

**EXHIBIT 2A:**  
**Low-Rise Ordinance**

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CPC-2026-1797-CA

For consideration by City Planning Commission

May 14, 2026

**ORDINANCE NO. \_\_\_\_\_**

**WHEREAS**, Senate Bill 79 (“SB 79”), “The Abundant and Affordable Homes Near Transit Act,” was signed into law as a matter of statewide concern to mitigate the housing crisis with incentives superseding local zoning and land use regulations by increasing the capacity for housing within one-half mile of certain specified transit-oriented development stops referred to as transit-oriented development zones (“TOD Zones”);

**WHEREAS**, the City’s certified Housing Element and Rezoning Program are built on public feedback from thousands of Angelenos, incorporate locally calibrated value capture tools, provide an abundance of incentive schemes for various housing typologies, and affirmatively further fair housing as defined in California Government Code Section 8899.50 by facilitating new housing near strong infrastructure in Higher Opportunity Areas as defined by the California Tax Credit Allocation Committee;

**WHEREAS**, a phased implementation approach to SB 79 is intended to, among other things, ensure that the City’s local implementation of state law does not conflict with local land use priorities, initiatives, and environmental concerns;

**WHEREAS**, in the absence of adopting the Low-Rise Ordinance that provides housing incentives to the sites otherwise ineligible for exemption or a pause in effectuation pursuant to Government Code Section 65912.161(b) as effectuated by Phased Implementation Ordinance, those sites alone would be eligible for the incentives provided in California Government Code Section 65192.157, thereby undermining the City’s local housing strategy;

**WHEREAS**, the Low-Rise Ordinance offers incentives beyond what is required by California Government Code Section 65912.161(b) to expand housing opportunity beyond the requirements of state law and to phase in the capacity that will be required by “The Abundant and Affordable Homes Near Transit Act”;

**WHEREAS**, the Low-Rise Ordinance’s proposed expansion of low rise incentives in Opportunity Station Areas through the the Mixed Income Incentive Program (MIIP) is consisted with the 2021-2029 Housing Element, goals, objectives, policies, and programs – most significantly Programs 103 (Missing Middle), 121 (RHNA Re-zoning), and 124 (Affirmatively Furthering Fair Housing);

**WHEREAS**, proposed amendments to the MIIP will further facilitate the construction of a variety of housing typologies for various income levels; allow flexibility to streamline the production of housing; and ensure development remains in areas outside of fire prone hillsides with adequate ingress and egress;

**WHEREAS**, this ordinance, as required by City Charter Section 558, protects the public peace, health and safety by increasing capacity and building on the success of the Rezoning Program, one of the most significant housing initiatives in national history that has already increased the City's housing capacity over half a million units, by continuing to address the housing crisis in a way that affirmatively furthers fair housing and advances sustainability objectives through the extension of Low-Rise incentives targeting missing middle typologies to low density and single family sites in TOD Zones that are majority Higher and Moderate Opportunity Areas ("Opportunity Stations");

**WHEREAS**, by expanding opportunity this ordinance also protects sensitive sites as permitted in Government Code section 65192.161(b) in conjunction with the Phased Implementation Ordinance, such as Low Opportunity Areas vulnerable to displacement that have suffered historic zoning injustice, Very High Fire Hazard Severity Zones in Hillside Areas, and industrial zones that provide jobs to Angelenos and pose severe health risks when developed into residential uses without proper remediation;

**WHEREAS**, California law and Section 253 of the City's Charter authorizes the City Council to adopt an urgency ordinance that takes effect immediately upon its publication when necessary for the immediate preservation of public peace, health or safety, and when such ordinance is adopted by a minimum three-fourths vote of the Council.

**NOW THEREFORE,**

**THE PEOPLE OF THE CITY OF LOS ANGELES**

**DO ORDAIN AS FOLLOWS:**

An ordinance amending Section 12.22 of Article 2 of Chapter I of the Los Angeles Municipal Code in order to codify changes to the Mixed Income Incentive Program and expand applicability of local incentives under this program to more parcels located near transit.

**THE PEOPLE OF THE CITY OF LOS ANGELES**

**DO ORDAIN AS FOLLOWS:**

Section 1. The following term replaces all references to "Opportunity Corridor Transition Area Incentive" and "Opportunity Corridor Transition Incentive Area" with the following language throughout Section 12.22 A.38 of the Los Angeles Municipal Code (LAMC):

[Low-Rise Incentive Area](#)

Section 2. Paragraph (a) of Subdivision 38 of Subsection A of Section 12.22 of Article 2, Chapter I of the LAMC is amended to read as follows:

(a) **Purpose.** The purpose of this subdivision is to establish specific Incentives and procedures for the implementation of State Density Bonus requirements, as set forth in California Government Code Sections 65915 through 65918, and to increase the production of affordable housing near transit, in Higher Opportunity Areas ~~as defined in Section 12.03 of this Code~~, and on major corridors, and to ensure consistency with the Abundant and Affordable Homes Near Transit Act (Senate Bill 79)(California Government Code Sections 65912.155, et. seq. as may be amended). In conjunction with the Incentives granted by state law, this subdivision shall offer Incentives through the paragraphs of this subdivision, and Waivers as defined in Section 12.22 A.37. of this Code, for the purposes of increasing the feasibility of housing construction.

