

ORDINANCE NO. 188967

The Low-Rise Ordinance amending Sections 12.03 and 12.22 A.38 of Article 2, Chapter I of the Los Angeles Municipal Code to locally implement Senate Bill 79, “The Abundant and Affordable Homes Near Transit Act” and update the Mixed Income Incentive Program.

WHEREAS, Senate Bill 79 (SB 79), codified at Government Code, Title 7, Division 1, Chapter 4.1.5, specifically Government Code Sections 65912.155 through 65912.162 and also known as “The Abundant and Affordable Homes Near Transit Act,” was signed into law in October 2025 with the stated purpose of addressing California’s housing crisis with incentives intended to permit additional density and development capacity in excess of local zoning 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 adopted 2021-2029 Housing Element, the Citywide Housing Incentive Program (CHIP), and the Housing Element Rezoning Program (Council File Nos. 21-1230, 21-1230-S1, 21-0934, 22-0617, 21-1230-S5, 21-1230-S6, and 21-1230-S8) are built upon years of 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 the development of housing near strong infrastructure in Higher Opportunity Areas as defined by the California Tax Credit Allocation Committee (CTCAC);

WHEREAS, the City proposes enactment of the Low-Rise Ordinance (Council File No. 25-1083-S3) and the Phased Implementation Ordinance (Council File No. 25-1083-S4) to facilitate compliance with SB 79, and does so without prejudice to, and shall not be construed as a waiver of the City’s ability to file a protest or pursue other rights, remedies, and legal proceeding to challenge SB 79;

WHEREAS, SB 79 affords local jurisdictions the ability to select among several compliance approaches, and the City’s phased implementation approach to SB 79, described in the Phased Implementation Ordinance (Council File No. 25-1083-S4) and this instant Low-Rise Ordinance, is intended to ensure that the City’s local implementation of state law does not conflict with the City’s existing, local land use priorities, housing policies, City initiatives, and environmental concerns;

WHEREAS, in the absence of this Low-Rise Ordinance, state law would automatically permit SB 79 incentives on qualifying sites per Government Code Section 65192.157, undermining the City’s existing housing policies and ordinances that affirmatively further fair housing and promote sustainability strategies within a localized context;

WHEREAS, this Low-Rise Ordinance offers incentives beyond what is required by SB 79 in Government Code Section 65912.161(b)(1)(A), expands housing opportunities beyond the requirements of state law, and strategically phases in the capacity that will be required by “The Abundant and Affordable Homes Near Transit Act;”

WHEREAS, the Low-Rise Ordinance supports the Citywide phased implementation of SB 79, by adding residential capacity so the remaining ten percent of sites in the City’s TOD Zones will comply with the requirements of SB 79 in California Government Code Section 65912.161(b) and further the City’s efforts to create tailored local transit-oriented development alternative plans;

WHEREAS, the Low-Rise Ordinance’s proposed expansion of housing incentives in Opportunity Station Areas through the Mixed Income Incentive Program (MIIP), that was created by CHIP and the Housing Element Rezoning Program, is consistent with the 2021-2029 Housing Element, including its goals, objectives, policies, and programs such as 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 diverse housing typologies for various income levels, allow flexibility to streamline the production of housing, and concentrate development density in areas with adequate ingress and egress outside of fire-prone hillsides;

WHEREAS, eligibility for the Low-Rise Ordinance is contingent on the availability of a final TOD Zone map that has not yet been produced and approved by the Southern California Association of Governments (SCAG), pursuant to California Government Code Section 65912.160(f), and in the absence of that map eligibility will be determined based on currently available information and data from SCAG;

WHEREAS, this ordinance, as required by City Charter Section 558, protects the public peace, health, and safety, by (1) increasing development capacity through building on the success of the CHIP incentive programs and the Housing Element Rezoning Program that have jointly increased the City’s housing capacity by over half a million units, and by (2) continuing to address the housing crisis in a way that affirmatively furthers fair housing and advances sustainability objectives through the extension of Low-Rise density incentives on issues such as bonus density, parking, floor area ratio, and height, in a manner that facilitates missing middle housing typologies on low density and single family sites in TOD Zones that are primarily in Higher and Moderate Opportunity Areas (Opportunity Stations); and

WHEREAS, expanding access to the City’s MIIP, this ordinance in partnership with the Phased Implementation Ordinance protects sensitive sites as permitted by Government Code Section 65192.161(b), as well as Lower Opportunity Areas vulnerable to displacement that have suffered historic zoning injustice, those Very High Fire Hazard Severity Zones in Hillside Areas, and those industrial zones that provide

jobs to Angelenos but pose severe health risks when developed for residential uses without proper remediation and environmental review.

