

Phased Implementation Ordinance and Low Rise Ordinance

Citywide Proposed Code Amendment and Ordinance
Presentation for PLUM Meeting

CF-25-1083-S3, CF-25-1083-S4

ENV-2026-1799-SE, ENV-2020-6762-EIR, ENV-2020-6762-EIR-ADD1, and
ENV-2020-6768-EIR-ADD2

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



SB 79 City Council Direction on Local Implementation

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

Local Implementation Structure

**Phased
Implementation
Ordinance**

**Low-Rise
Ordinance**



Phased Implementation Ordinance

Phased Implementation Ordinance

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

Draft SB 79 Phased Implementation Ordinance

April 17, 2026

Page 1

ORDINANCE NO. _____

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

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

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

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

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

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

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

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

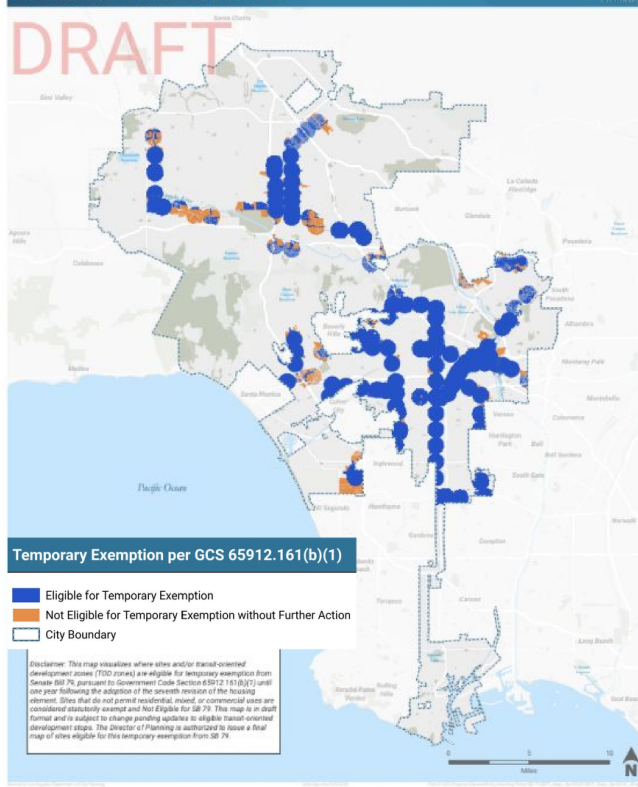
WHEREAS, the City's Housing Element and Rezoning Program are built on public feedback from thousands of Angelenos, incorporate locally calibrated value capture tools, provide an

Updated Modeling Results

TOD Zones and Sites Eligible for Temporary Exemption without Low Rise Ordinance



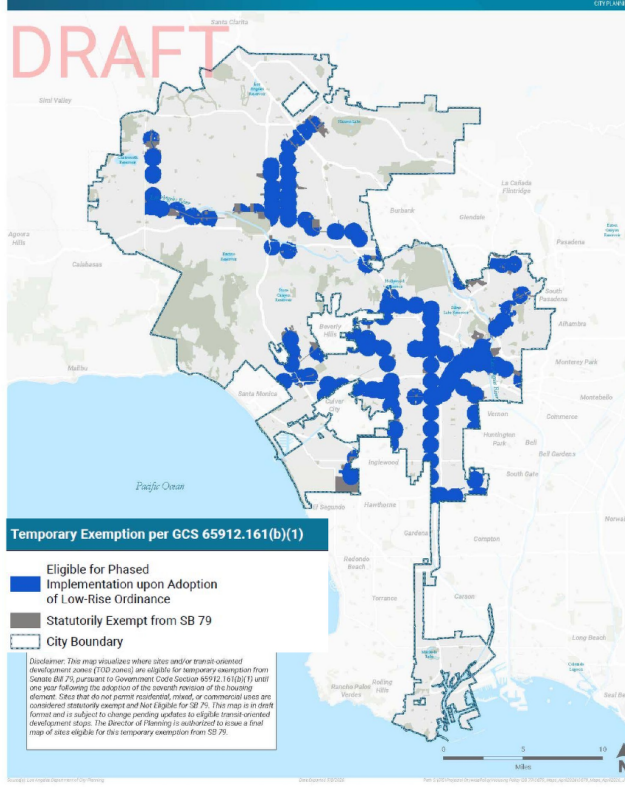
DRAFT



Sites Eligible for Phased Implementation with Low-Rise Ordinance



DRAFT



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

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

An aerial photograph of a densely populated urban area, likely Los Angeles, with a backdrop of rolling hills and mountains. The image is overlaid with a semi-transparent orange and blue gradient. A white horizontal line is positioned above the title text.

Low-Rise Ordinance

Corridor Transition now *Low-Rise Program*

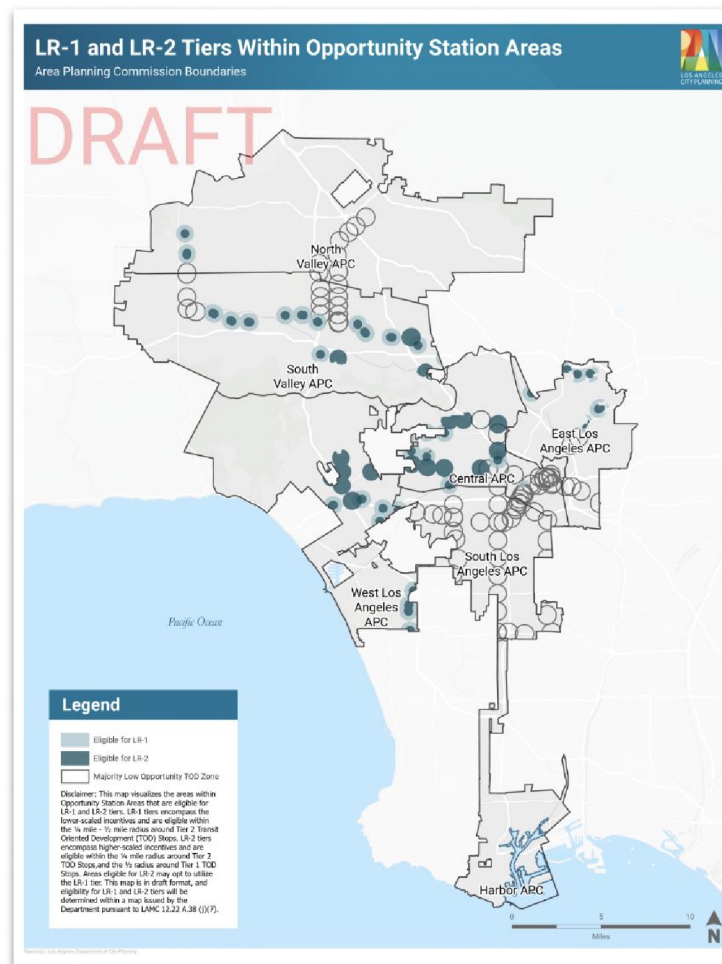
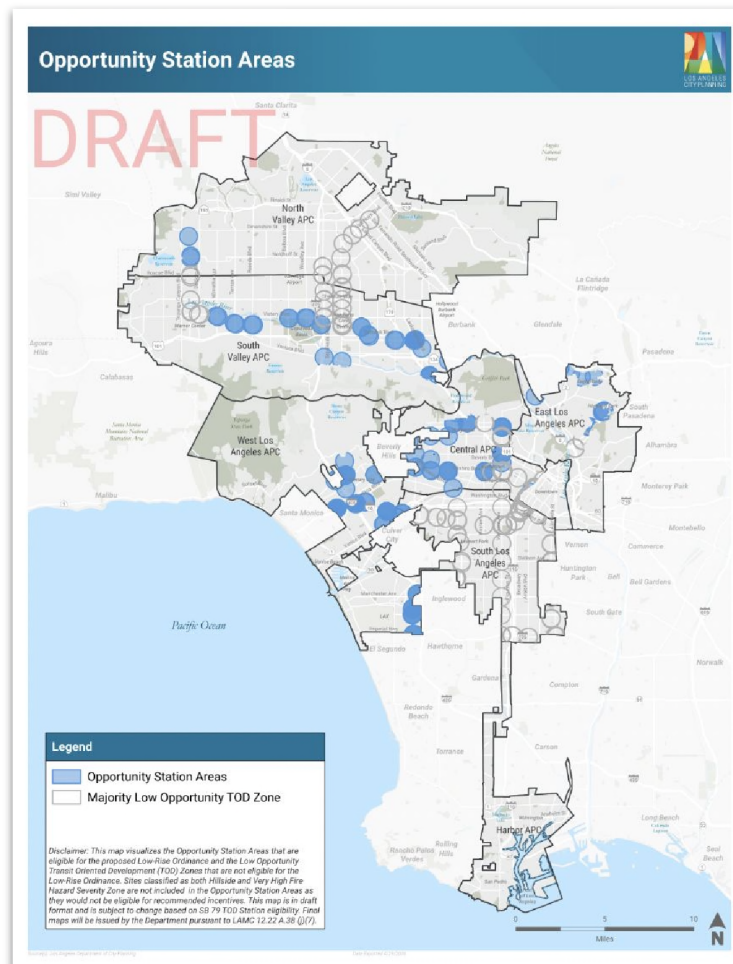
Program Overview:

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

Key Changes:

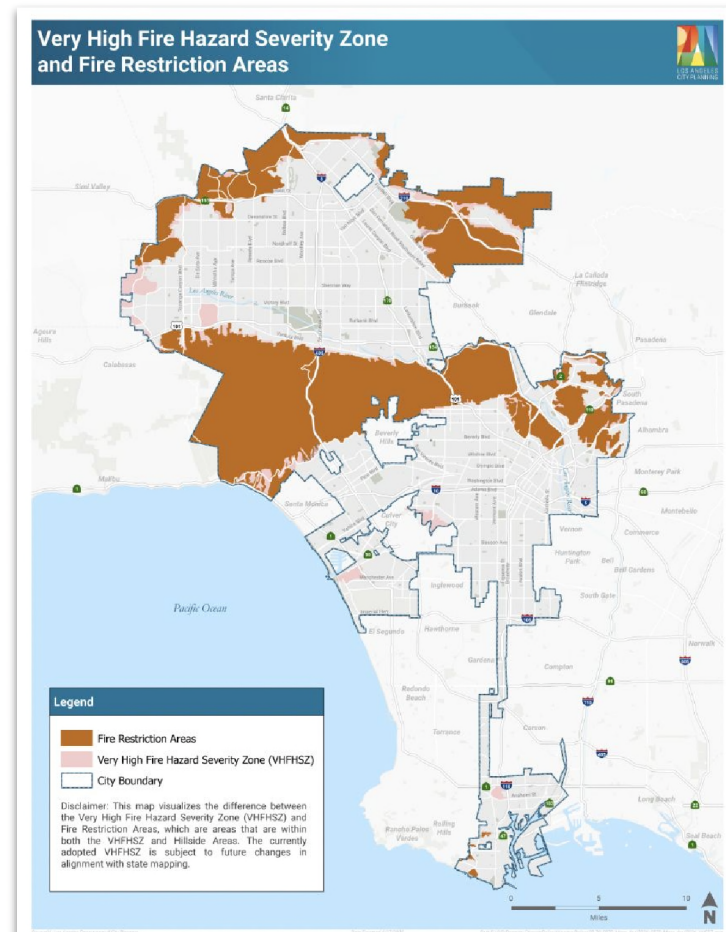
- Revisions to **incorporate Option 1 and expanded single family eligibility**
- Edits to **incorporate economic analysis** and developer feedback
- **Technical revisions** to MIIP definitions, mapping frequencies, and eligibility criteria to support ordinance implementation

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



Technical Revisions to MIIP

- **Revisions to ‘Update Frequency’** to allow revisions to Opportunity Station Areas and TCAC designations every 5 years.
- **New Fire Restriction Area** definition to exclude sites in both VHFHSZ and Hillside Areas from Low Rise Incentive Area eligibility.
- General **technical edits** to eligibility criteria and Program Standards, including changing eligibility thresholds to 5 or more units.





