FACT SHEET

Updated 10/26/2026

Low-Rise Incentives Fact Sheet

CPC-2026-1797-CA, ENV-2026-1799-SE
Council File (CF) 25-1083-S3

Overview

In June 2026, Los Angeles City Council adopted the Phased Implementation Ordinance (Ordinance No. 188,968) and Low-Rise Ordinance (LRO) (Ordinance No. 188,967) as part of the City's strategy to implement Senate Bill (SB) 79, the "Abundant and Affordable Homes Near Transit Act," a state law that expands housing construction opportunities near transit. The LRO encompasses the first phase of the City's local implementation of SB 79 consistent with local priorities and goals of the 2021-2029 Housing Element, including limiting housing development in environmentally sensitive areas and focusing growth in Higher Opportunity Areas.

LRO continues to build on the City's transit-oriented development policies, fostering more inclusive and walkable neighborhoods by incentivizing low-rise housing—such as courtyard apartments, townhomes, row houses, and small lot subdivisions—in transit station areas that are highly resourced with jobs, schools, parks, and other amenities. The program allows for the by-right construction of 5 to 16 units per lot, and a multifamily use in all applicable zones (including single-family), in exchange for restricted affordable units. Accordingly, the base incentives establish consistent building envelope standards that regulate building size and form. These standards are intended to create predictable outcomes for builders and residents alike while encouraging designs inspired by Los Angeles' unique architectural heritage. The program supports the creation of both rental apartments and for-sale homes, generating opportunities across income levels and for first-time home buyers.

Eligibility

Eligible sites are located:

- Within **Opportunity Station Areas**, or
- Within **750 feet of an Opportunity Corridor**

Except under limited circumstances (see FAQ #1), the following zones and sites are ineligible:

- Manufacturing zones that do not allow multi-family residential uses,
- Environmentally sensitive sites (in a Fire Restriction Area, the Coastal Zone, or Sea Level Rise Area), unless the parcel is abutting, across, or has a common corner with an eligible site not in an environmentally sensitive area
- Historic Preservation Overlay Zones (HPOZ); unless the site is a R2/RD zone site within 750 feet of an Opportunity Corridor. In no circumstance may a project demolish a designated historic resource.

The Low-Rise Incentive Area includes two eligibility subareas: **LR-1** and **LR-2**. Each tier offers different development potential based on the site's proximity to transit. The Tier 1 TOD Stop and Tier 2 TOD Stop terminology comes from SB 79. Tier 1 Stops have more frequent transit service and higher quality transit service than Tier 2 Stops. Eligibility should be verified through ZIMAS and the applicable ordinance provisions.[1]

Eligibility Subarea Based on Distance			Eligible Underlying Project Zones	Geographic Criteria
Transportation Qualifier*	LR-1	LR-2		
Opportunity Corridor	250 - 750 feet	< 250 feet	RD and R2	Higher Opportunity Areas
Tier 2 TOD Stop *Light Rail/ Certain bus lines / High Frequency Commuter*	¼ mile - ½ mile	< ¼ mile	Residential Zones	Opportunity Station Areas
Tier 1 TOD Stop *Heavy Rail / Very High Frequency Commuter*	-	< ½ mile		

*Sites in whole or in part within a Transportation Qualifier's eligibility subarea are part of the eligibility subarea indicated.

[1] Additional sites outside of what is currently designated may be eligible for the program if they meet the exception criteria in LAMC Section 12.22 A.38(c)(10).

Affordability

Use of the Low-Rise Incentive Area requires the provision of on-site covenanted affordable housing. Projects must satisfy one of the following applicable affordability options established by the Ordinance. If a project consolidates lots and/or proposes more units than the tier maximum of the LR-1 and LR-2 incentive areas, it shall be subject to additional affordability (see FAQ #6 for more detail).

Incentive Program	Minimum Number of Total Units provided as Restricted Affordable Units		
Low-Rise Incentive Area	*Income Level*		
	Very Low Income	Low Income	Moderate Income
LR-1	-	-	1 unit
LR-2	1 unit	1 unit	2 units

Incentives

The Low-Rise Incentive Area supports lower-scale housing types that are part of the architectural character of Los Angeles. Projects can provide five to 16 units within two to three stories in height.