NOW THEREFORE,

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. The following definitions are added in alphabetical order to Section 12.03 of Article 2, Chapter I of the Los Angeles Municipal Code to read as follows:

LOWER OPPORTUNITY AREA. An area designated as low resource on the most recently adopted version of the opportunity area maps published by the CTCAC and the HCD.

MODERATE OPPORTUNITY AREA. An area designated as moderate resource on the most recently adopted version of the opportunity area maps published by the CTCAC and the HCD.

Sec. 2. The following definition is amended in Section 12.03 of Article 2, Chapter I of the Los Angeles Municipal Code to read as follows:

HIGHER OPPORTUNITY AREA. An area designated as the highest resource or high resource on the most recently adopted version of the opportunity area maps published by the California Tax Credit Allocation Committee (TCAC) and California Department of Housing and Community Development (HCD).

Sec. 3. Section 12.22 A.38 of Article 2, Chapter I of the Los Angeles Municipal Code is amended by replacing the terms "Opportunity Corridor Transition Area Incentive" or "Opportunity Corridor Transition Incentive Area" with "Low-Rise Incentive Area."

Sec. 4. Paragraph (a) of Subdivision 38 of Subsection A of Section 12.22 of Article 2, Chapter I of the Los Angeles Municipal Code 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, 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.). 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.

Sec. 5. The definition of "Opportunity Corridor Transition Area Incentive Project" is deleted and the following definitions are added in alphabetical order to Paragraph (b) of Subdivision 38 of Subsection A of Section 12.22 of Article 2, Chapter I of the LAMC to read as follows:

Fire Restriction Area. An area of land, in whole or part, that is located in both a Very High Fire Hazard Severity Zone and a Hillside Area, as these terms are defined in Section 12.03 of this Code.

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 Section 12.22.A.38(i)(7) of this Code, or determined to be eligible pursuant to Section 12.22 A.38(c)(10) of this Code, 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.

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 percent designated as a Moderate Opportunity Area or Higher Opportunity Area, alone or combined, pursuant to the City's five-year California Tax Credit Allocation Committee (TCAC) Opportunity Areas map, as may be amended.

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), and identified as eligible for Abundant and Affordable Homes Near Transit Act (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, and identified as eligible for Abundant and Affordable Homes Near Transit Act (2025) implementation by the Southern California Association of Governments, consistent with California Government Code Section 65912.160(f).

Sec. 6. 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 Los Angeles Municipal Code is amended as follows:

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

Project Type	Minimum Total Units Required
Transit Oriented Incentive Area Project	Five or more
Opportunity Corridor Incentive Area Project	Five or more
Low-Rise Incentive Area Project	Five or more
Type I Unified Adaptive Reuse Project ¹	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.

Sec. 7. Table 12.22 A.38.(c)(3)(v) of Subdivision 38 of Subsection A of Section 12.22 of Article 2, Chapter I of the LAMC is amended as follows:

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

Incentive Program	Minimum Number of Total Units Provided as Restricted Affordable Units ^{1, 2}		
	Income Level		
Low-Rise Incentive Area	Very Low Income	Lower Income	Moderate Income
LR-1	-	-	1 unit
LR-2	1 unit	1 unit	2 units

Footnotes

1. If a project using LR-1 or LR-2 incentives consolidates 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.

2. At minimum, a project in LR-1 shall provide 1 Moderate Income Unit for every 10 units proposed and a project in LR-2 shall provide either 1 Very Low Income unit, 1 Low Income unit, or 2 Moderate Income units for every 16 units proposed.

Sec. 8. Subparagraphs (4) through (8) are amended in their entirety and Subparagraphs (9) and (10) are added in Paragraph (c) of Subdivision 38 of Subsection A of Section 12.22 of Article 2, Chapter I of the Los Angeles Municipal Code to read as follows:

(4) The project site does not include any lots located in a manufacturing zone that does not allow multiple family residential uses (M1, M2,-M3, MR1, or MR2 Zone); or the CM zones where

residential uses are not permitted by right by any 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 located within an Opportunity Station Area.

