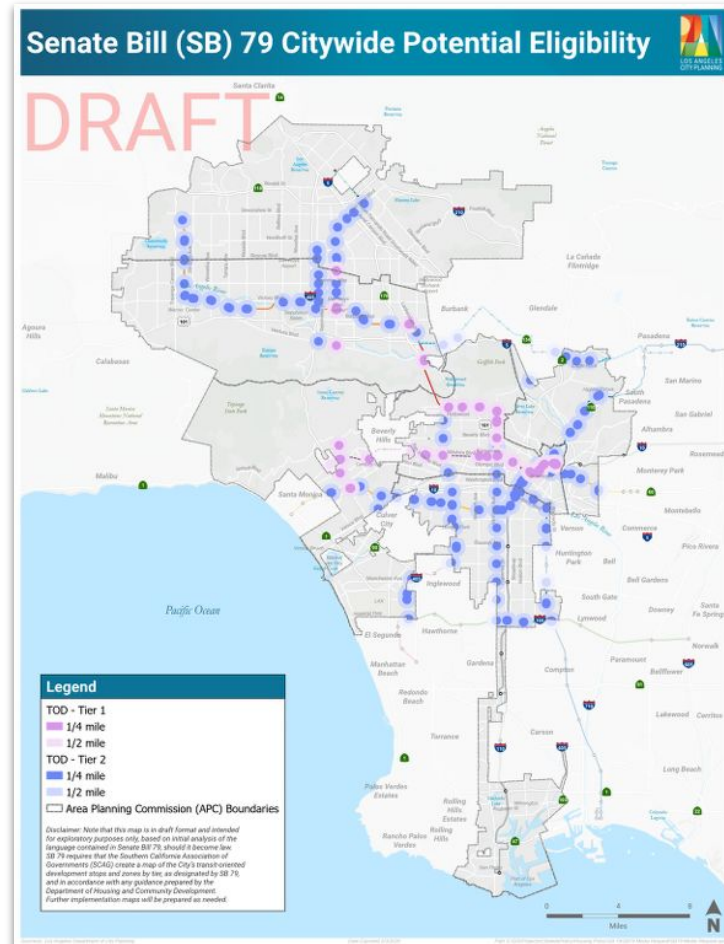
K Line-Santa Monica/La Brea

K Line-Santa Monica/Palm

SB 79

Implementation Options

- **Approach A:** State SB 79 Implementation
- **Approach B:** Phase in Eligible Areas
 - Low Resource Areas and Sites
 - Stations and Sites meeting capacity minimums
 - Site Specific Criteria:
 - Very High Fire Hazard Severity Zones (VHFHSZ)
 - Local Historic Resources
 - Sea Level Rise Areas
 - Industrial Employment Hubs
 - Sites without a walking path of less than one mile to TOD stop
- **Approach C:** Phase In (Approach B) + Upzoning to add capacity in Opportunity Stations
- **Approach D:** Local TOD Alternative Plan



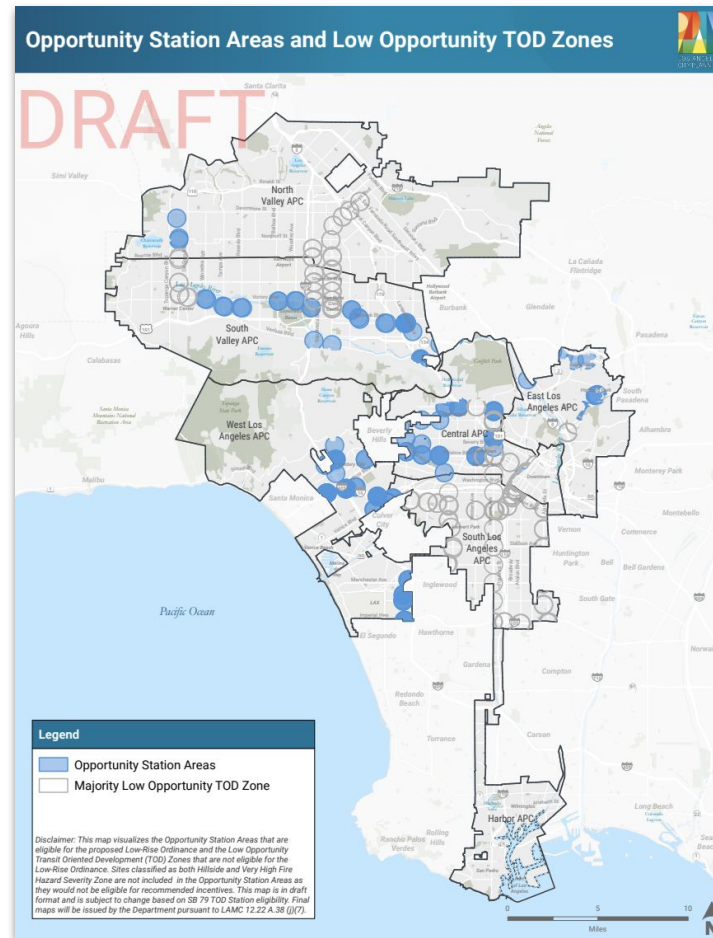
City Council recommended reporting back on Approach C.