Eligibility Subarea*	Maximum Number of Units**	FAR (maximum permitted)	Parking	Height (maximum permitted)
LR-1	5 units	1.30:1	No parking required.	2 stories
	6 units	1.45:1		
	7 units	1.60:1		3 stories
	8 units	1.75:1		
	9 units	1.90:1		
	10 units	2.0:1		
LR-2	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		

Multi-Bedroom Housing[2]:
To create more housing that can accommodate families, Low-Rise Incentives offer projects that make 20% of their units 3 bedroom or more an additional 0.5 FAR and one story in height.



A Low-Rise project can achieve an extra story in height by providing family sized units.

Note: *Illustrations are for example purposes only. Refer to Ordinances (Figure 12.22 A.38(g)(4)(iii)a.4) for requirements.*

Lot Configuration and Building Envelope Standards

The Ordinance offers new development standards and provides flexibility for lot configuration and building envelope to support compact multi-unit configurations. These standards include:

Standard	Configuration Requirement
Building spacing / passageways	No requirement
Lot coverage / lot utilization	No requirement
Multiple buildings on one lot	Permitted subject to access, open space, and performance standards
Building Envelope Standards	Relief from standards including transitional height, side yard plane break requirements, and massing and encroachment rules of single family and variation zones
Front yard setback	- 15 ft or the average of the yards along the same frontage of adjacent buildings and street frontage, whichever is less - Corner Lot or Adjacent to a Vacant Lot: Align with the facade of an adjacent building along the same front lot line
Side yard setback	3 ft (1 -2 stories), or 4 ft (3 or more stories)
Rear yard setback	8 ft
Alley setback	0 ft

[2] Please note that AI generated images are used on pages 4 and 6 of this Fact Sheet to provide visual demonstrations of the rules associated with the Multi-Bedroom Housing Incentive and the Entry Feature requirements associated with the Low Rise Incentive Area.

Subdivision Standards	
Minimum lot area for subdivision	600 sq. ft
Minimum lot width	15 ft
Lot access	3 ft pedestrian access pathway may be provided in lieu of vehicular access requirements

Parking

Eligible LR-1 and LR-2 projects are not required to provide automobile parking. When voluntarily provided, parking must comply with the following pedestrian-design oriented standards:

- No above-grade parking can be located between the front of the building and public right-of-way
- Detached garages or carports must be located behind the main building façade furthest from the front lot line
- Attached parking has to be underground (can get up to 12 feet above grade so long as it does not make more than 50% of the building more than 6 feet above grade) or behind the main building
- Access driveways should be provided from alleys when determined feasible by LADOT
- Fire Code, emergency access, bicycle parking requirements, and pedestrian access requirements must be complied with

Open Space Design Standards

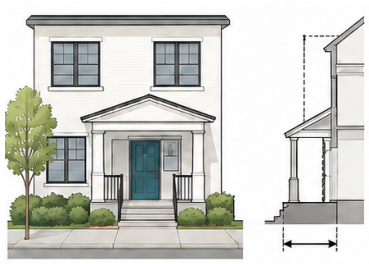
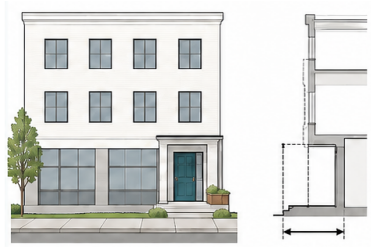
The LRO provides a standardized menu of open space options that further community oriented urban design objectives and supersede common and private open space requirements contained in Chapter I of the Zoning Code. A project must provide one of the following:

Typology	Minimum Dimensions / Standards	
Courtyard	**Width:**	30% of lot width or 15 ft, whichever is greater.
	Depth:	40% of lot depth. Must be internal, contiguous with the front yard, or coordinated with adjacent courtyard/open space.
Paseo	**Width:**	10% of lot width or 10 ft, whichever is greater.
	Depth:	60% of lot depth. Must be between residential structures, perpendicular to and beginning at the front lot line, with a 4-foot unobstructed pedestrian path.

