



Senate Bill 79 (Wiener) Report (CF 25-1083)

Abundant and Affordable Homes Near Transit Act
Planning and Land Use Management Committee

LOS ANGELES
CITY PLANNING

February 2026

Introduction

Senate Bill (SB) 79, the Abundant and Affordable Homes Near Transit Act, was introduced by Senator Scott Wiener and signed by Governor Gavin Newsom on October 10, 2025. The bill will become effective on July 1, 2026.

This presentation provides a follow-up to the one provided on November 17, 2025.

Agenda

- Background
- Composition of TOD Zones
- Modeling for Delayed Effectuation
- Rezoning Options
- Recommendations

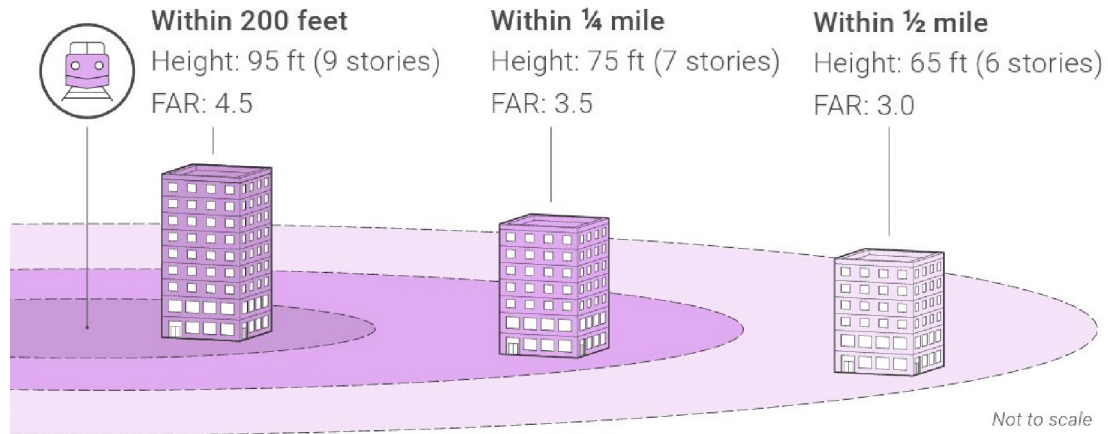


Background

- Report is second in series of reports requested in motion introduced by CM Park on Sep.16, 2025 and revised by City Council on Nov. 4, 2025
- Establishes **increased housing density** within **½ mile of rail, bus rapid transit stations, and some full time bus lanes**
- Permits local implementation options including a temporary **delay in effectuation** and permanent **local TOD alternative plan**

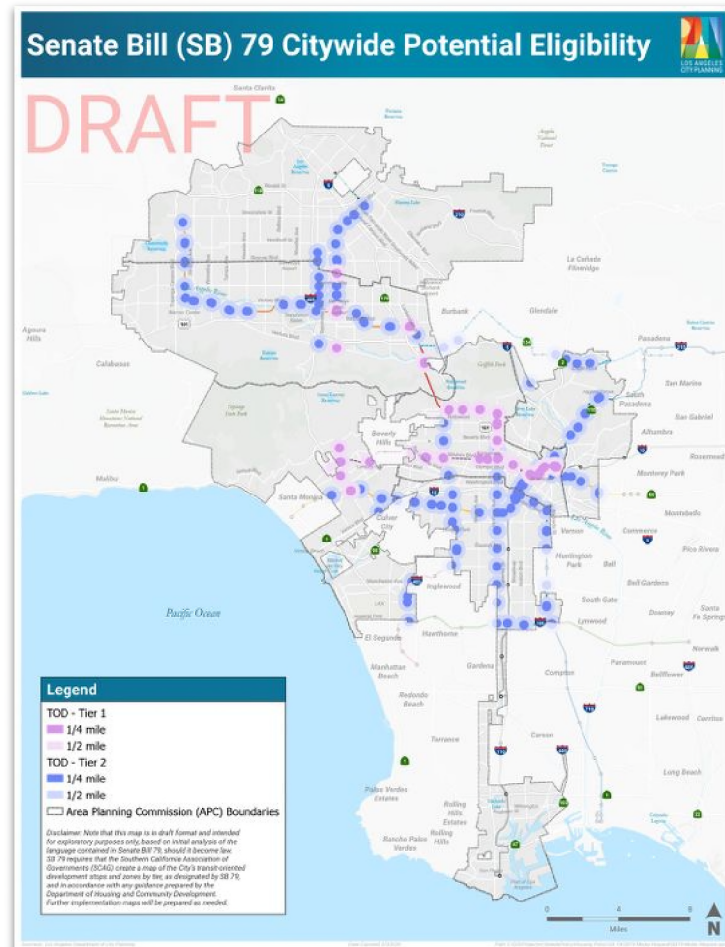
Within a Tier 1 TOD Stop

(Heavy Rail or Very High Frequency Commuter Stations)