(6) The project site does not include any lots located within a Fire Restriction Area, the Coastal Zone, or a Sea Level Rise Area. Except that a project site that is located within a Fire Restriction Area or the Coastal Zone shall be eligible if properties that are abutting, across the street or alley, or have a common corner with the subject property, are not in a Fire Restriction Area or Coastal Zone, and are eligible for Incentives contained in this subdivision.

(7) 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.

(8) 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) A project shall not be located in the Boyle Heights Community Plan, the Harbor Gateway Community Plan, the

Wilmington-Harbor City Community Plan, and/or the Cornfield Arroyo Seco Specific Plan.

(10) **Exceptions.** Notwithstanding the eligibility criteria listed in Subparagraphs (4), (5), (6) and (9) of this paragraph, a site that meets the eligibility requirements of Government Code Section 65912.157, and either does not meet any of the site or station level criteria specified in Government Code Section 65912.161(b), or is not exempt from Government Code Sections 65912.155 through 65912.162 pursuant to the Phased Implementation Ordinance (Ordinance No. []), is a site that is eligible for the Low-Rise Incentive Area Program if the project sets aside the amount of required restricted affordable units consistent with Government Code Section 65912.157(i) and Table 22.22.A.38.(c)(3)(v), whichever is greater.

Sec. 9. Paragraph (g) of Subdivision 38 of Subsection A of Section 12.22 of Article 2, Chapter I of the Los Angeles Municipal Code is amended to read as follows:

(g) Low-Rise Incentive Area.

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

**Table 12.22 A.38.(g)(1)(i)
Low-Rise Incentive Area Subareas**

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

Footnote

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

(ii) **Property Line Measurement.** Measurements from an Opportunity Corridor to determine an eligibility subarea should be based on the distance from the Rear Lot Line of the lot located

within an Opportunity Corridor Incentive Area. Where a lot is a Reversed Corner Lot, distance shall be measured from the lot's property line parallel to the Opportunity Corridor. In the case that lots are abutting or are consolidated, the buffer measurement will not be adjusted to accommodate the new Rear Lot Line of the consolidated site. In the case that lots are abutting or are consolidated, the buffer measurement will not be adjusted to accommodate the new Rear Lot Line of the consolidated site.

(iii) Exceptions.

a. A site with a Designated Historic Resource, or Non-Contributor is not eligible for LR-2 Incentives, and is limited to LR-1 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 9, Division 22 of the Los Angeles Administrative Code, shall not be eligible for incentives in this paragraph, unless it is also located within an eligibility subarea based on distance from an Opportunity Corridor Transition eligibility subarea based on distance from an Opportunity Corridor.

b. A project that meets the eligibility requirements of Government Code Section 65912.157, and either is 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 through 65912.162. pursuant to the Phased Implementation Ordinance (Ordinance No. [____]), is a project that is eligible for the base incentives in Table 12.22 A.38.(g)(3)(i) regardless of the site's underlying zoning or Opportunity Station Area status.

(2) A Low-Rise Incentive Area Project is not eligible to request a Waiver, request Additional Incentives described in Paragraph (h) of this subdivision, request Public Benefit Options described in Paragraph (i) of this subdivision, or combine requests for Incentives either 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 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, 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 Base Incentives**

Eligibility Subarea	Density Bonus	Floor Area Ratio (maximum permitted)	Parking	Height (maximum permitted)
Description	In each subarea, the maximum Density including bonus shall be as follows:	For each subarea, the maximum FAR shall be equal to the following:	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: ^{1, 2}	In each subarea, the maximum allowable height permitted shall be as follows: ³
LR-1	5 units	1.30:1	No parking required.	2 stories ⁴
	6 units	1.45:1		3 stories ⁴
	7 units	1.60:1		

	8 units	1.75:1		
	9 units	1.90:1		
	10 units	2.0:1		
	11 units	2.15:1		
LR-2	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. 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 Section 2C.4.2.E.1 of Chapter 1A of this Code in accordance with the project's built height (in lieu of the Form District).
4. The maximum permitted height for the LR-1 Eligibility Subarea is two stories for projects of 5 to 6 units, and three stories for projects of 7 to 16 units.

a. Exceptions. 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 by California Government Code Section 65912.157(a). Furthermore, projects located within 200 feet of a Tier 1 or Tier 2 TOD Stop that cannot accommodate half the amount of units and floor area otherwise permitted by California Government Code Section 65912.157(a) shall be eligible for an additional story in height

beyond the heights specified in Table 12.22 A.38.(g)(3)(i) above.