Section 3. Paragraph (b) of Subdivision 38 of Subsection A of Section 12.22 of Article 2, Chapter I of the LAMC is amended to add or modify the following definitions in alphabetical order to read as follows:

**Fire Restriction Area.** Any area of land, in whole or part, that is located in both the Very High Fire Hazard Severity Zone (as defined in LAMC Section 12.03) and a Hillside Area (as defined in 12.03).

**Low-Rise Opportunity Corridor Transition Area Incentive Area Project.** A project on a site located in whole or in part within a Low-Rise Incentive Area ~~750 feet of an Opportunity Corridor Incentive Area~~, that involves the construction of, addition to, or remodeling of any building or buildings ~~that~~ which result in the creation of ~~five~~ four or more residential units.

**Opportunity Station Area.** A one-half mile radius surrounding a Tier 1 transit oriented development stop (Tier 1 TOD Stop) or Tier 2 transit oriented development stop (Tier 2 TOD Stop), as defined in Government Code Section 65912.156, with a land area that is more than 50% designated as Moderate or Higher Opportunity Area in the City TCAC Opportunity Areas map.

**Tier 1 Transit-Oriented Development Stop (Tier 1 TOD Stop).** A Tier 1 transit-oriented development stop, as defined in California Government Code Sections 65912.156(n) and 65912.156(p), as may be amended from time to time, and as further identified as eligible for Senate Bill 79 (2025) implementation by the Southern California Association of Governments, consistent with California

Government Code Section 65912.160(f). Where a Tier 1 TOD Stop intersects or is co-located with a Tier 2 TOD Stop, the stop shall be considered a Tier 1 TOD Stop.

**Tier 2 Transit-Oriented Development Stop (Tier 2 TOD Stop).** A Tier 2 transit-oriented development stop as defined in California Government Code Sections 65912.156(o) and 65912.156(p), as may be amended from time to time, and as further identified as eligible for Senate Bill 79 (2025) implementation by the Southern California Association of Governments, consistent with California Government Code Section 65912.160(f).

Section 4. Table 12.22 A.38(c)(1)(i) of Subdivision 38 of Subsection A of Section 12.22 of Article 2, Chapter I of the LAMC is amended to read as follows:

**Table 12.22 A.38.(c)(1)(i)  
Eligible Project Types and Total Units Required**

<b>Project Type</b>	<b>Minimum Total Units Required</b>
Transit Oriented Incentive Area Project	Five or more
Opportunity Corridor Incentive Area Project	Five or more
Opportunity Corridor Transition Area Incentive Project	<del>Five</del> <b>Four</b> or more
Type I Unified Adaptive Reuse Project <sup>1</sup>	Five or more

Footnote

1 See Section 12.22 A.26.(h)(1) of this Code for additional requirements associated with a Type I Unified Adaptive Reuse Project.

Section 5. Table 12.22 A.38(c)(3)(v) of of Subdivision 38 of Subsection A of Section 12.22 of Article 2, Chapter I of the LAMC is amended to read as follows:

**Table 12.22 A.38.(c)(3)(v)  
~~Low-Rise Opportunity Corridor Transition~~ Incentive Area Restricted Affordable Unit Requirements**

<b>Incentive Program</b>	<b>Minimum Number of Total Units Provided as Restricted Affordable Units <sup>1, 2</sup></b>		
<del>Low-Rise Opportunity Corridor Transition</del> Incentive Area	<b>Income Level</b>		
	<b>Very Low Income (<del>For Rental or For Sale</del>)</b>	<b>Lower Income (<del>For Rental or For Sale</del>)</b>	<b>Moderate Income (<del>For Rental or For Sale</del>)</b>

<u>LRCT-1A</u>	-	-	1 unit
<u>LRCT-1B, and CT-2</u>	1 unit	1 unit	2 units
<u>CT-3</u>	<u>2-units</u>	<u>2-units</u>	<u>3-units</u>

1. ~~If a project using LR-1 or LR-2 incentives consolidates lots, For consolidated lots,~~ the project shall provide the same affordability as required per individual lot only if the project seeks the additional density granted per 12.22 A.38(g)(3)(vi) of this Code. For example, if a project consolidated two lots into one project using CT-2 incentives, the project would be required to provide either 2 Very Low Income or Lower Income units, or 4 Moderate Income units.
2. ~~Provided at least one affordability income category is consistent with the minimum affordability requirements pursuant to California Government Code Sections 65915.~~