5/14 CPC Actions

5/14 CPC Actions

Actions

- The CPC recommended that the City Council adopt the Phased Implementation Ordinance (Exhibit 1) and the Low-Rise Ordinance (Exhibit 2A) with modifications.

Low-Rise Ordinance Technical Modifications

- Revisions to allow for additional height within 200 feet of Tier 1 and Tier 2 TOD Stops to ensure compliance with SB 79
- Updates to incentives and performance standards including:
 - Revising the rear yard setback incentive to 8 feet
 - Allowing front yard balcony projections up to 5 feet
 - Restoring the Rear Yard Common Open Option



Requested Actions

Low - Rise Ordinance Requested Actions

1. Find, in the independent judgment of the decision maker, in consideration of the whole of the record, the Project is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.085(b), and was assessed in the Housing Element Environmental Impact Report No. ENV-2020-6762-EIR (SCH No. 2021010130) certified on November 29, 2021, Addendum No. 1 (ENV-2020-6762-EIR-ADD1) approved on June 14, 2022, and Addendum No. 2 (ENV-2020-6762-EIR-ADD2) approved on December 10, 2024 (collectively, “EIR”), and no subsequent or supplemental EIR is required pursuant to CEQA Guidelines Sections 15162 and 15164;
2. Request the City Attorney to prepare and transmit for Council consideration the proposed Low Rise Ordinance, as recommended by the CPC on May 14, 2026;
3. Adopt the Findings attached to the CPC Letter of Determination, dated May 19, 2026;
4. Request the City Attorney to prepare and transmit for Council consideration a revised draft ordinance, Revised Low-Rise Ordinance, if additional modifications are found necessary due to pending guidance from the California Department of Housing and Community Development and/or the Southern California Association of Governments, that may be received during formal and legality review;
5. Direct the Planning Director, or designee, pursuant to Charter Section 559, to implement pending guidance from the Southern California Association of Governments and/or California Department of Housing and Community Development, including without limitation, establishing review processes for industrial land.

Phased Implementation Ordinance Requested Actions

1. Find, in the independent judgment of the decision maker, in consideration of the whole of the record, the Project is not a Project under CEQA pursuant to Government Code Section 65912.160(c)(2), and was assessed in the Housing Element Environmental Impact Report No. ENV-2020-6762-EIR (SCH No. 2021010130) certified on November 29, 2021, Addendum No. 1 (ENV-2020-6762-EIR-ADD1) approved on June 14, 2022, and Addendum No. 2 (ENV-2020-6762-EIR-ADD2) approved on December 10, 2024 (collectively, "EIR"), and no subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 and 15164;
2. Request the City Attorney to prepare and transmit for Council consideration the proposed Phased Implementation Ordinance, as recommended by CPC on May 14, 2026;
3. Adopt the Findings attached to the CPC Letter of Determination, dated May 19, 2026;
4. Request the City Attorney to prepare and transmit for Council consideration a revised draft ordinance, Revised Phased Implementation Ordinance, if additional modifications are found necessary due to pending guidance from the California Department of Housing and Community Development and/or the Southern California Association of Governments that may be received during formal and legality review;
5. Direct the Planning Director, or designee, pursuant to Charter Section 559, to amend the SB 79 Map Inventory and Phased Implementation Model Results associated with Council File No. 25-1083-S4 to reflect any final Council action or pending guidance from the California Department of Housing and Community Development and/or the Southern California Association of Governments that renders a site eligible for permanent or temporary exemption under California Government Code Sections 65912.155 through 65912.161.

Team Information

Low-Rise Ordinance:

Theadora Trindle
Christine Bustillos
Alisanne Meyers
Blair Smith

Phased Implementation Ordinance:

Erika Cui
Ernesto Gonzales
Abigail Ochoa
Blair Smith

Jenna Monterrosa, Wajiha Ibrahim, Allyn Reyes, Stacy Farfan, Minh Ong, Charles Lee, Julianna Bonilla, Will Buckhout, Bryan Lam, Renae Zelmar, Jamie Francisco, Shakeh Boghoskhanian, Arlet Shirvanian, Cheryl Kubo, Jacob Lopez, Yasmin Moran

<https://planning.lacity.gov/resources/senate-bill-sb-79>
planning.sb79@lacity.org

End of Presentation

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

Additional Slides for Reference

City Planning Commission Meeting Overview

Key Issues

- *Setbacks* - Close to half of public comments called for an increased rear yard setback
- *Rear Yard Open Space and Balcony Projections* - Support for restoring the Rear Yard common open space option as well as introducing balcony projection allowances to allow for design flexibility
- *Exhibit 2B* - A few comments voiced support of incorporating staff recommendations for greater incentives in exchange for deeper/more affordability
- *AHIP* - Support voiced for applying the Affordable Housing Incentive Program to sites in Opportunity Station Areas eligible for Low-Rise

Decision

- The CPC recommended that the City Council adopt the Phased Implementation Ordinance (Exhibit 1) and the Low-Rise Ordinance (Exhibit 2A) with modifications.
 - Increased rear-yard setback requirements to eight-feet
 - Restoration of rear-yard open space allowances, and
 - Allowances for balcony encroachments in the front yard setbacks.

Anticipated Timeline

May / June 2026

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

June 2026

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

After July 2026

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

An aerial photograph of a densely populated urban area, likely Los Angeles, showing a mix of low-rise residential and commercial buildings. The city is nestled against a backdrop of rolling hills and mountains under a clear sky. The image has a warm, orange-tinted overlay on the left side, which fades into a blue-tinted overlay on the right. A white horizontal line is positioned above the title text.

Exhibit 2B: Low-Rise Bonus

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

Council Instruction:

As part of the 3/24 action, Council instructed the Department of City Planning to report back on:

- Options for stronger **missing middle incentives** in the form of **greater density, floor area, and/or height** paired with levels of **deeper affordability**.
- City Planning included a response to this request as Exhibit 2b to the CPC staff report.

Exhibit 2B Recommendation:

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

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

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

Affordability

Considerations:

- Percentage-based affordability allows market rate units to offset set asides.
- No feasibility until Market Area 3 (8% ELI or 11% VLI); Opportunity Stations span all Market Areas.
- Value Capture should exceed SB 79 and Linkage Fee but remain less than TOIA which produces larger building typologies.
- Flexible affordability needed to support majority affordable housing developments and shared-equity initiatives.

Current Set-Aside Thresholds:

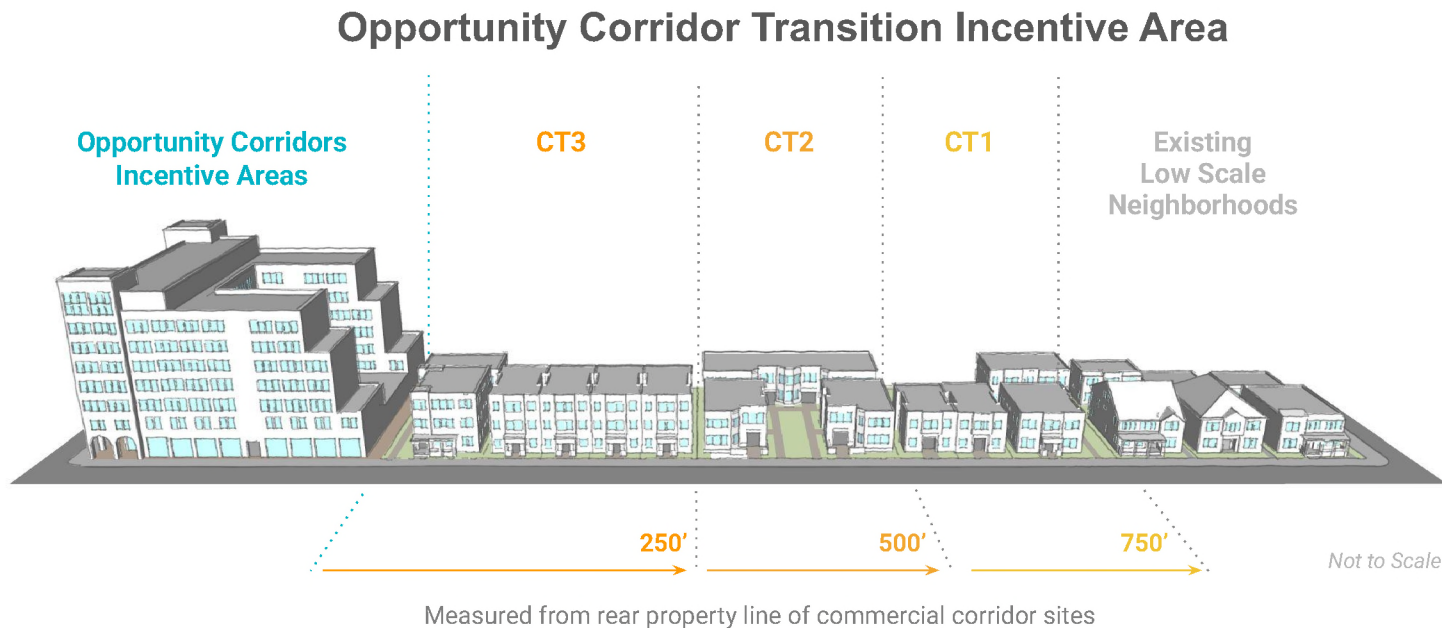
	Extremely Low Income	Very Low Income	Low Income	Moderate Income
Senate Bill 79	7%	10%	13%	N/A
Linkage Fee	8%	11%	20%	40%
TOIA	9 -13%	12-17%	21-27%	N/A



Current Corridor Transition Program

Existing Corridor Transition (CT) Program

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



Existing Corridor Transition Base Incentives

Lot Requirements and Building Spacing and Passageways

A project is eligible for the following lot reductions:

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

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

Yard Incentives

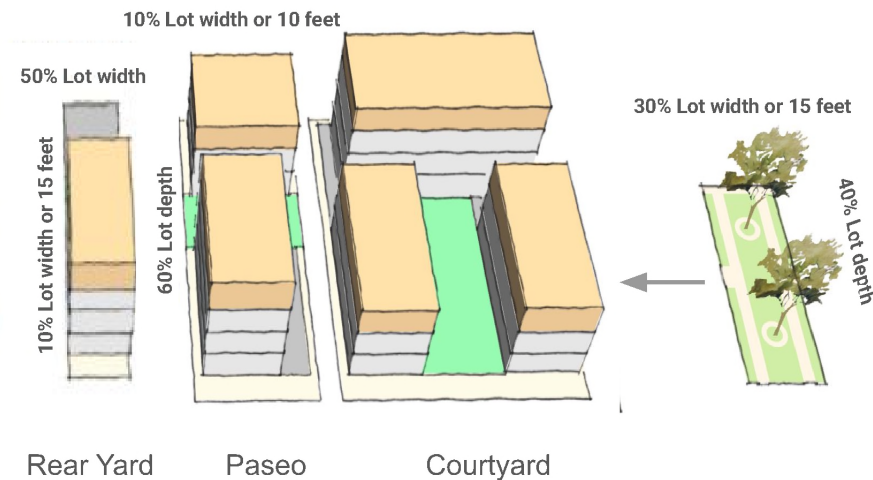
A project is eligible for the following reductions:

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

Existing Corridor Transition Performance Standards

Common Outdoor Open Space

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



Existing Corridor Transitions Performance Standards

Street-Facing Entry Features

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

Ground Floor External Entrances

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



Porch

Recessed Entry

Forecourt

Existing Corridor Transition Performance Standards

Parking Areas, Garages, and Carports

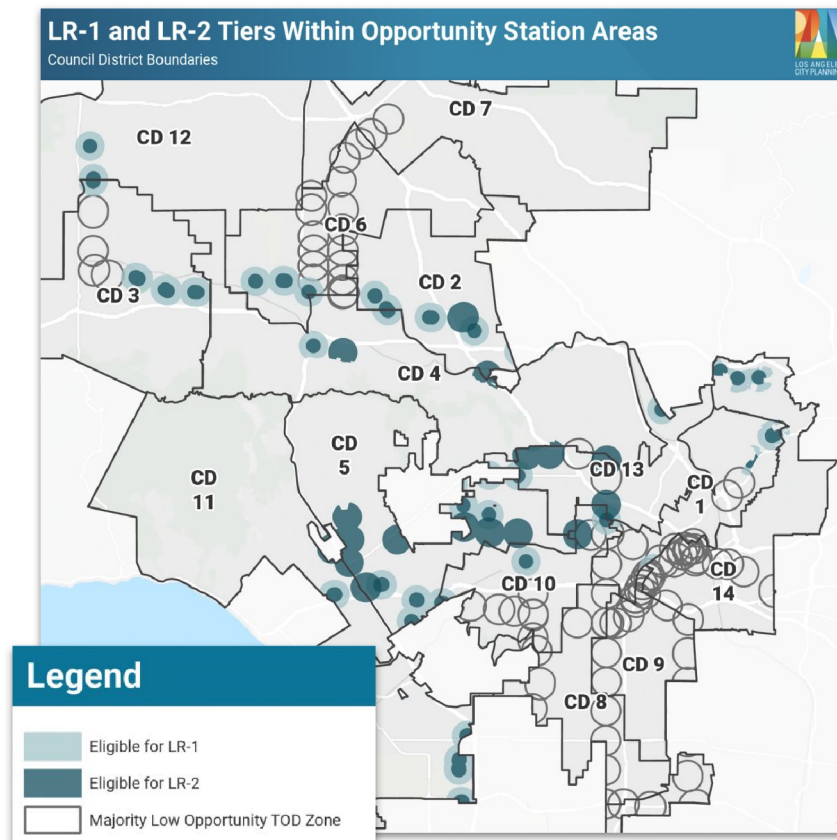
- **No above-ground parking areas** shall be allowed between a Ground Floor Frontage and public right-of-way
- **Attached parking areas** shall be located either underground or behind any main building(s)
- **Access driveways** shall be provided from alleys when present and determined feasible by LADOT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

An aerial photograph of a city, likely Los Angeles, showing a dense residential area with many low-rise apartment buildings. The city is surrounded by green hills and mountains in the background. The sky is clear and blue. The image has a warm, orange-tinted overlay on the left side.

Low-Rise Ordinance

Amendments to Incorporate Option 1

1. **Expanded program eligibility** to low density sites within a **half-mile radius of SB 79 Higher and Moderate Opportunity** station areas
2. To encourage open space be oriented towards the public realm, **revised front yard setback** from 10 feet to 15 feet or prevailing whichever is less and **permitted front yard open space**
3. Amendments further offer **relief from R1 development standards** including lot coverage, massing requirements, and side yard plane breaks



Project Feasibility Edits

Economic Analysis & Developer Feedback:

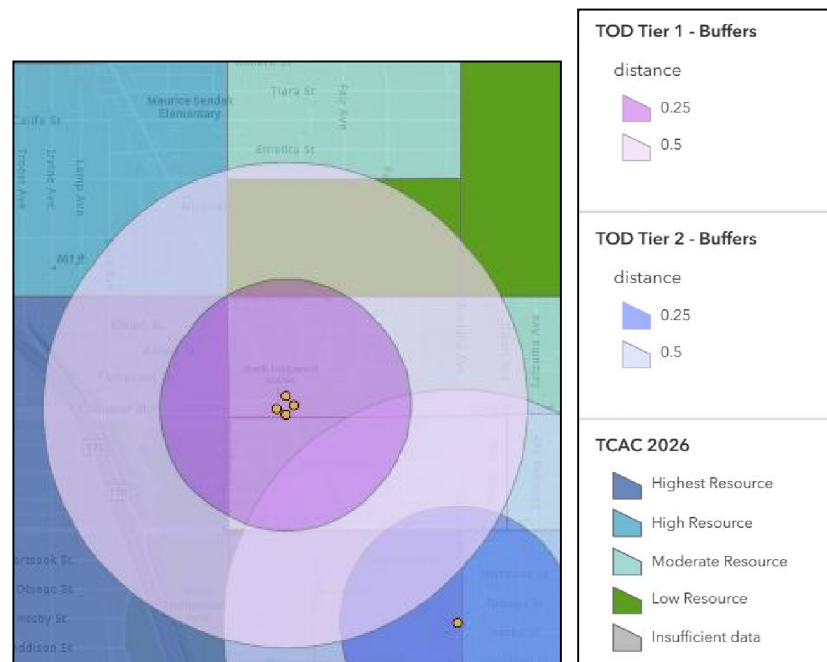
- **Affordability too high** particularly in lower markets
- **Greater density needed** to support affordable set aside
- For multi-bedroom incentive, **incentives insufficient to support 40% 3-bedroom**

Proposed Revisions:

- **Consolidate** prior CT Tiers into two
- **Align affordability requirements** with new tiers
- **Reduce multi-bedroom incentive to 20%** of units in exchange for **height and FAR**
- Allow for **more design flexibility** through new rooftop open space option and revisions to facilitate multi-family development in single family zones

Changes to Incorporate Option 1: Opportunity Station Areas

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

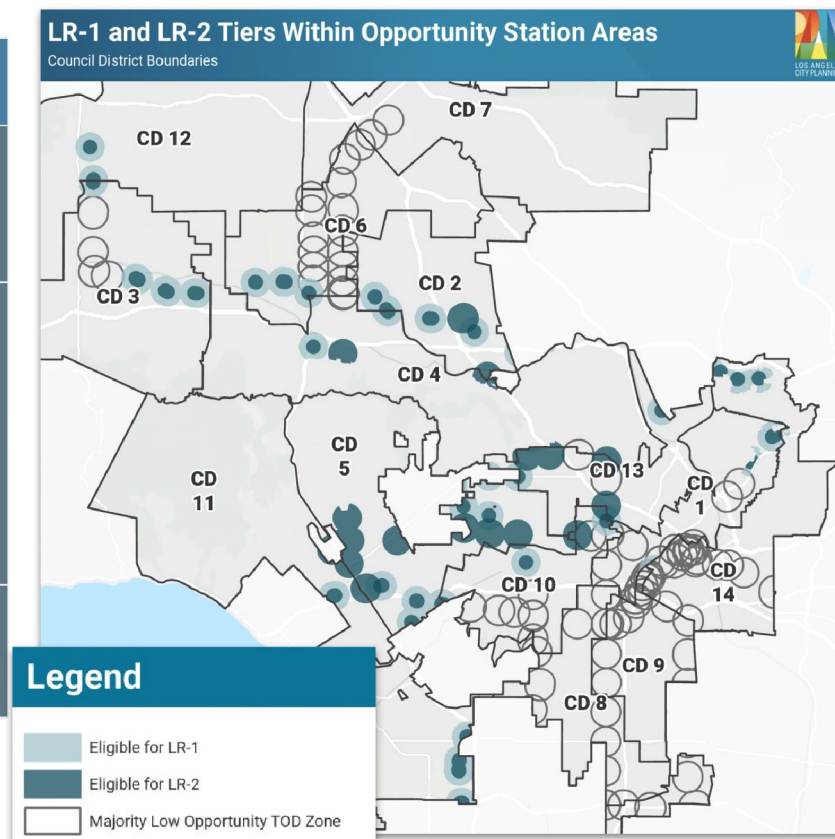


Example: The North Hollywood B Line Station (pink radius) contains highest, high, moderate, and lower opportunity tracts. Incentives applied by tract could lead to uneven development outcomes.