(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 three-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 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. Notwithstanding Section 12.22 C.20.(d) of this Code, balconies may extend into the required front yard up to five feet.

b. Side yard setback of four feet for a three-story or higher structure, or three 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 eight feet.

e. Alley setback of zero feet.

(iv) **Multi-Bedroom Units.** A project that includes a minimum 20% of Total Units as three-bedrooms or larger, shall be granted additional Floor Area up to 0.5 FAR and an additional story over the entire development site, regardless of the number of underlying height limits including transitional height or step back requirements. This requires that the applicant provide the City with a covenant in favor of

the City that is recorded in the development site's chain of title 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 a Low-Rise 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 Section 12.22 A.38.(c)(3)(v) of this Code. 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) of this Code.

a. For example, if two LR-1 lots are consolidated into one project, the project is eligible for up to 20 units, with 2 Moderate Income units set aside as Restricted Affordable Units, a 2:1 FAR maximum and a height maximum of 2 or 3 stories; or if two LR-2 lots are consolidated in one project, the project is eligible for up to 32 units, with 4 Moderate Income units set aside as Restricted Affordable Units, a 2.9:1 FAR maximum and a height maximum of 3 stories.

b. If a project consolidates two lots of differing incentive areas, for example LR-1 and LR-2, 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.

(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 this 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.** 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**

Common Outdoor Open Space Typologies:	Size and Dimension Requirements (minimum)	Standards
Courtyard	<p>Courtyard width (minimum): 30% of lot width or 15 feet, whichever is greater.</p> <p>Courtyard depth (minimum): 40% of lot depth (minimum).</p>	<p>Placement of courtyard shall comply with at least one of the following standards:</p> <ol style="list-style-type: none"> 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. 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. 3. The courtyard shall be an internal courtyard, entirely contained onsite.
Paseo	<p>Paseo width (minimum): 10% of lot width or 10 feet wide, whichever is greater.</p> <p>Paseo depth (minimum): 60% of the lot depth.</p>	<p>A Paseo shall be located between residential structures, perpendicular to and beginning at the front lot line. A Paseo shall have a minimum four-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. The depth 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.</p>

Front or Rear Yard	<p>Front or Rear Yard width (minimum): 50% of lot width.</p> <p>Front or Rear Yard depth (minimum): 10% of lot depth, or 15 feet, whichever is greater.</p>	Located adjacent to the front or rear property lot line and open to the sky.
Rooftop and Intermediate Roof Levels	10% of total lot area or 600 square feet, whichever is greater	<p>Rooftop and Intermediate Roof Levels open space shall comply with the following standards:</p> <ol style="list-style-type: none"> 1. 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. 2. At least a three-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 ten feet or more from the edge of the rooftop perimeter, no setback shall be required. 3. 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).

(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

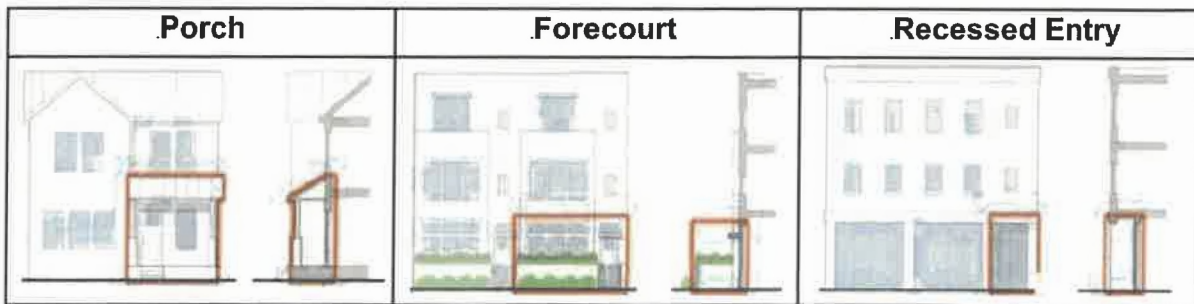
and all street-facing primary entrances shall have one of the following entry features:

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.