Section 6. Subparagraphs (4) through (8) of Paragraph (c) of Subdivision 38 of Subsection A of Section 12.22 of Article 2 of Chapter I of the LAMC are amended and Subparagraphs (9) and (10) of Paragraph (c) of Subdivision 38 of Subsection A of Section 12.22 of Article 2 of Chapter I of the LAMC are added to read as follows:

(4) The project site does not include any lots located in: ~~a single family or more restrictive zone (RW and more restrictive zone);~~ a manufacturing zone that does not allow multiple family residential uses (M1, M2, ~~and M3, MR1, or MR2 Zone~~); or the CM, ~~MR1, and MR2~~ zones where no residential uses are permitted from an applicable planning overlay, “Q” condition or “D” limitation.

(5) The project site does not include any lots located in a single family or more restrictive zone (RW1 and more restrictive), unless the project is a Low Rise Incentive Area Project within an Opportunity Station Area.

~~(65)~~ The project site does not include any lots located within a Fire Restriction Area~~Very High Fire Hazard Severity Zone (VHFHSZ)~~, the Coastal Zone, or a Sea Level Rise Area. Except that a project site that is located within a Fire Restriction Area~~VHFHSZ~~ or the Coastal Zone shall be eligible for Transit Oriented Incentive Area Incentives as defined in Paragraph (e) of this subdivision, Opportunity Corridor Incentives as defined in Paragraph (f) of this subdivision, or Low-Rise Incentive Area Incentives as defined in Paragraph (g) of this subdivision if properties that are abutting, are across the street or alley, or have a common corner with the subject property, are not in a Fire Restriction Area~~VHFHSZ~~ or Coastal Zone, and are eligible for Transit Oriented Incentive Area Incentives as defined in Paragraph (e) of this subdivision, the Opportunity Corridor Incentives as described in Paragraph (f) of this subdivision, or Low-Rise Incentive Area Incentives as defined in Paragraph (g) of this subdivision~~below~~.

(76) The project would not require the demolition of any of the following, as demolition is defined in Section 13B.8.1.C of Chapter 1A of this Code.

- (i) A Designated Historic Resource; or
- (ii) Any Surveyed Historic Resource, eligible or architectural historic resource identified for any historic protection or special consideration or review by an applicable overlay or Specific Plan including sites located in: the South Los Angeles Community Plan Implementation Overlay (CPIO) Section 1-6.C.5.b; the Southeast Los Angeles CPIO Section 1-6.C.5.b; the West Adams CPIO Ch.1, Section 6.C.5.b; the San Pedro CPIO Ch.1, Section 7.C.5.b; Westwood Village Specific Plan; Echo Park Community Design Overlay (CDO) District; or the North University Park Specific Plan.

(87) A project involving a Designated Historic Resource shall be consistent with the Secretary of the Interior's Standards for Rehabilitation as supported by an expert study that has been accepted by the Office of Historic Resources, or demonstrated by the project plans and accepted by the Office of Historic Resources, if consistent with the applicable adopted Implementation Memorandum, Guidelines or Technical Bulletins of the Director of City Planning.

(9 8) A project shall not be located in the Boyle Heights Community Plan, the Harbor Gateway Community Plan, the Wilmington-Harbor City Community Plan, ~~the Downtown Community Plan (previously Central City North Community Plan and the Central City Community Plan Areas)~~ and the Cornfield Arroyo Seco Specific Plan.

**(10) Exceptions.**

(i) Notwithstanding the eligibility criteria listed in Subparagraphs (4) through (6), and Subparagraph (9) of this Paragraph, a site that meets the eligibility requirements of Government Code Section 65912.157 and does not meet any of the site or station level criteria specified in Government Code Section 65912.161(b), or is not otherwise exempt from Sections 65912.155 through 65912.162 pursuant to Ordinance No. [placeholder for Ordinance Number associated with Phased Implementation Ordinance], are eligible for the Low-Rise Incentive Area Program.

Section 7. Paragraph (g) of Subdivision 38 of Subsection A of Section 12.22 of Article 2 of Chapter I of the LAMC is amended to read as follows:

(g) Low-Rise Opportunity Corridor Transition Incentive Area.

(1) **Eligibility.** A project may seek Base Incentives by satisfying the eligibility criteria for this project type in Paragraph (c), and the below criteria for Low-Rise Opportunity Corridor Transition Incentive Area subareas, described in Table 12.22 A.38.(g)(1)(i), below.

Table 12.22 A.38.(g)(1)(i)

Low-Rise Opportunity Corridor Transition Incentive Area Subareas

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

1. Sites in whole or in part within the Transportation Qualifier are part of the eligibility subarea indicated.

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

GT-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.		
GT-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.		