Low-Rise Amended Applicability for Option 1

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

HCMS and HPOZ would not be eligible



Low Rise: Affordability Requirement Changes

Existing

Incentive Program	Min Number of Total Units as Restricted Affordable		
CT Incentive Area	Income Level		
	Very Low Income	Lower Income	Mod Income
CT-1A	-	-	1 unit
CT-1B and CT-2	1 unit	1 unit	2 units
CT- 3	2 units	2 units	3 units

Proposed

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

Eligibility Table Revisions

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

Low-Rise: Eligibility Table Updates

Existing

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

Proposed

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

Low-Rise: Base Incentives Tier Consolidation

Existing

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

Proposed

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

Additional Changes to Incorporate Option 1

Other Incentives/Performance Standards

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

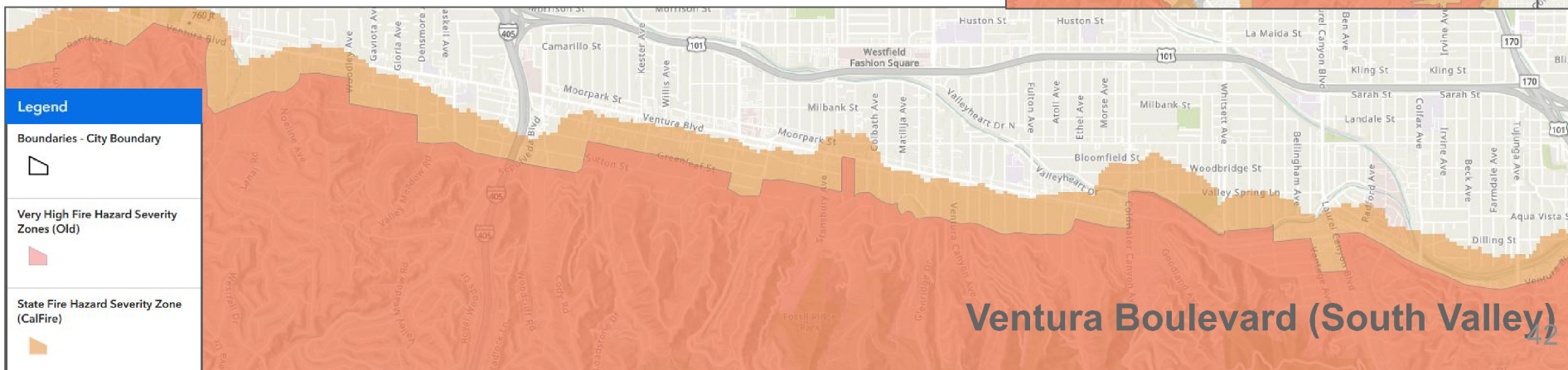
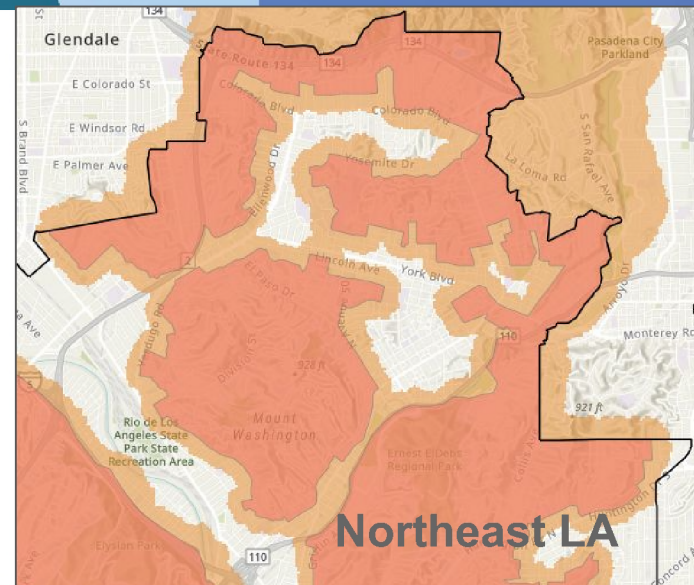


Revisions Since 4/17 Low Rise Ordinance Draft Release

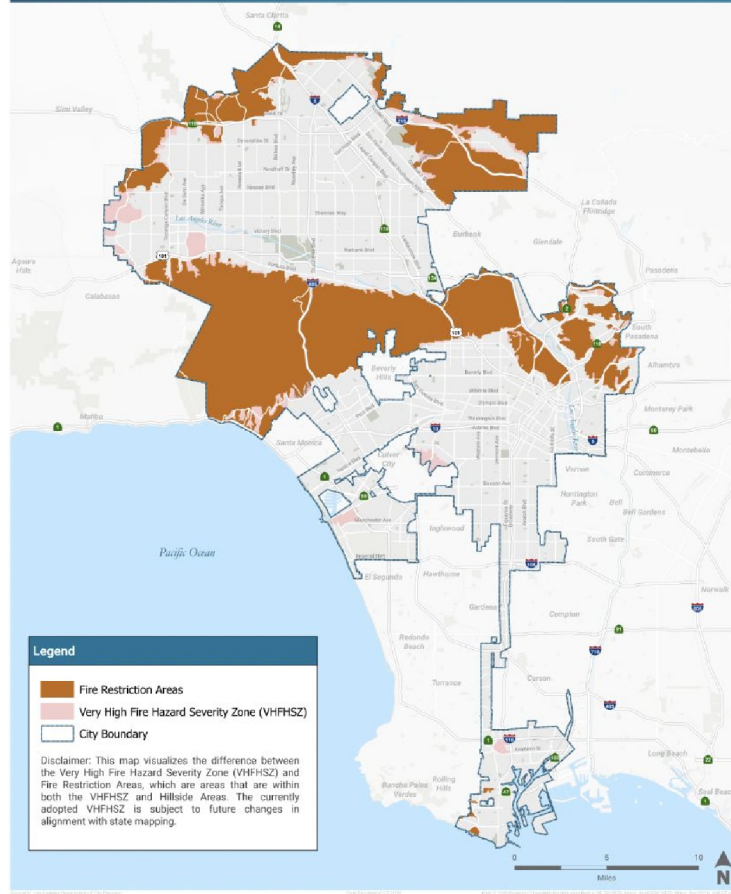
- Corrected a table formatting error to correct an accidental reduction in height for 7-10 unit projects.
- Clarified that sites ineligible for deferral which gain access to low rise incentives may be located in Boyle Heights and Harbor.
- Revised program entry threshold from 4 units to 5 units, to align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

Fire Restriction Areas

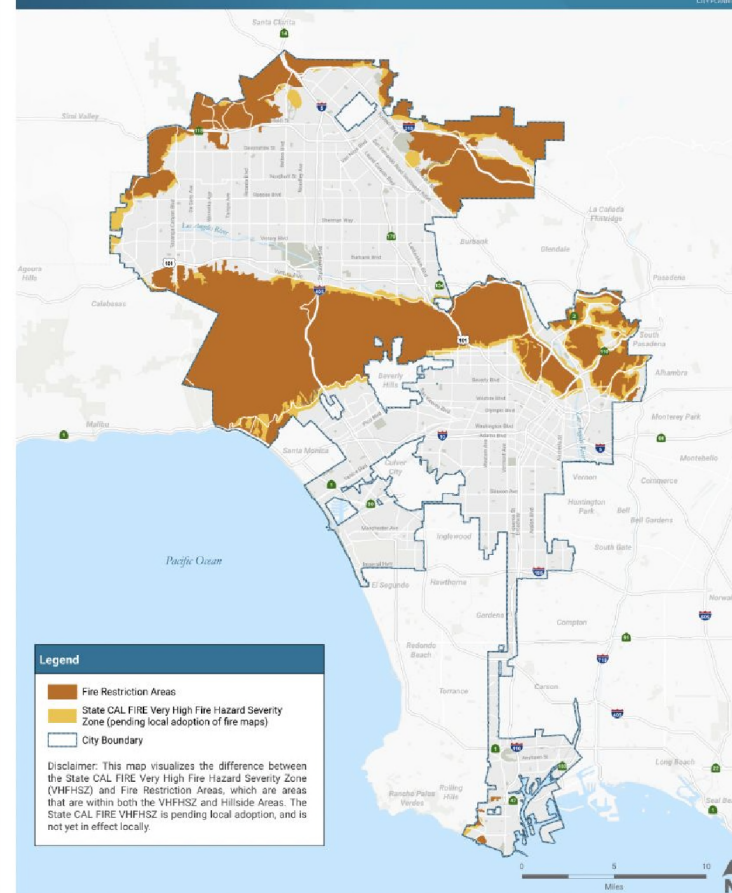
- The Low-Rise Ordinance establishes a definition for Fire Restriction Areas which includes Very High Fire Severity Zone Hillside Areas.
- This new definition aligns eligibility for the Mixed Income Incentive Program (MIIP) with the Affordable Housing Streamlining Ordinance.



Very High Fire Hazard Severity Zone and Fire Restriction Areas



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



Key Issues: Setbacks

Yard Incentives

Existing CT Program

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

SB 9, SB 684/1123

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

Revisions to Yard Incentives

Existing CT Program

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

Low Rise Amendments

- Front yard setback: Average of yards along same frontage of adjacent buildings along the same street frontage or 15 feet, whichever is less. Or, if a site is a corner lot or adjacent to a vacant lot, the front yard setback may align with the facade of an adjacent building along the same front lot line.
- Interior yard (No Change)
- Side Yard (No Change)
- Rear Yard: 8 feet (increased from 4 feet and setback requirement removed)
- Alley setback of 0 feet. (transitional height off the ally is removed)

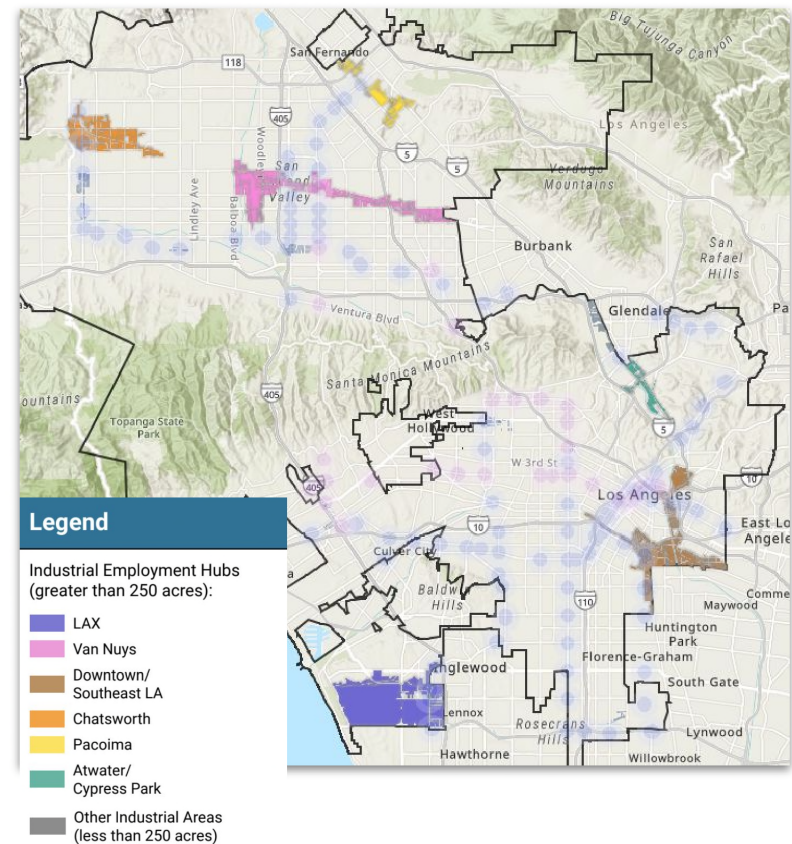
An aerial photograph of a city, likely Los Angeles, showing a dense residential area with many multi-story apartment buildings. In the background, there are rolling hills and mountains under a clear sky. The image is overlaid with a gradient that transitions from a warm orange-red on the left to a cool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

Phased Implementation Ordinance

Phased Implementation Ordinance

Permanently Exempts Sites

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



Phased Implementation Ordinance

Phased Implementation (Temporarily Exempt)

- In TOD Zones:
 - Meeting capacity, density and floor area minimums.
 - In primarily Low Resource TOD zones meeting total capacity and floor area.
- On Sites:
 - Permitting half of density and residential floor area afforded in SB 79
 - In Low Resource TCAC areas
 - In very high fire hazard severity zones
 - Vulnerable to one foot of sea level rise.
 - Local historic resources (Historic Preservation Overlay Zones and Historic Cultural Monuments) designated by 1/1/25