Sec. 10. 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.

Sec. 11. Subparagraph (7) of Paragraph (j) of Subdivision 38 of Subsection A of Section 12.22 of Article 2, 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's five-year TCAC Opportunity Areas, and Opportunity Station Areas as specified herein:

a. On an annual basis in order to align the programs of this subdivision with updated zoning and transit data, including updates to the locations of Major Transit Stops.

b. Every five years beginning in 2026, in order to align the City's five-year TCAC Opportunity 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 of Planning, or their designee, may issue map updates, as needed, to address technical corrections, additional guidance from the California Department of Housing and Community Development, or changes to implementation maps for California Government Code Sections 65912.155 through 65912.162, as produced by the Southern California Association of Governments.

d. The Director of Planning, or their designee, shall notify the City Council when updates to the Low-Rise Incentive Area maps are published.

(ii) **Opportunity Station Area Identification.** For purposes of determining the majority Opportunity Area (i.e. Lower, Moderate, Higher) within an Opportunity Station Area, consistent with the City's five-year TCAC Opportunity Map 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 Section 12.22 A.38.(j)(7)(i) of this Code.

Sec. 12. 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 exceed 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 at least 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), beyond 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. 13. A new Subparagraph (16) is added to Paragraph (j) of Subdivision 38 of Subsection A of Section 12.22 of Article 2, Chapter I of the LAMC to read as follows:

(16) Residential Zones. For the purpose of determining an eligible project's Incentives, Residential Zones must permit primarily residential uses as a main use by right and shall include but not be limited to R5 and more restrictive R and A zones, as well as R1P, R2P, R3P, R4P, and R5P zones.

Sec. 14. A new Paragraph (m) is added to Subdivision 38 of Subsection A of Section 12.22 of Article 2, Chapter I of the Los Angeles Municipal Code to read as follows:

(m) Interpretations Consistent with Phased Implementation of the Abundant and Affordable Homes Near Transit Act (SB 79). This subdivision is intended to phase-in implementation and pause the immediate application of the Abundant and Affordable Homes Near Transit Act (2025) at 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), as determined by the Director of Planning, the provisions of the Abundant and Affordable Homes Near Transit Act shall apply.

Sec. 15. OPERATIVE DATE. This ordinance shall become operative at the same time it becomes effective upon publication pursuant to Charter Section 253 in advance of the July 1, 2026 effective date of the Abundant and Affordable Homes Near Transit Act set forth in Government Code Section 65912.157. If prior to the operative date of this ordinance, the effect of Government Code Sections 65912.155 et seq, is suspended or extended by the State of California, such as by an emergency order of the Governor or legislative amendments by the California Legislature, the operative date of this ordinance shall be the day before any new deadline set by the State.

Sec. 16. URGENCY CLAUSE. The City Council finds and declares that this ordinance is required for the immediate protection of the public peace, health and safety, and to affirm a pause in the application of SB 79 within the City by permanently or temporarily exempting and protecting sensitive sites, including those in low-resource neighborhoods as designated by the California Tax Credit Allocation Committee, Very High Fire Hazard Severity Zones, and those sites hosting or adjacent to industrial uses. The tailored approach to increased density near transit presented by this ordinance avoids the one-size-fits-all approach to increased residential capacity mandated by Government Code Section 65912.161(b)(1), which does not consider whether the increased density is in healthy, lower resource, or hazardous areas; does not take into account whether sites are within very high fire hazard severity zones or industrial areas; does not consider whether areas are subject to displacement pressures; nor whether an area has been subject to past zoning or environmental injustice. This ordinance makes the City compliant with state mandated requirements, continues to address the City of Los Angeles' housing crisis, the City's chosen planning and zoning policies, and improves housing access under affirmatively furthering fair housing principles by using the City's own locally tailored value capture policies. For these reasons, this ordinance shall become effective upon publication pursuant to Section 253 of the Los Angeles City Charter when it is adopted by a minimum three-fourths vote of the City Council

Sec. 17. SEVERABILITY. If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, that invalidity shall not affect the remaining provisions of this ordinance, which can be implemented without the invalid provisions and, to this end, the provisions of this ordinance are declared to be severable. The City Council hereby declares that it would have adopted each and every provision and portion thereof not declared invalid or unconstitutional, without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