(ii) **Property Line Measurement.** A site within an Opportunity Corridor Transition eligibility subarea Incentive Area subareas are is defined by measuring the distance from the Rrear Lotproperty Lline of the lots located within an Opportunity Corridor Incentive Area. Where a lot is a Reverse Corner Lot in an Opportunity Corridor Incentive Area, distance shall be measured from the lot’s property line parallel to the Opportunity Corridor. In the case that lots within the Opportunity Corridor Incentive Area are abutting or are consolidated, the buffer measurement will not be adjusted to accommodate the new Rrear Lotproperty Lline of the consolidated site.

(iii) **Exceptions.**

a. A site with a Designated Historic Resource, or Non-Contributor is shall not be eligible for LR-2GT-3 Incentives, and is limited to LR-1 but is eligible for GT-2 Incentives-; furthermore, in Tier 1 or Tier 2 TOD Stop eligibility subareas, a parcel located within a Historic Preservation Overlay Zone, as prescribed in Division 13B.8. of Chapter 1A of this Code, or designated as a Historic Cultural Monument, in accordance with Section 22.171 of Article 1, Chapter y, Division 22 of the Los Angeles Administrative Code, shall not be eligible for incentives in this Paragraph, unless it is also located within an Opportunity Corridor Transition eligibility subarea. if the lot meets all other criteria.

b. A Project that meets the eligibility requirements of Government Code Section 65912.157 on a site that does not meet any of the site or station level criteria specified in Government Code Section 65912.161(b)(1), or is not exempted from Government Code Sections 65912.155 to 65912.162 pursuant to Ordinance No. [placeholder for Ordinance Number associated with Phased Implementation Ordinance], is eligible for the base incentives in Table 12.22 A.38.(g)(1)(i) regardless of a site's underlying zoning or Opportunity Station Area status.

(2) A ~~Low-Rise project utilizing the Opportunity Corridor Transition Incentive Area~~ Project Base Incentives as defined in Paragraph (g)(3)(i) is not eligible to request a Waiver, Additional Incentives described in Paragraph (h), Public Benefit Options described in Paragraph (i), nor an Opportunity Corridor Transition Incentive Area Project is also not eligible to combine requests for Incentives on or off any other Incentive menu. However, a project may request to use the Base Incentives from a lower eligibility subarea.

(3) **Base Incentives.** A project shall be granted Base Incentives established in this paragraph as defined in Table 12.22 A.38.(g)(3)(i) below, in exchange for the required minimum number of Restricted Affordable Units established in Paragraph (c)(3) of this subdivision for the Low-Rise Opportunity Corridor Transition Incentive Area. The Base Incentives in Table 12.22 A.38.(g)(3)(i) are expressed as project site maximums and are in lieu of not in addition to a site's underlying Development Standards. The Base Incentives also supersede any massing requirements for the building envelope that are otherwise applicable including but not limited to Section 12.08 C.5 of this Code, and any side yard plane break requirements including but not limited to Section 12.08 C.2 of this Code, or any Development Standard that precludes the guaranteed building envelope incentives granted by this Subparagraph. The maximum density corresponds to a maximum Floor Area Ratio (FAR) and height in the table cell to the immediate right, and may not be mixed with greater FAR and height maximums unless utilizing the Base Incentive in Sub-subparagraph (iv) (Multi-Bedroom Units).

However, nothing in Table 12.22 A.38.(g)(3)(i) is intended to prevent a project from voluntarily providing parking or using a lower maximum density, height, or FAR.

Table 12.22 A.38.(g)(3)(i)

**Low-Rise Incentive Area Opportunity Corridor Transition Base Incentives**

Eligibility Subarea	Density Bonus	Floor Area Ratio (maximum permitted)	Parking	Height (maximum permitted)
Description	In each subarea, the maximum Density bonus shall be as follows:	For each subarea, the maximum FAR shall be equal to the following <sup>2</sup> :	Required automobile parking for all residential units in a project (not just the restricted affordable units), inclusive of disabled and required guest parking, where applicable, shall be as follows: <sup>1</sup> <sup>2</sup> <sup>3</sup>	In each subarea, the maximum allowable height permitted shall be as follows: <sup>3</sup>
<a href="#">LR-1</a> <sup>2</sup> <a href="#">CT-1A</a> <a href="#">CT-1B</a> <a href="#">CT-2</a>	4 units	<del>1.15:1</del>	No parking required.	2 stories
	5 units	1.30:1		
	6 units	1.45:1		
	7 units	1.60:1		
	8 units	1.75:1		
	9 units	1.90:1		
	10 units	2.0:1		3 stories
<a href="#">LR-2</a> <a href="#">CT-3</a>	11 units	2.15:1		
	12 units	2.30:1		
	13 units	2.45:1		
	14 units	2.60:1		
	15 units	2.75:1		
	16 units	2.90:1		

## Footnotes:

1. Pursuant to California Civil Code Section 1947.1, provided parking shall be sold or rented separately from the units in properties with 16 or more units, as verified by the Los Angeles Housing Department.