Front or rear yard	**Width:**	50% of lot width.
	Depth:	10% of lot depth or 15 ft, whichever is greater. Must be adjacent to the front or rear property line and open to the sky.
Rooftop and Intermediate Roof Levels	**Area:**	10% of total lot area or 600 sq. ft., whichever is greater.

Entrances and Frontage

To create design that enhances the public realm, a project using Low-Rise Incentives must provide one entry feature from a menu of building entry options that orient projects towards the right of way or shared open space:

Porch	Forecourt	Recessed Entry
		
– **Minimum depth:** 4.5 ft – **Minimum width:** 30% of building width – Finished floor elevation between 2 and 5 ft	– **Minimum depth:** 8 ft – **Minimum width:** 10 ft – Required covered entrance – Wall/fence/hedge height between 2 ft 6 in and 3 ft 6 in	– **Depth:** 3 - 15 ft – **Maximum width:** 5 ft – Required covered entrance – Required for every 50 ft of frontage

Note: *All illustrations are for example purposes only. Refer to the Ordinances (Figure 12.22 A.38(g)(4)(iii)a.4) for complete requirements.*

How to File and Contact Information

Low-Rise projects are filed directly with the Department of Building and Safety (LADBS) and processed through the Department of City Planning's Zoning Review Division. A project may need additional planning review if pursuing a subdivision or if located in an overlay with additional procedural requirements.

To file, use the ePlanLA portal: ePlan

For address specific questions, make an appointment with Development Services Case Management here: DCSM portal

For general questions, contact the Citywide Housing Policy team at **planning.housingpolicy@lacity.org**

Frequently Asked Questions (FAQ)

1. How does the Low-Rise Ordinance relate to the implementation of Senate Bill (SB) 79?

The Phased Implementation Ordinance and Low-Rise Ordinance comprised phase one of the City's local implementation of Senate Bill (SB) 79, a new state housing law which promotes housing near transit. The Ordinances became effective on June 30, 2026 after review by the City Planning Commission on May 14, 2026 and adoption by the City Council on June 3, 2026. A staff recommendation report for the ordinances provides in depth details, analysis, and context related to SB 79's implementation approach. The Phased Implementation Ordinance paused effectuation of bill provisions as permitted by the law to protect sensitive sites. The accompanying Low-Rise Ordinance significantly expanded housing opportunity informed by local priorities identified in the Housing Element, increasing low-rise multifamily capacity within a half mile of high quality transit in Opportunity Station Areas. The Low-Rise Ordinance also ensures that sites not eligible for a SB 79 pause are granted half the density and floor area otherwise available in the bill, which according to the law's provisions enables a citywide temporary pause in effectuation (Government Code Section 65912.161(b) contains complete criteria). This means certain large sites might be eligible for density beyond what is permitted in the LR-1 and LR-2 density bonuses.

Additional program rules ensure that the ordinance exempts the city from SB 79 at a site-specific level. If a site is not located within an eligible Opportunity Station Area or near an Opportunity Corridor, it would generally not qualify for the Low-Rise Incentive Area. In limited circumstances, the site may qualify for Low-Rise Incentive Area incentives pursuant to LAMC 12.22 A.38(c)(10). If a site might be eligible pursuant to this section, it will be identified in ZIMAS under the Planning and Zoning Section. Additionally, the site may still be eligible for other development incentives under the City's broader housing incentive programs, depending on its zoning, location, affordability level, and proximity to transit.

Please email planning.sb79@lacity.org for questions regarding site eligibility and large sites.

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

The CT Incentive Area, codified as a subprogram within the Mixed Income Incentive Program (MIIP) under Los Angeles Municipal Code (LAMC) Section 12.22 A.38(g) as part of the Housing Element Rezoning Program, provided low-rise scale incentives to R2 and RD zoned sites within 750 feet of an Opportunity Corridor.