Exhibits 3 and 4 of the CPC Staff Report identify sites and TOD zones eligible for Permanent and Phased Implementation

Industrial Employment Hubs

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

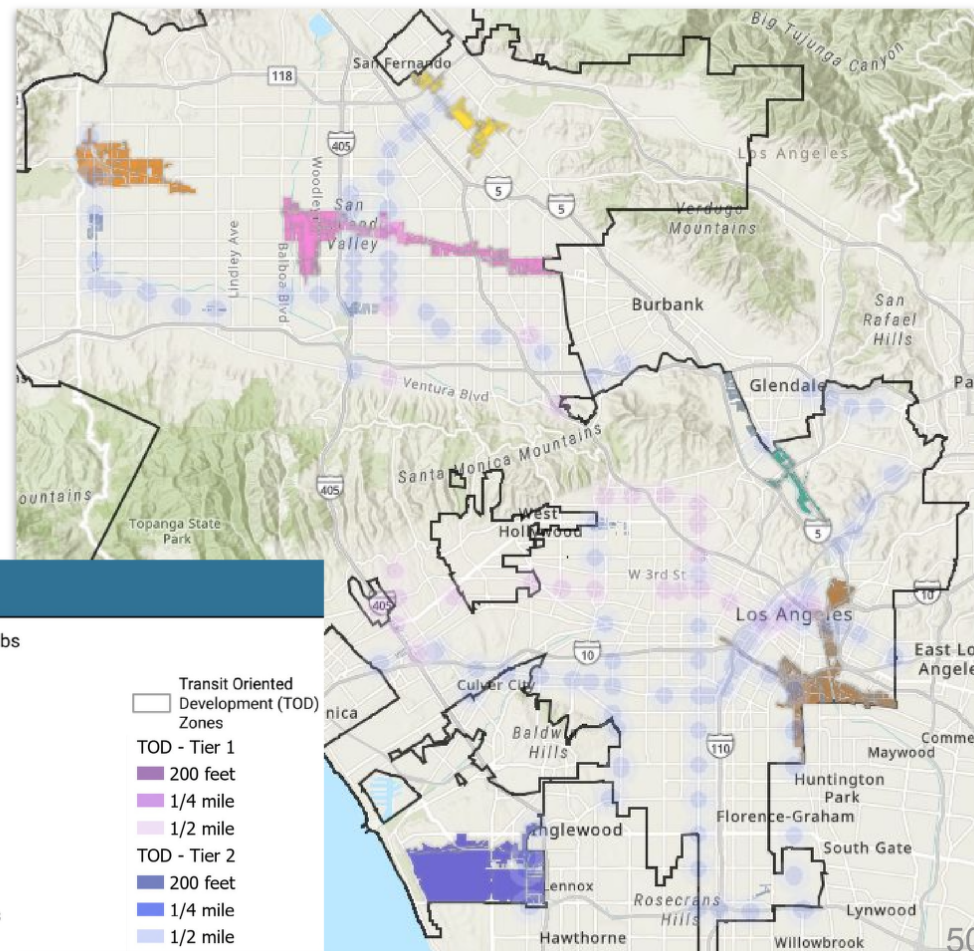
Name / Location	Acreage
LAX	3,623
Van Nuys	2,383
Downtown / Southeast Los Angeles	1,758
Chatsworth	1,282
Pacoima	664
Atwater / Cypress Park	312

Legend

Industrial Employment Hubs
(greater than 250 acres):

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

- Transit Oriented Development (TOD) Zones
- TOD - Tier 1
 - 200 feet
 - 1/4 mile
 - 1/2 mile
 - TOD - Tier 2
 - 200 feet
 - 1/4 mile
 - 1/2 mile



Industrial Employment Hubs

Eligible Areas

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

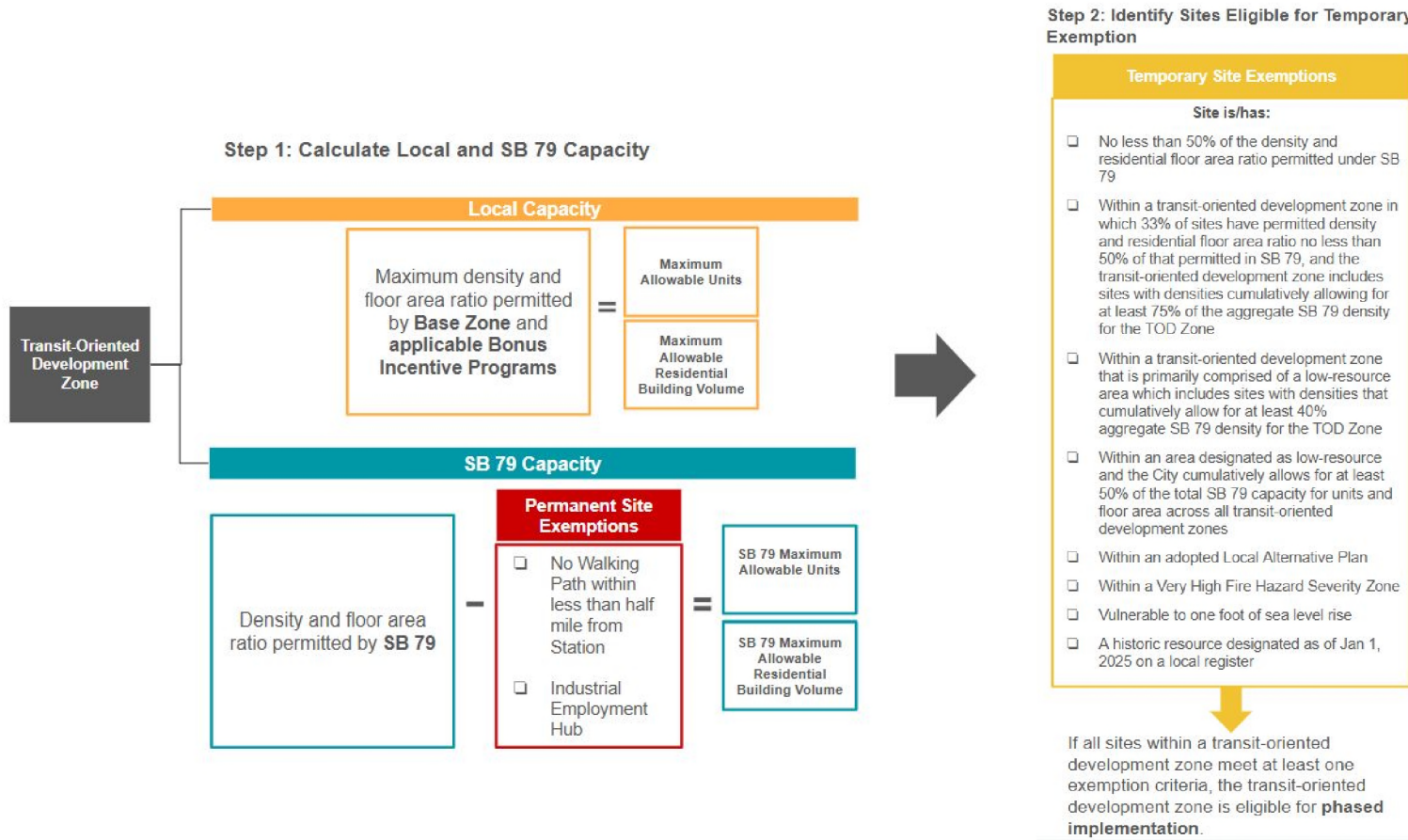
Not Eligible Areas

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

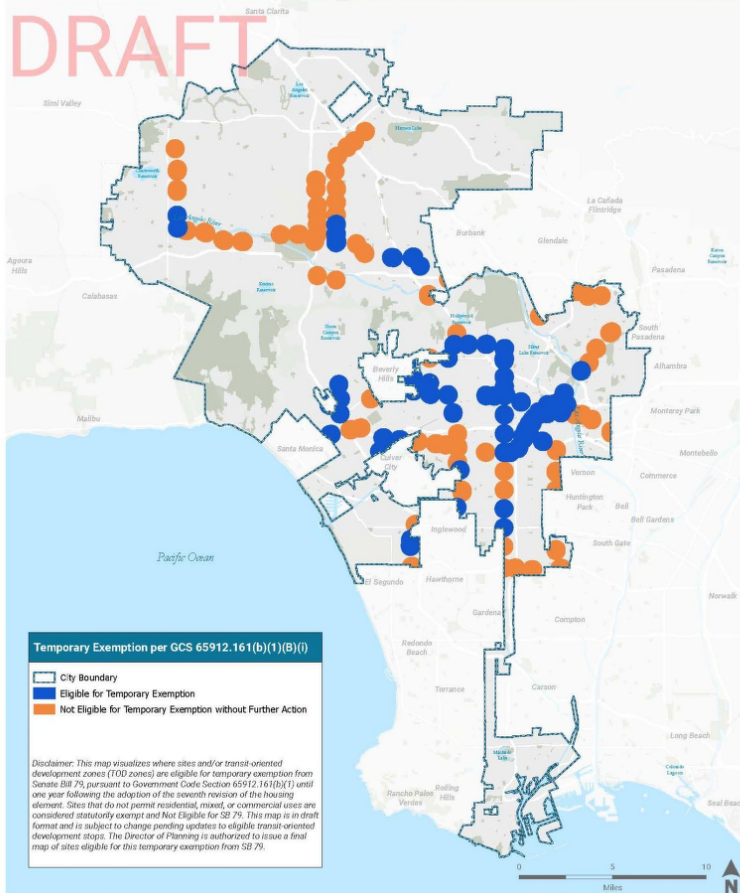
An aerial photograph of a densely populated urban area, likely Los Angeles, with a warm orange and blue gradient overlay. The city features numerous multi-story apartment buildings and houses, interspersed with green trees. In the background, a range of mountains is visible under a clear sky. A thin white horizontal line is positioned above the title text.