~~2. Sites are eligible for CT-1 site requirements from Table 12.22 A.38.(g)(1)(i).~~

~~2.3:~~ Consistent with California Government Code Section 65915(p)(4), required parking spaces provided may be uncovered.

~~3. Notwithstanding Section 12.21.1 of this Code, for a Project where a rooftop deck is provided, roof structures for an elevator or stairway may exceed the building height by up to 17 feet, provided the proposed roof structure is set back from the roof perimeter by 5 feet, or as specified in the Vertical Circulation encroachment allowances in Sec. 2C.4.2.E.1 of Chapter 1A of the Los Angeles Municipal Code in accordance with the Project's built height (in lieu of the Form District).~~

a. **Exception.** Notwithstanding Table 12.22 A.38.(g)(3)(i) above, a site in the Low-Rise Incentive Area is eligible for up to half the amount of units and floor area otherwise permitted in California Government Code Section 65912.157(a).

(ii) **Lot Requirements.** A project is eligible for a reduction of an otherwise required Lot standard as part of a subdivision as follows:

a. Minimum Lot Area: 600 square feet

b. Minimum Lot Width: 15 feet

c. Minimum Lot Access: A 3-foot pedestrian access easement may be provided in lieu of vehicular access requirements.

(iii) **Yards.** A project is eligible for a reduction of an otherwise required Yard standard to the following minimums:

a. 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 150 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.

- b. Side yard setback of 4 feet for a three-story or higher structure, or 3 feet for a two-story or one-story structure.
- c. No interior side yard setback shall be required for buildings that are part of the same development.
- d. Rear yard setback of 4 feet, provided structures maintain a height of less than 26 feet within 15 feet of the Rrear Lotproperty Lline.
- e. Alley setback of zero feet ~~for structures that maintain a height of less than 26 feet for at least the first 15 feet from the alley.~~

(iv) **Multi-Bedroom Units.** A project that includes a minimum 240% of Total Units as 3-bedrooms or larger, shall be granted either additional Floor Area up to 0.5 FAR and ~~or~~ an additional story over the entire development site, regardless of the number of underlying height limits including transitional height or step back requirements~~11 feet in height~~. This is provided the project provides the City with a covenant in favor of the City that is recorded in the development site's chain of title in order to guarantee that the qualifying multi-bedroom units will maintain the same bedroom count and will not be converted to additional residential units in the future.

(v) **Building Spacing and Passageways.** A project does not need to meet zoning requirements related to spaces between buildings or passageways pursuant to Section 12.21 C.2 of this Code.

(vi) **Consolidated Development.** In the case that an Low-Rise Opportunity Corridor Transition Area Incentive Area Project consolidates multiple lots, the Density Bonuses established in Table 12.22 A.38.(g)(3)(i) shall be available to each lot provided the Project satisfies the affordability criteria of 12.22 A.38.(c)(3)(v). However, FAR and height bonuses shall not exceed the maximum permitted in Table 12.22 A.38.(g)(3)(i) or Section 12.22 A.38.(g)(3)(iv).

a. For example, if two ~~LRGT-1~~ lots are consolidated into one project, the project is eligible for up to ~~4220~~ units, with ~~2 MI units set aside as Restricted Affordable Units, a 2.04-45:1 FAR maximum and a height maximum of 2 or 3 stories~~; or if two ~~LRGT-2~~ lots are consolidated in one project, the project is eligible for up to ~~3220~~ units, with ~~4 MI units set aside as Restricted Affordable Units, a 2.92-0:1 FAR maximum and a height maximum of 3 stories~~.

b. If a project consolidates two lots of differing incentive areas, for example ~~LR-1GT-2~~ and ~~LR-2GT-3~~, the incentives of the more intense incentive area shall be permitted on both lots.

(vii) **Calculating Floor Area Ratio.** In lieu of the calculation of Buildable Area or Residential Floor Area as defined in Section 12.03 of this Code, Floor Area Ratio or FAR shall be defined as the measurement of the total floor area of all buildings on a lot in relation to the size of the lot, inclusive of yards and setbacks.

(viii) Lot Coverage and Lot Utilization. A Project does not need to meet zoning requirements or development standards related to lot coverage or lot utilization.