As part of the City's phased implementation of Senate Bill 79, the CT Incentive Area was replaced in the LAMC and renamed the Low-Rise Incentive Area. The Low-Rise Incentive Area broadens the previous CT Incentive Area, including all residentially zoned sites within half a mile of an Opportunity Station Area. Additionally, edits to support project feasibility added to the program included consolidating three CT tiers into two Low-Rise tiers, aligning affordability with the consolidated tiers, reducing the multi-bedroom incentive from 40% to 20% of units to receive FAR and height, and adding a rooftop deck option to the open space menu to support for-sale developments.

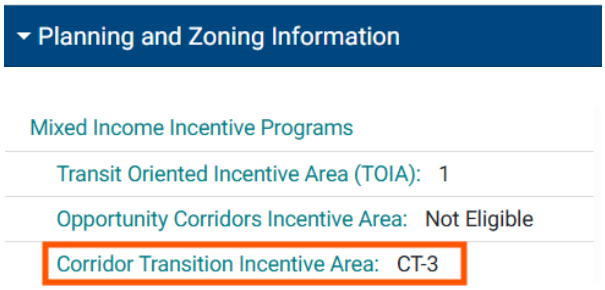
Sites previously eligible for CT incentives remain eligible in the Low-Rise Incentive Area. Sites designated as CT-1 and CT-2 on ZIMAS are eligible for LR-1 incentives and those classified as CT-3 are eligible for LR-2 incentives.

3. How can I check if my parcel is eligible for Low-Rise incentives?

There are two ways to see if your parcel is eligible for Low-Rise Incentives.

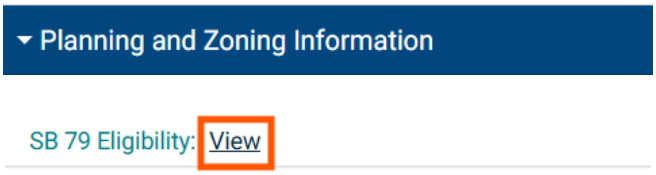
1. **Eligibility for the Corridor Transition Program: ZIMAS → Planning and Zoning → Mixed Income Incentive Program - Corridor Transition Incentive Area section**

   On ZIMAS, input the address, open the Planning and Zoning tab, and scroll to the Mixed Income Incentive Program - Corridor Transition Incentive Area field. If a project displays as eligible for "CT-1" or "CT-2" it is now eligible for LR-1. If a project displays as eligible for "CT-3" it is now eligible for "LR-2."

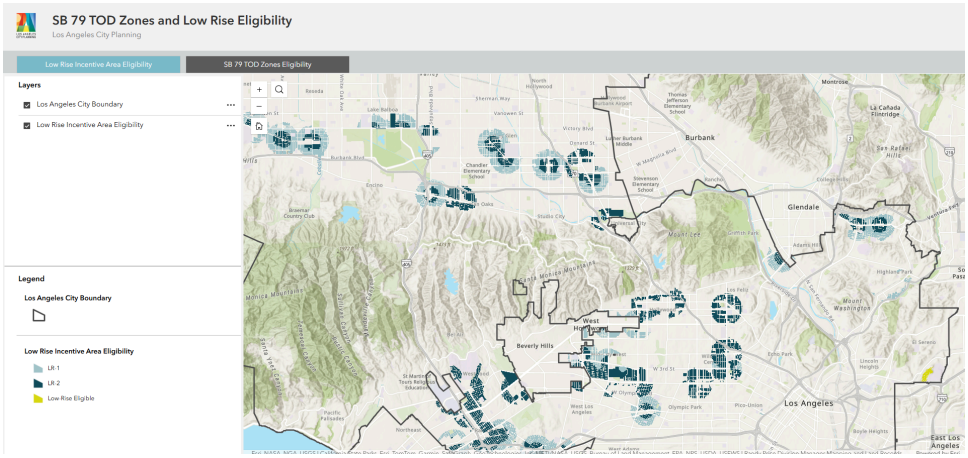


2. **Eligibility for Low-Rise Incentives: ZIMAS → Planning and Zoning → SB 79 Eligibility section → View → SB 79 and Low-Rise Eligibility Interactive Map**

   The SB 79 and Low-Rise Eligibility Interactive Map will open in a separate tab. From there, select Low-Rise eligibility, input the address, and see if the parcel is eligible for Low-Rise Incentives.