Mapping and Modeling

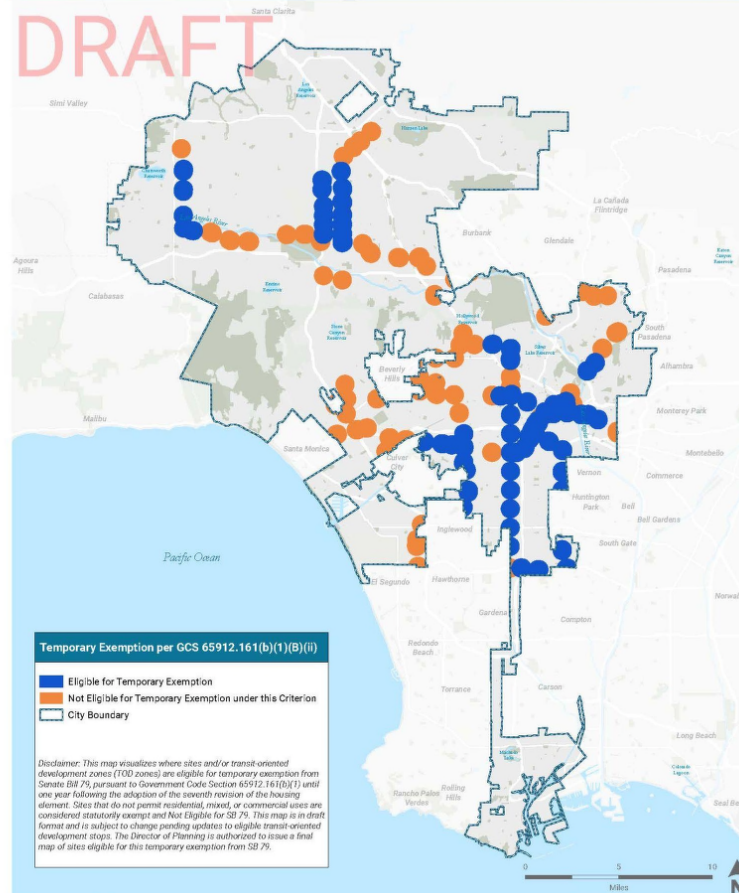
Phased Implementation Model Flowchart



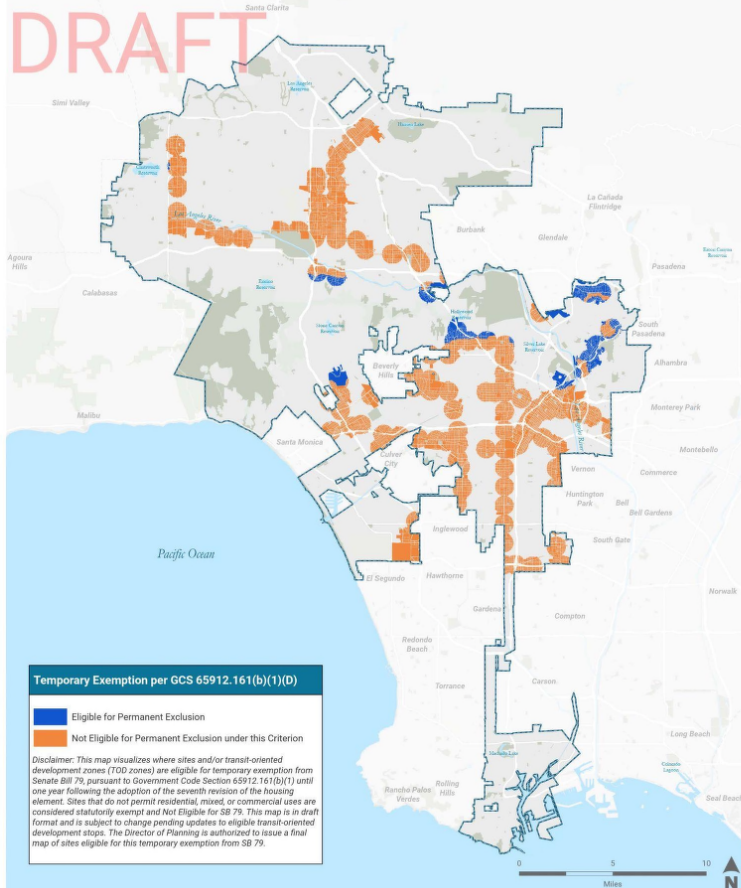
TOD Zones Eligible for Temporary Exemption due to Existing Zoned Capacity (GCS 65912.161(b)(1)(B)(i))



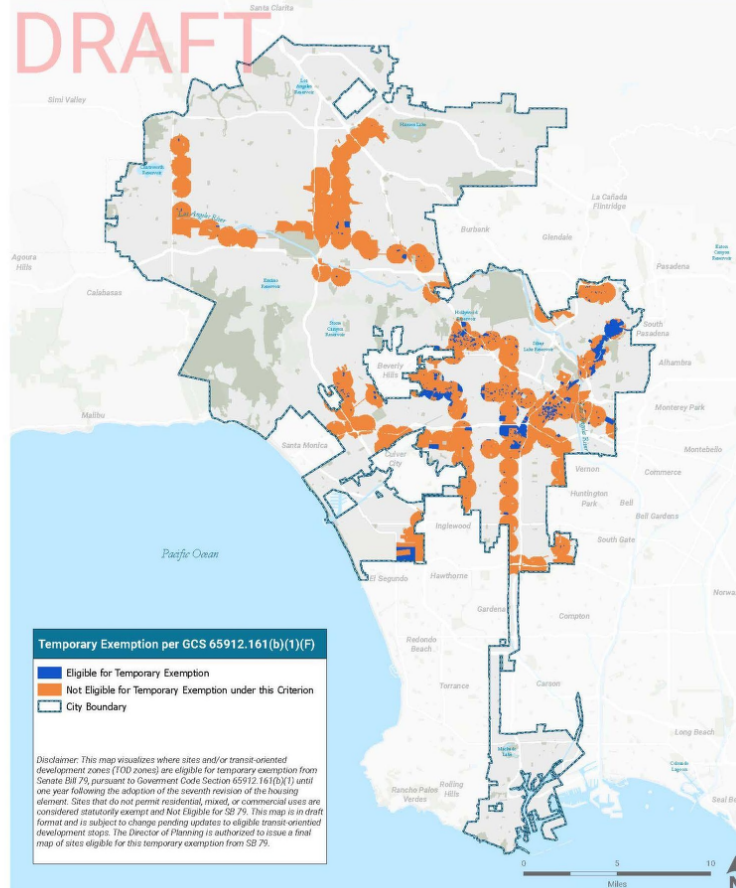
Primarily Low Resource TOD Zones Eligible for Temporary Exemption due to Existing Zoned Capacity (GCS 65912.161(b)(1)(B)(ii))



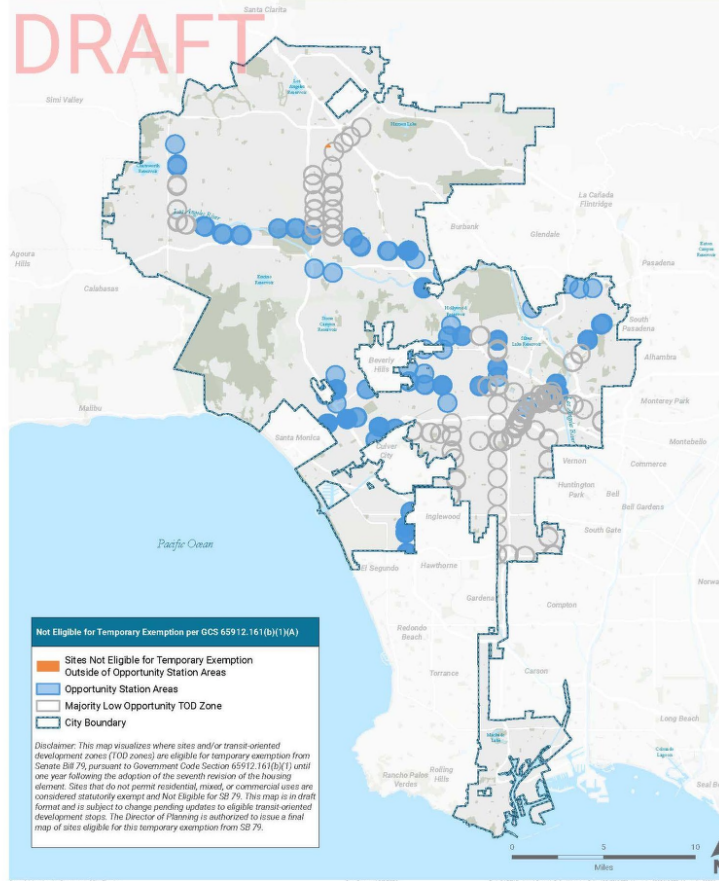
Very High Fire Hazard Severity Zone Site Eligible for Temporary Exemption (GCS 65912.161(b)(1)(D))



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



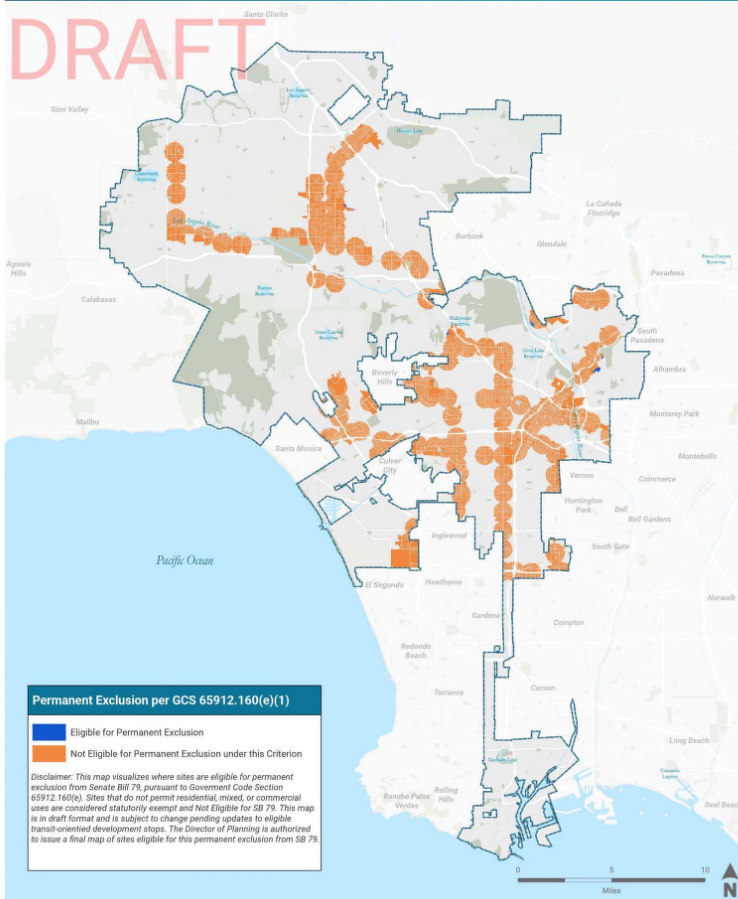
Sites Not Eligible for Temporary Exemption Outside of Opportunity Station Areas



Sites More than One Mile from a Pedestrian Station Entrance Eligible for Permanent Exclusion (GCS 65912.160(e)(1))