Option 1: Corridor Transition (CT) Expansion

Transit Status Applicability	All SB 79 stops (planned and existing)
Opportunity Station Applicability	57 Opportunity Stations receive CT incentives*
Density	4-16 units
FAR	Incremental up to 2.9:1
Height	2-4 stories

Built outcomes:
Low-Rise typologies near all Opportunity Stations

*Select sites not eligible to pause receive CT incentives

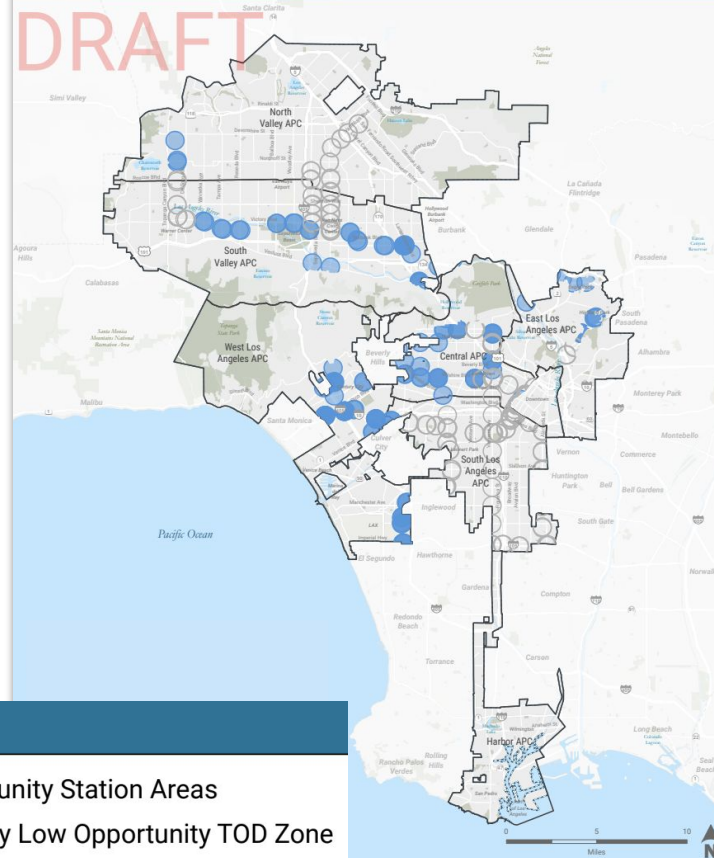


What we Heard from Council

Proceed with Option C.1 to expand the Corridor Transition Program

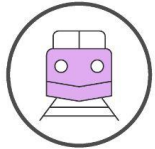
- [Amending Motion 4A \(CD 3/5\)](#): Proceed with CT Expansion, excluding HPOZs.
- [Amending Motion 4C \(CD 4/13\)](#): Provide options for alternative incentives like FAR, height, and density in exchange for deeper affordability in CT program.