   Use the Low-Rise Incentive Area Eligibility tab of the interactive map to verify an address' eligibility and LR-1 or LR-2 tier designation.



4. How do Low-Rise Incentives affect Historic Resources?

In no case may a Low-Rise project demolish a designated historic resource. Additionally, a project cannot demolish a surveyed, eligible, or architectural resource listed in the South Los Angeles Community Plan Implementation Overlay, the Southeast Los Angeles CPIO, the West Adams CPIO, the San Pedro CPIO, the Westwood Village Specific Plan, the Echo Park Community Design Overlay (CDO) District, or the North University Park Specific Plan.

Historic resources impact the eligibility of sites for Low-Rise Incentives differently depending on transit proximity and zoning. For sites zoned single family and/or eligible as part of the Low-Rise expansion within Opportunity Stations, no sites with designated historic resources or in a Historic Preservation Overlay Zone are eligible for the program. Sites that were previously

eligible as part of the former Corridor Transition program (zoned R2/RD and within 750 feet of an Opportunity Corridor) are only eligible for LR-1 incentives.

5. Can sites that are eligible for LR-2 request a lower eligibility subarea?

Sites may request a lower eligible subarea pursuant to LAMC Section 12.22 A.38(j)(9). Projects eligible for LR-2 that opt into LR-1 incentives must meet the affordability requirements of LR-1. Sites located in LR-1 are ineligible from opting into LR-2 except in consolidated development scenarios.

6. What incentives is my site eligible for and what affordability requirements do I need to comply with if I am consolidating multiple lots as part of my project?

Low-Rise Incentives allow for the consolidation of multiple lots in one project. Each site may use the highest eligibility subarea of sites being incorporated into the project, in exchange for the affordability of the higher eligibility subarea. Projects using LR-1 would provide 1 Moderate Income Unit for every 10 units proposed and projects using LR-2 would provide either 1 Very Low Income unit, 1 Low Income unit, or 2 Moderate Income units for every 16 units proposed.

Each lot would have access to the base incentives, but only density can be stacked. For example, if two LR-1 sites are consolidated, the project can build up to 20 units overall with a 2:1 FAR and 3 stories in height for both lots.

7. How does the Low-Rise Ordinance relate to the Missing Middle LA initiative?

Low-Rise Incentives facilitate the development of typologies that overlap with “missing middle” housing such as small lot homes and townhomes. Concurrently, LA City Planning has been working on a “Missing Middle LA” initiative to integrate the Starter Home Revitalization Act (SHRA) for ministerial streamlining of subdivisions into the municipal code, along with a “Starter Home Bonus Program” that gives SHRA projects extra incentives. A project may use Low-Rise in conjunction with SHRA today so long as requirements of both programs are met, such as the 10 unit and 10 parcel limit of the state law. Once the Starter Home Bonus Program is effective, it will be possible to use in conjunction with Low-Rise incentives.

Additionally, a Low-Rise project may choose to opt into the ministerial design clearance procedure of the Small Lot Subdivision Ordinance (LAMC 12.22 C.27) so long as it meets the requirements of both programs (note that single family and R2 Zone parcels are not eligible for the Small Lot Subdivision Ordinance).

8. What is the Ministerial Review process for a Low-Rise project?

A Low-Rise project is filed directly with the Los Angeles Department of Building and processed through the Department of City Planning's Zoning Review Division. However, a project that necessitates a subdivision, or is in an overlay like a Specific Plan or Historic Preservation Overlay Zone, may also necessitate a discretionary review. The discretionary case will need approval prior to issuance of the Low-Rise application determination.