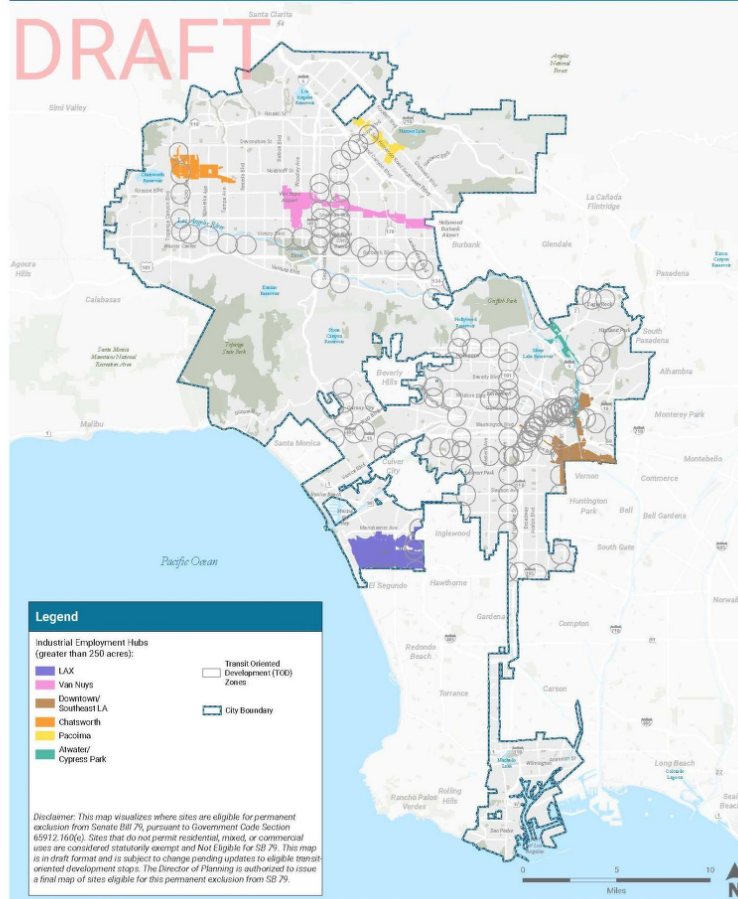
DRAFT



Industrial Employment Hubs Eligible for Permanent Exclusion (GCS 65912.160(e)(2))



DRAFT



Citywide Summary of Sites and TOD Zones Eligible for Phased Implementation

Table 1A: Citywide Summary of Sites and TOD Zones Eligible for Phased Implementation

	Local and SB 79 Allowable Capacity				Eligible for Permanent Exclusion (GCS 65912.160 (e))		Eligible for Temporary Exemption (GCS 65912.161(b)(1))								Summary of Sites Eligible for Phased Implementation		
	Local Maximum Allowable Units	SB 79 Maximum Allowable Units	Local Maximum Allowable Residential Building Volume ¹	SB 79 Maximum Allowable Residential Building Volume ²	Sites Greater than 1-mile Walking Distance ³	Sites within Industrial Employment Hubs ⁴	Sites in Low Resource Areas (GCS 65912.161(b)(1)(B)(iii)) ⁵	Sites within TOD Zones with Sufficient Capacity (GCS 65912.161(b)(1)(B)(i)) ⁶	Sites within Lower Opportunity TOD Zones with Sufficient Capacity (GCS 65912.161(b)(1)(B)(ii)) ⁷	Sites with Sufficient Capacity (GCS 65912.161(A)) ⁸	Sites in a Very High Fire Hazard Severity Zone (GCS 65912.161(B)(1)(D)) ⁹	Sites in a One-Foot of Sea Level Rise Area (GCS 65912.161(b)(1)(E)) ¹⁰	Sites Designated as a Local Historic Resource before 1/1/25 (GCS 65912.161(b)(1)(F)) ¹¹	Sites Eligible for at least one Permanent or Temporary Exemption Based on Existing Conditions	Sites Statutorily Exempt from SB 79	Sites eligible for Phased Implementation pursuant to LAMC 12.22 A.38(c)(10) to ensure half of the capacity permitted by SB 79	Percent of Sites Eligible for Phased Implementation with LAMC 12.22 A.38(c)(10)
Number of City Parcels	2,885,702	2,893,063	3,194,396,578	3,704,362,693	341	2,377	75,704	54,157	70,505	46,526	12,910	0	7,689	121,888	3,976	17,562	139,450
Percent of City Parcels					0.28%	1.95%	55.88%	39.98%	52.04%	34.34%	10.59%	0.00%	6.31%	89.97%	2.93%	12.59%	100.00%
Number of TOD Zones								74	80								

Opportunity Stations from Feb 18 Report back to Now

February 18 (total 55)

Old K-Line Alignment

Beverly/ La Brea

Not Included

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

Majority Low Opp (Accidentally Mapped)

G Line - Canoga

G Line - De Soto

Metro 234 – Victory Boulevard

Ordinance Staff Report (total 57)

New K-Line Alignment

K Line-Fairfax/3rd

K Line-Highland/Odin

K Line-La Cienega/Beverly

K Line-Santa Monica/Fairfax

K Line-Santa Monica/La Brea

K Line-Santa Monica/Palm

An aerial photograph of a densely populated urban area, likely Los Angeles, with a vast expanse of multi-story apartment buildings and houses. In the background, a range of mountains is visible under a clear sky. The image is overlaid with a color gradient: a warm orange-red on the left side and a cool blue on the right side.

SB 79

SB 79 Background



Zones that allow for residential, mixed-use, commercial uses (including single family, coastal, historic, and hillside/fire zones).



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



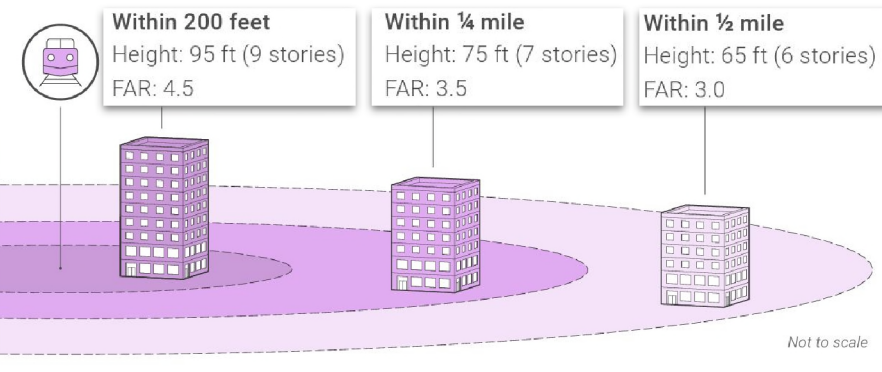
Propose **affordability for projects with 10+ units** or local inclusionary requirements (DTLA).



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

Within a **Tier 1** TOD Stop

(Heavy Rail or Very High Frequency Commuter Stations)



Review Process and Decision Makers

HCD

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

SCAG

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

Other Agencies Involved in Implementation:



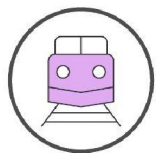
Metro



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

Within a **Tier 1** TOD Stop

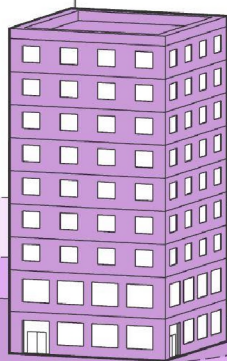
(Heavy Rail or Very High Frequency Commuter Stations)



Within 200 feet

Height: 95 ft (9 stories)

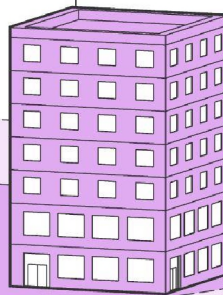
FAR: 4.5



Within ¼ mile

Height: 75 ft (7 stories)

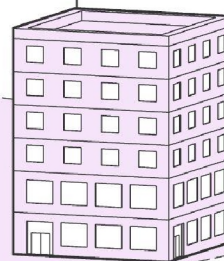
FAR: 3.5



Within ½ mile

Height: 65 ft (6 stories)

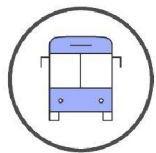
FAR: 3.0



Not to scale

Within a **Tier 2** TOD Stop

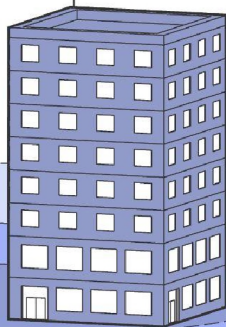
(Light Rail, High Frequency Commuter, High Quality Bus Service)



Within 200 feet

Height: 85 ft (8 stories)

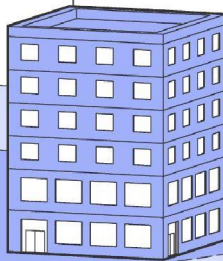
FAR: 4.0



Within ¼ mile

Height: 65 ft (6 stories)

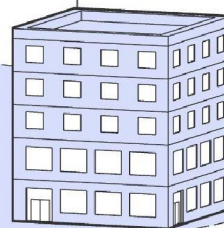
FAR: 3.0



Within ½ mile

Height: 55 ft (5 stories)