~~(viii) Roadway Widening.~~ A project shall be exempt from any applicable roadway widening requirements, which for the purposes of this Base Incentive shall mean the relocation of an established curb or curb and gutter, pursuant to Section 12.37 of this Code. A project shall further be eligible for relief from some required dedication, where specified by Section 12.37 of this Code. Required dedications and improvements shall conform to the Street Dedication and Improvement Investigation Criteria adopted or amended pursuant to Council File 22-1476. Granting of this Base Incentive for roadway widening shall not require a project to seek approval pursuant to the procedures described in Section 12.37 I. (Waiver and Appeals) of this Code. A project utilizing this Incentive shall still be required to dedicate land and complete all other public right of way improvements, including but not limited to sidewalk improvements, that may be required. A Waiver of Dedication and Improvement pursuant to Section 12.37 I. (Waivers and Appeals) of

~~this Code shall still be required for projects seeking to be exempt from a required land dedication or required improvement other than roadway widening.~~

~~a. Exceptions. A project in a Very High Fire Hazard Severity Zone, Hillside Area, Coastal Zone, or a project subject to procedures in Section 13B.2.3 (Class 3 Conditional Use Permit) of Chapter 1A of this Code shall not be eligible for this Base Incentive.~~

(4) **Performance Standards.** A project approved pursuant to this subdivision shall meet the following Performance Standards, and no deviations from these standards shall be granted, except that any project resulting from the conversion of, or an addition up to a maximum of 1,200 square feet to, an existing structure need not comply with these standards.

(i) **Common Outdoor Open Space Standards.** A project shall provide at-grade or rooftop Common Outdoor Open Space per Table 12.22 A.38.(g)(4)(ii) that is accessible to all the residential tenants of a project. The Common Outdoor Open Space shall be open to the sky and have no structures that project into the area, except for Outdoor Amenity Areas as described in Section 12.03 of this Code, and except for Projections into Yards as provided in Section 12.22 C.20.(b) of this Code. Furthermore, projects pursuing subdivisions pursuant to Section 12.22 C.27 may provide Rooftop and Intermediate Roof Levels as private open space to meet the Common Outdoor Open Space Standard requirement. This common open space requirement shall supersede the per residential unit calculation of common open space in Section 12.21 G.2. of this Code. In lieu of the provisions of Section 12.21 G.2. of this Code, a project must meet at least one Common Outdoor Open Space typology from the menu listed in Table 12.22 A.38.(g)(4)(ii), below.

a. **Minimum Planting Area.** ~~The~~ Common Outdoor Open Space options provided to comply with open space standards shall comply with the provisions of Section 12.21 G.2.(a)(3) of this Code regarding minimum planting area, except that Common Outdoor Open Space provided on a Rooftop and Intermediate Roof Levels as specified in Table 12.22 A.38.(g)(4)(ii) shall meet the minimum planting area requirements by landscaping a minimum of 15 percent of the

[Rooftop Common Outdoor Open Space area with live planting material, and meeting the tree requirements in Section 12.21 G.2.\(a\)\(3\).](#)

**Table 12.22 A.38(g)(4)(ii)  
Common Outdoor Open Space Types Menu**

<b>Common Outdoor Open Space Typologies:</b>	<b><a href="#">Size and Dimension</a> Requirements (minimum)</b>	<b>Standards</b>
Courtyard	Courtyard width (minimum): 30% of lot width or 15 feet, whichever is greater Courtyard depth (minimum): 40% of lot depth (minimum)	Placement of courtyard shall comply with at least one of the following standards: <ol style="list-style-type: none"> <li>1. The courtyard shall be oriented so that it and an existing open space courtyard on an adjoining lot (unseparated by a street or alley) work together to create the effect of one large open space.</li> <li>2. The courtyard shall be contiguous with the minimum front yard setback creating a single deep combined courtyard that unites the minimum courtyard and front yard spaces.</li> <li>3. The courtyard shall be an internal courtyard, entirely contained onsite.</li> </ol>
Paseo	Paseo width (minimum): 10% of lot width or 10 feet wide, whichever is greater Paseo depth (minimum): 60% of the lot depth	A Paseo shall be located between residential structures, perpendicular to <a href="#">and beginning at</a> the front lot line. A Paseo shall have a minimum 4 foot wide unobstructed pedestrian pathway accessible from the Ground Floor Frontage. A Paseo may be covered by architectural projections, but no structures or habitable space shall encroach on the Paseo, and it shall be for pedestrian use only. <a href="#">The depth</a>

		<u>calculation may include the pathway accessible from the front lot line as part of the paseo length, provided the pathway is adjacent to open space.</u>
<u>RearFront</u> Yard	<u>FrontRear Yard</u> width (minimum): 50% of lot width <u>FrontRear Yard</u> depth (minimum): 10% of lot depth, or 15 feet, whichever is greater	Located adjacent to the <u>frontrear</u> property lot line and open to the sky.
<u>Rooftop and Intermediate Roof Levels</u>	<u>10% of total lot area or 600 square feet, whichever is greater</u>	<u>Rooftop and Intermediate Roof Levels open space shall comply with the following standards:</u>  <ol style="list-style-type: none"> <li>1. <u>Rooftop open space on the uppermost story shall only be counted toward Common Outdoor Open Space Standards if a project is three or more stories.</u></li> <li>2. <u>At least a 3 foot setback shall apply to any rooftop perimeter edge that is within 10 feet or less from a neighboring structure on adjacent property. If the nearest adjacent structure is 10 feet or more from the edge of the rooftop perimeter, no setback shall be required.</u></li> <li>3. <u>Rooftop open space shall comply with the vertical encroachment limitations based on a Project's built overall height in feet (in lieu of the Form District) as described in Sec. 2C.4.2.E.1 of Chapter 1A, except that a roof structure for an elevator or stairway may comply with Footnote 2 of Table 12.22 A.38.(g)(3)(i).</u></li> </ol>