9. Can I request incentives not offered on the Menu or Waivers?

No, Low-Rise projects may only request base or on-menu incentives. This restriction qualifies all projects to submit directly to the LA Department of Building and Safety (LADBS) for by right review. Projects requesting incentives not on the menu or waivers are ineligible from accessing Low-Rise Incentives.

Glossary

Fire Restriction Area

The Fire Restriction Area is where the locally adopted VHFHSZ and Hillside Areas overlap. Sites in these areas are ineligible to participate in MIIP, unless they abut a MIIP eligible parcel not in a Fire Restriction Area.

Low-Rise Incentive Area Project

A project on a site located, in whole or in part, within a Low-Rise Incentive Area as set forth in the eligibility map pursuant to LAMC Section 12.22 A.38(i)(7), or determined to be eligible pursuant to LAMC Section 12.22 A.38(c)(10), that involves the construction of, addition to, or remodeling of any building or buildings that result in the creation of five or more residential units.

Low-Rise Housing

Housing typologies that provide options at a scale between single-family homes and larger multi-family buildings. Examples include row houses, courtyard apartments, town homes, and small lot homes.

Mixed Income Incentive Program

The Mixed Income Incentive Program (LAMC Section 12.22 A.38) is part of the Citywide Housing Incentive Program (a key part of the City's Housing Element Rezoning Program), which incentivizes the development of mixed income housing near public transit and in Higher Opportunity Areas. The Low-Rise Incentive Area is one of three programs that make up the Mixed Income Incentive Program. Read more about other incentive areas in the program here.

Opportunity Areas

Opportunity Areas are mapped by the California Tax Credit Allocation Committee and the state's Housing and Community Development Department (HCD). The map visually

represents how “access to opportunity” varies from place to place. Higher Opportunity areas are associated with positive life outcomes and indicate areas where jobs, schools, and community amenities are abundant. The City maintains a local eligibility map that is updated every five years. The most recent city adopted Opportunity Area map can be found in Exhibit C here.

Opportunity Corridor Incentive Area

The Opportunity Corridor Incentive Area was created through the adoption of the Mixed Income Incentive Program (LAMC 12.22 A.38) and includes sites in Higher Opportunity Areas on major thoroughfares served by frequent bus lines, high-quality transit service, or that are within a half-mile of a Metro Rail Station. Sites zoned R2 and RD within 750 feet of an Opportunity Corridor are eligible for Low-Rise Incentives.

Opportunity Station Area

An Opportunity Station Area is a SB 79 Transit Oriented Development Zone made up of majority Moderate and Higher Opportunity Areas. To promote consistent development outcomes, the Opportunity Areas used to determine Opportunity Station status will be updated on local City maps every five years. The current local city maps for implementation of LRO (found here) include a map of Opportunity Station Areas in Exhibit A.

Senate Bill (SB) 79

SB 79, the “Abundant and Affordable Homes Near Transit Act,” went into effect on July 1, 2026 and facilitates housing development within a half-mile radius of qualifying transit stops, including heavy rail, light rail, commuter rail, bus rapid transit (BRT), and select bus service with full time bus lanes. The City has approximately 146 TOD stations where the bill applies. More information can be found here.

Transit Oriented Development (TOD) Zone

The half-mile area surrounding a TOD Stop that is eligible for the provisions of SB 79. Sites zoned for residential, mixed, or commercial uses within TOD zones are eligible for the provisions of SB 79. SB 79 defines a TOD stop as a major transit stop (as defined by Government Code Section (GCS) 20164.3) served by qualifying types of transit. The bill assigns TOD stops two types of tiers based on the transit service. Tier 1 TOD stops include heavy rail and very high frequency commuter rail (at least 72 trips per day). Tier 2 TOD stops include light rail, high frequency commuter rail (at least 48 trips per day), and qualifying bus service with full-time dedicated lanes, 15 minute headways, and which qualify as Major Transit Stops. For the full definition of TOD stop, refer to GCS 65912.156(p).

Additional Resources

- SB 79 Webpage
- Council File Updates
- Low-Rise Ordinance
- Map Inventory
- Ordinance Fact Sheets