

FACT SHEET

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

CPC-2026-1798-MSC

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

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Summary

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

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

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

Key Provisions

Phased Implementation Ordinance

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

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

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

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

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

Low-Rise Ordinance

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

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

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

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

Table 1: Existing vs. Proposed Affordability

Existing CT Affordability

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

Proposed Low-Rise Affordability

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

Table 2: Existing vs. Proposed Incentives¹

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

Additional MIIP Updates

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

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

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

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

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

Frequently Asked Questions (FAQ)

How do these Ordinances affect historic resources?

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

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

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

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

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

What are SB 79 TOD Zones?

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

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

How are Opportunity Station Areas identified?

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

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

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

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

Additional Resources

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