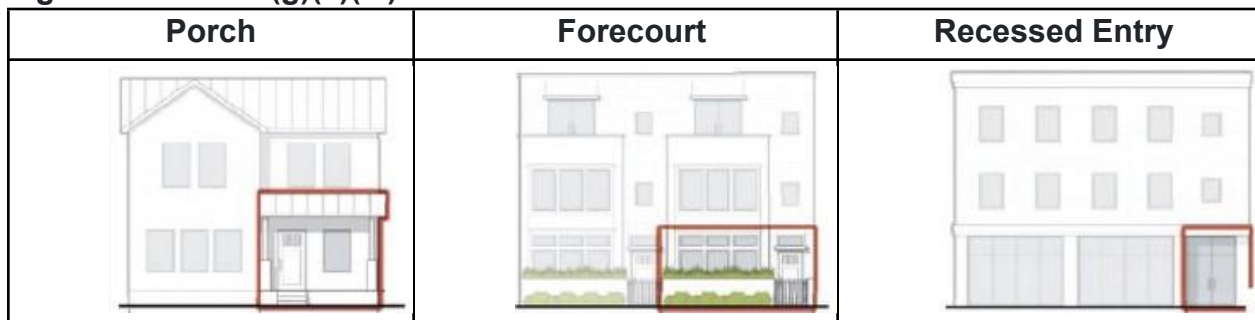
**(iii) Entrances.**

- a. **Street-Facing Entrance.** Each unit fronting a public street (provided there is no structure located between the lot

line and unit) shall have an entrance facing the public street, or a building fronting a public street with no structure located between the lot line and unit shall have a shared entrance for every 50 feet of frontage. All street-facing entrances to units and all street-facing primary entrances shall have and one of the following entry features:

1. **Porch.** A wide, raised platform, projecting in front of a street-facing entrance, that is entirely covered but not enclosed. A porch shall have a minimum depth of 4-1/2 feet, a minimum of 30% of the building width, and a finished floor elevation between 2 to 5 feet.
2. **Forecourt.** A yard screened with a short wall, fence or hedge that provides significant privacy for tenants located on the ground story, near sidewalk grade. A forecourt shall have a minimum depth of 8 feet, a minimum width of 10 feet, required covered entrance, and a fence or wall height between 2 feet and 6 inches, to 3 feet and 6 inches.
3. **Recessed Entry.** A space set behind the building face plane providing sheltered access to a street-facing entrance. A recessed entry shall have a depth between 3 to 15 feet minimum, and a maximum width of 5 feet, and a required covered entrance.

Figure 12.22 A.38(g)(4)(iii)a.4.



(iv) **Ground Floor External Entrances.** A ground floor external entrance 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.

(v) **Parking Areas, Garages, and Carports.**

a. **Location.**

1. No above-ground parking areas including parking structures and parking stalls, shall be allowed between a Ground Floor Frontage and public right-of-way.

2. A new detached garages or carport shall be located behind the main building(s) facade, furthest from the Ground Floor Frontage Line.

3. An attached parking area shall be located either underground (subterranean or semi-subterranean) or behind any main building.

4. An access driveway shall be provided from an alley when present and determined feasible by the City's Department of Transportation.

Section 8. Subparagraph (5) of Paragraph (j) of Subdivision 38 of Subsection A of Section 12.22 of Article 2 of Chapter I of the LAMC is amended to read as follows:

(5) **Fractional Numbers.**

(i) **Units.** For the purposes of this subdivision, calculations for the following resulting in fractional numbers shall be rounded up to the next whole number:

a. Maximum Allowable Residential Density;

b. Density Bonus units;

c. Number of Restricted Affordable Units;

d. Number of Replacement Housing Units;

- e. Vehicular Parking; and
- f. Number of Multi-Bedroom Units provided pursuant to Sections 12.22 A.38.(i)(2) and 12.22 A.38.(g)(3)(iv) of this Code.