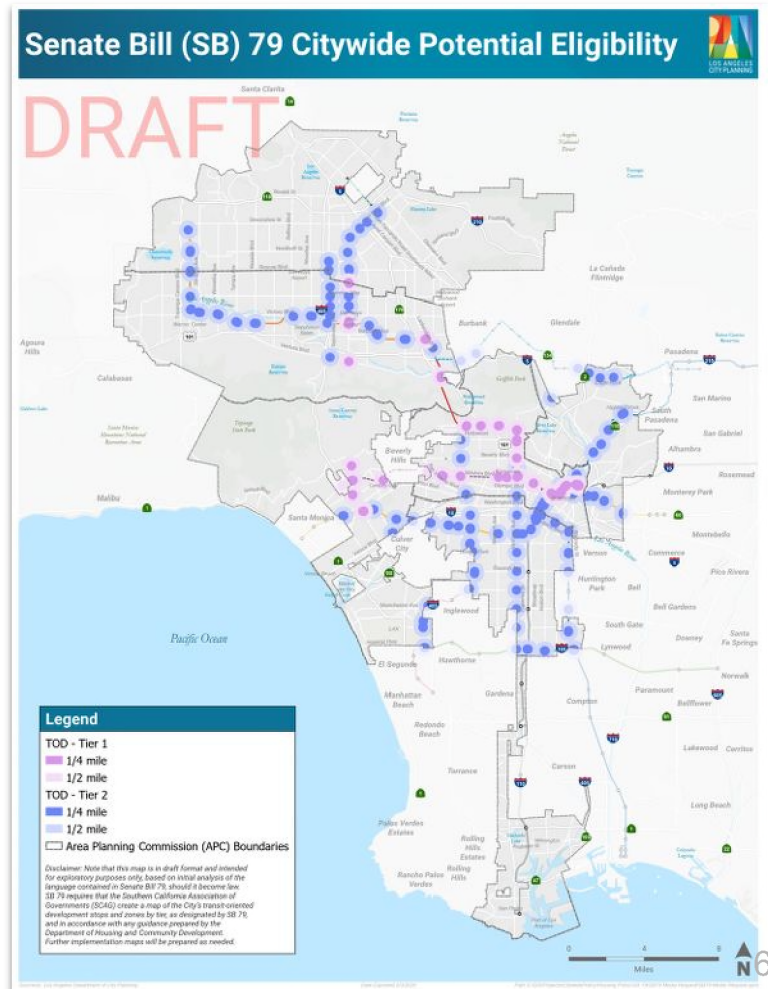
FAR: 2.5



Not to scale

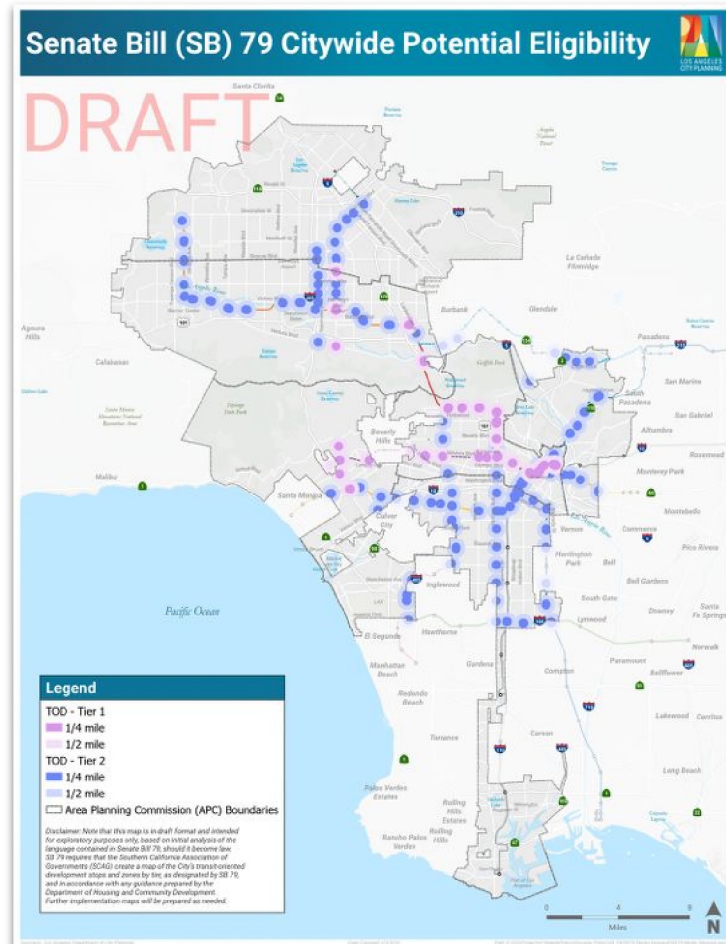
Why a local approach?

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



Implementation Options

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



City Council recommended reporting back on Approach C.

Phasing In SB 79

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

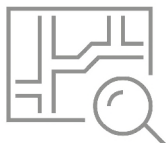
This means that today:



~ 1/3 of sites do not require rezoning.



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



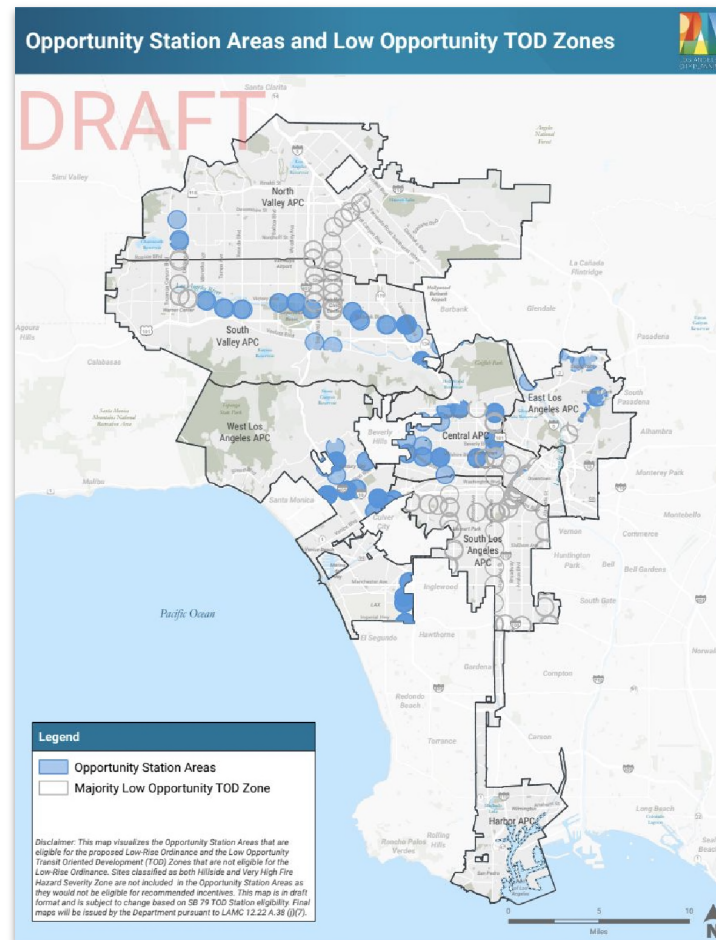
~ 1/3 may need to be rezoned in the future as part of a Local Alternative Plan.

Option 1: Corridor Transition (CT) Expansion

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

Built outcomes:
Low-Rise typologies near all
Opportunity Stations

*Select sites not eligible to pause receive CT incentives



Option 2: TOIA Expansion Near Operational Transit

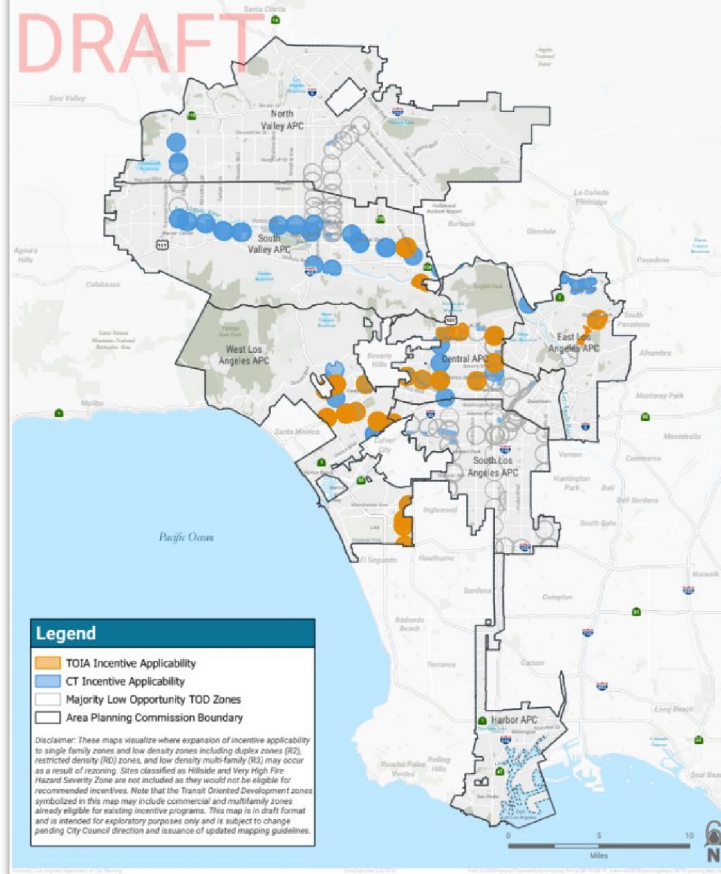
Transit Status Applicability	- Existing Rail for TOIA - Planned Rail, BRT, and bus for CT
Opportunity Station Applicability	23 Opportunity Stations receive TOIA Incentives 34 Opportunity Stations receive CT incentives*
Density	Limited by FAR
FAR	Up to 4.5:1
Height	7 stories max

Built outcomes:

Multi-family, mid-rise podium style buildings near 23 stations and Low-Rise density or missing middle typologies near 32 stations

*Select sites not eligible for to pause receive CT incentives

Option 2: Transit Oriented Incentive Area and Corridor Transition Expansion Areas (In Low Density Zones)



Option 3: TOIA Expansion Near All Transit

Transit Status Applicability	All SB 79 stops (planned and existing)
Opportunity Station Applicability	57 Opportunity Stations receive TOIA Incentives*
Density	Limited by FAR
FAR	Up to 4.5:1
Height	7 stories max

Built outcomes:

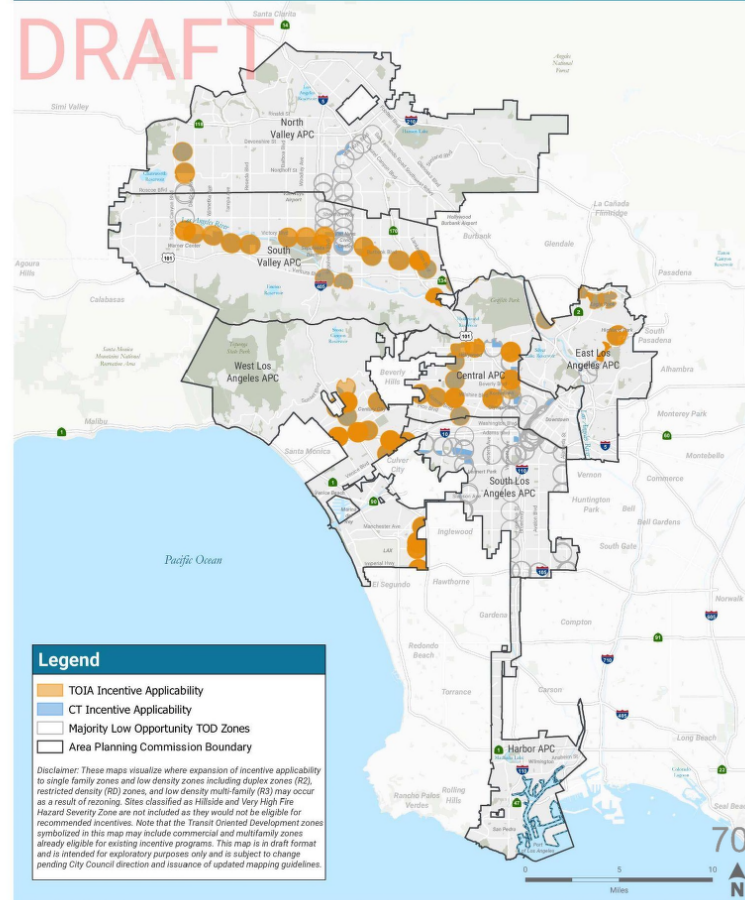
Multi-family, mid-rise podium style buildings near 57 stations

*Select sites not eligible for to pause receive CT incentives

Option 3: Corridor Transition and Transit Oriented Incentive Area Applicability



DRAFT



Local TOD Alternative Plan

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

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

Site Exemptions:

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

Criteria to Allow Phase in of SB 79

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

- A **station**, currently has a **high development potential** (33% of sites offer 50% of SB 79 incentives and 75% overall TOD density)
- At a **site** level,
 - A site is zoned Multifamily/commercial zoned **and permits at least 50% density and FAR**
 - Sites within **VHFHSZ** (as determined by the Department of Forestry and Fire Protection),
 - One-foot **Sea Level Rise** Areas
 - Local Historic Resources (**HCM/HPOZ**) (before 1/1/25)
 - Sites more than one-mile walking distance away from a station entrance

Low Opp Areas:

- Citywide, if a jurisdiction permits **half the total SB 79 capacity and FAR** across all TOD zones, **Low Opp sites** can be delayed.
- **Stations**, If sites permit an aggregate **40% of the density** allowed in a station area primarily comprised of Low Opp, then the station can be temporarily exempt.