Opportunity Station Areas and Low Opportunity TOD Zones



Within a Tier 1 TOD Stop

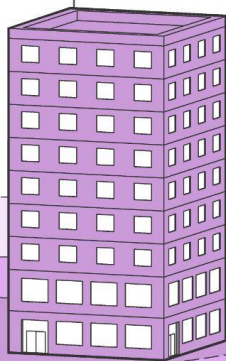
(Heavy Rail or Very High Frequency Commuter Stations)



Within 200 feet

Height: 95 ft (9 stories)

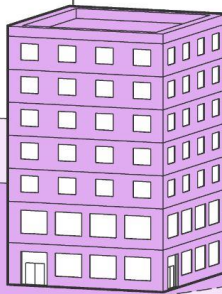
FAR: 4.5



Within ¼ mile

Height: 75 ft (7 stories)

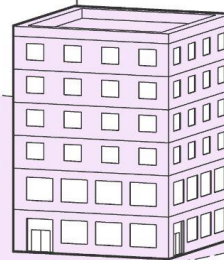
FAR: 3.5



Within ½ mile

Height: 65 ft (6 stories)

FAR: 3.0



Not to scale

Within a **Tier 2** TOD Stop

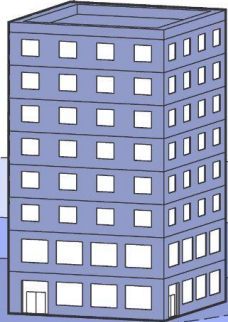
(Light Rail, High Frequency Commuter, High Quality Bus Service)



Within 200 feet

Height: 85 ft (8 stories)

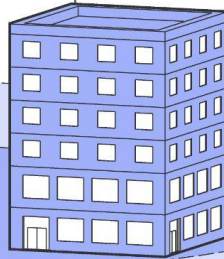
FAR: 4.0



Within ¼ mile

Height: 65 ft (6 stories)

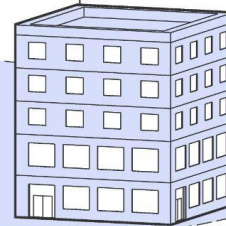
FAR: 3.0



Within ½ mile

Height: 55 ft (5 stories)

FAR: 2.5



Not to scale

Local TOD Alternative Plan

Full SB 79 incentives will be available (following the delay) unless a **Local Alternative Plan** is certified by state HCD. A Local Alt Plan must:

- At a **citywide level**, maintain capacity and FAR (building area),
- At a **station level**, not reduce capacity and FAR (building area) more than 50%, and
- At a **site level**, not reduce density more than 50% and not exceed capacity more than 200%.
 - Sites within one-half mile of a Tier 2 stop, may be reduced to 30 du/acre and 1.0 FAR.

Site Exemptions:

- May remove VHFHSZ
- One-foot Sea Level Rise (SLR)
- Local historic resources not exceeding 10% of the station area, with limitations.
- Sites more than one-mile walking distance away from a station entrance

Criteria to Allow Phase in of SB 79

Until 2030, or until an alt plan is adopted, a site or station may be exempt by ordinance when:

- A **station**, currently has a **high development potential** (33% of sites offer 50% of SB 79 incentives and 75% overall TOD density)
 - At a **site** level,
 - A site is zoned Multifamily/commercial zoned **and permits at least 50% density and FAR**
 - Sites within **VHFHSZ** (as determined by the Department of Forestry and Fire Protection),
 - One-foot **Sea Level Rise** Areas
 - Local Historic Resources (**HCM/HPOZ**) (before 1/1/25)
 - Sites more than one-mile walking distance away from a station entrance
- Low Opp Areas:**
- Citywide, if a jurisdiction permits **half the total SB 79 capacity and FAR** across all TOD zones, **Low Opp sites** can be delayed.
 - **Stations**, If sites permit an aggregate **40% of the density** allowed in a station area primarily comprised of Low Opp, then the station can be temporarily exempt.

Phasing In SB 79

- Pausing SB 79 is possible today on most sites, but analysis shows that by 2030, rezoning **will be required on 66% of SB 79 eligible sites.**

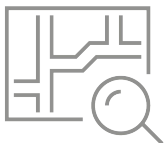
This means that today:



~ 1/3 of sites do not require rezoning.



~ 1/3 will be eligible for Low-Rise Incentives now.



~ 1/3 may need to be rezoned in the future as part of a Local Alternative Plan.