Section 9. Subparagraph (7) of Paragraph (j) of Subdivision 38 of Subsection A of Section 12.22 of Article 2 of Chapter I of the LAMC is amended to read as follows:

(7) **Update Frequency and Eligibility Mapping.**

(i) The Director shall have the authority to issue and update eligibility maps of Transit Oriented Incentive Areas, Opportunity Corridor Incentive Areas, Low Rise Incentive Areas, City TCAC Opportunity Areas, and Opportunity Station Areas as specified herein:

a. On an annual basis in order to align the programs of this Subdivision ~~38~~ with updated zoning and, transit and geographic data, including ~~updates to Resource Areas as defined and identified by the California Tax Credit Allocation Committee (TCAC), and~~ updates to the locations of Major Transit Stops.

b. Every five years beginning in 2026, in order to align the eligibility maps associated with the housing incentive programs of this Subdivision to reflect updates to Resource Areas as defined and identified by the TCAC.

c. The Director may issue map updates, as needed, to address technical corrections, or changes to implementation maps for California Government Code Sections 65912.155 through 65912.162, as produced by the Southern California Association of Governments.

(ii) **Opportunity Station Area Identification.** For purposes of determining the majority TCAC area within an Opportunity Station Area, TCAC land area calculations shall include all land within a one-half mile radius including land outside the City of Los Angeles. Land designated as having "Insufficient Data" shall be excluded from the area of the Opportunity Station Area as part of Opportunity Station Area mapping pursuant to (7)(i) of this Subparagraph.

Section 10. Subparagraph (12) of Paragraph (j) of Subdivision 38 of Subsection A of Section 12.22 of Article 2 of Chapter I of the LAMC is amended to read as follows:

**(12) Rent Schedules and State Density Bonus Affordability Threshold.**

Restricted Affordable Units required as part of a project shall be sold or rented at rates that do not exceed those specified in California Health and Safety Code 50052.5 for for-sale units or California Health and Safety Code Section 50053 for rental units. Restricted Affordable Units associated with One Hundred Percent Affordable Housing Projects shall comply with the Restricted Affordable Unit requirements set forth in Section 12.22 A.39.(c) of this Code. All mixed income projects on sites with a Maximum Allowable Residential Density of greater than five units pursuing a program within this Subdivision shall maximize at least one affordability income category consistent with the minimum affordability requirements of California Government Code Section 65915(f)(1), 65915(f)(2), or 65915(f)(4), reserving either 16 percent as Very Low Income (for rental), 25 percent Low Income (for rental), or 45 percent Moderate Income (for sale) of the project's units (excluding units added by a Density Bonus) at the schedules and costs specified in California Health and Safety Code 50052.5 for for-sale units or California Health and Safety Code Section 50053 for rental units.

Sec. 11. The following language of Subparagraph (16) of Paragraph (j) of Subdivision 38 of Subsection A of Section 12.22 of Article 2 of Chapter I of the LAMC is added to read as follows:

**(16) Residential Zones.** For the purpose of applying Incentives, Residential Zones shall include R5 and more restrictive.

Section 12. The following Paragraph (m) of Subdivision 38 of Subsection A of Section 12.22 of Article 2 of Chapter I of the Los Angeles Municipal Code is added to read as follows:

**(m) Interpretations Consistent with Phased Effectuation of the Abundant and Affordable Homes Near Transit Act (SB 79).** This subdivision is intended to phase-in implementation and pause the effectuation of California Government Code Sections 65912.155 to 65912.162 pursuant to Government Code Section 65912.161(b). If at any time this subdivision becomes inconsistent with California Government Code Section 65912.161(b) and subsequent amendments to State Law, the provisions of the Abundant and Affordable Homes Near Transit Act apply.

Section 13. This ordinance shall become effective upon publication pursuant to Section 253 of the Los Angeles City Charter in advance of the July 1st, 2026 effective date of Section 65912.157; but if Sections 65912.155 to 65912.162 are suspended or extended by the State of California, such as by an emergency order of the Governor, the operative date of this ordinance shall be the day before the deadline set by the State.

Section 14. **URGENCY CLAUSE.** The City Council finds and declares that this ordinance is required for the immediate protection of the public peace, health and safety to affirm a pause in effectuation and by permanently or temporarily exempting and protecting sensitive sites, including those in low-resource neighborhoods as designated by TCAC, Very High Fire Hazard Severity Zones, and those hosting or adjacent to industrial uses, from increased residential capacity as otherwise would be mandated by California Government Code Section 65912.161(b)(1). This ordinance makes the City compliant with state mandated requirements, continues to address Los Angeles' housing crisis, and improves housing access by affirmatively furthering fair housing using locally tailored value capture. For these reasons, this ordinance shall become effective upon publication pursuant to Section 253 of the Los Angeles City Charter.

Section 15. **SEVERABILITY.** If any provision of this ordinance is declared unconstitutional or otherwise invalid by a court of a competent jurisdiction, such invalidity shall not affect other provisions of this ordinance than can be implemented without the invalid provision. To this end, the provisions of this ordinance are severable.

Section 16. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall; one copy on the bulletin board located at the Main Street entrance to the Los Angeles City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.