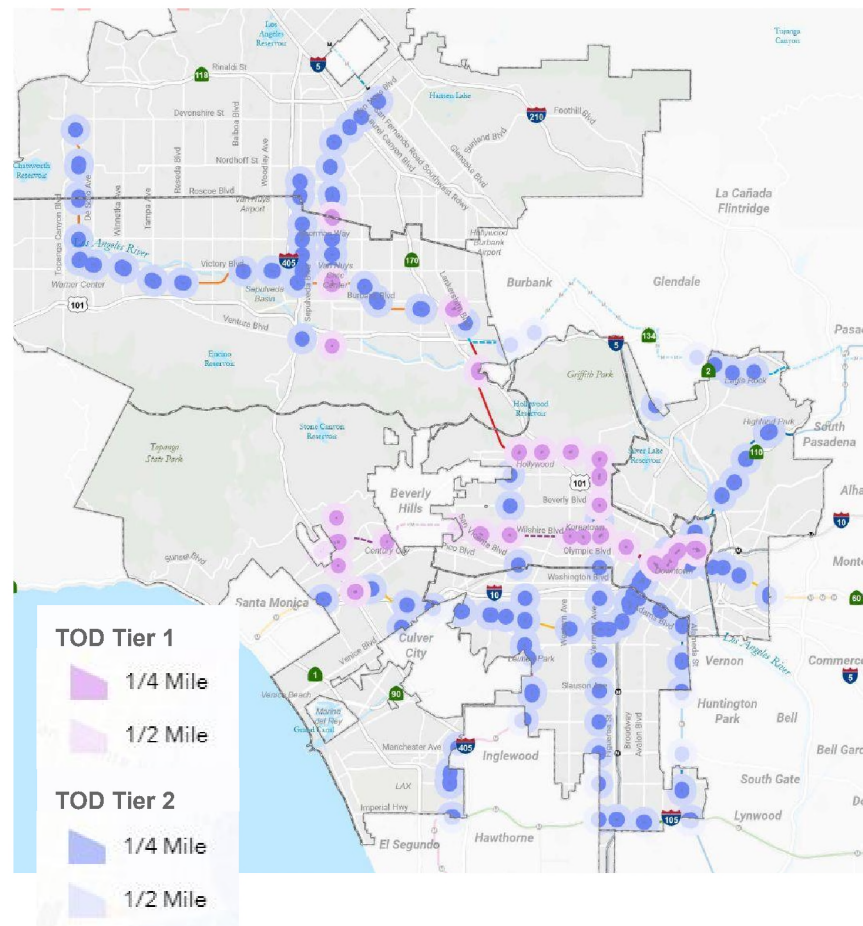
Background cont.

- On Nov. 17, four local implementation options were presented including:
 - **Approach A:** State SB 79 Implementation
 - **Approach B:** Delayed Effectuation for Eligible Areas
 - Low Resource Areas and Sites
 - Stations and Sites meeting capacity minimums
 - Site Specific Criteria including Very High Fire Hazard Severity Zones (VHFHSZ), Local Historic Resources, Sea Level Rise Areas, Industrial Employment Hubs, etc
 - **Approach C:** Delayed Effectuation (Approach B) + Upzoning
 - **Approach D:** Local TOD Alternative Plan



TOD Station Updates

- Refined SB 79 interpretations based on coordination with HCD and SCAG, resulting in updated mapping assumptions.
- Final TOD zone boundaries remain contingent on SCAG's official map release.
- Eligible TOD stops refined from **150 to 141** to align with SB 79 locally preferred alternative (LPA) / RTIP eligibility requirements.



Analysis of Parcels in TOD Zones

Distribution By TOD Zone

Of the City's 141 TOD zones:

- 57% are **majority Lower Opportunity** areas
- 30% are **majority Higher Opportunity** areas
- 16% intersect with **Very High Fire Hazard Severity Zones (VHFHSZ)**
- 18% intersect with **Historic Preservation Overlay Zones (HPOZ)**

Distribution By Eligible Parcels

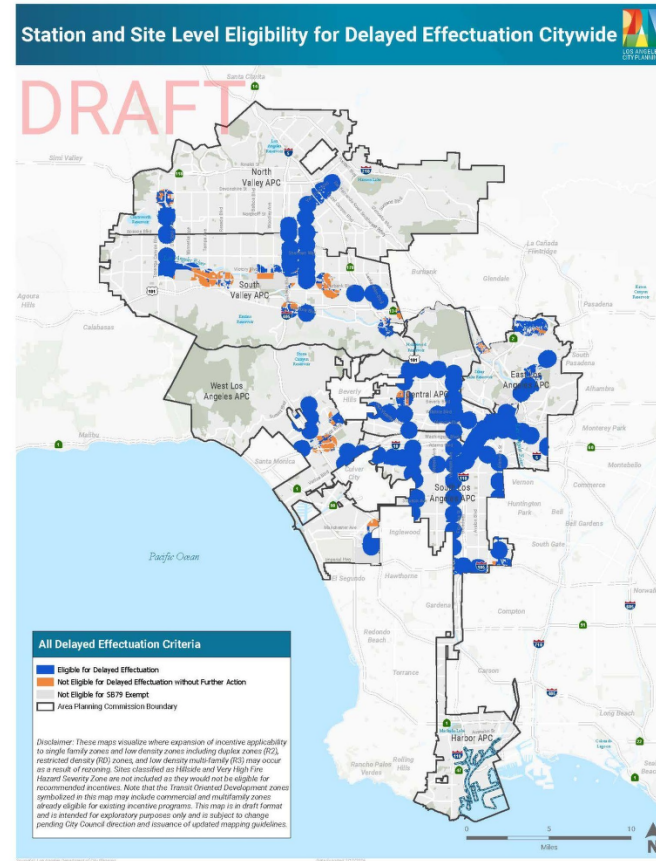
Of all eligible parcels:

- 68% are zoned as **low density sites** (zoned RD and more restrictive)
- 15% have **1 - 2 RSO units**
- 15% have **3+ RSO units** (exempt from SB 79)

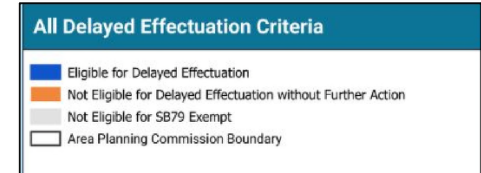
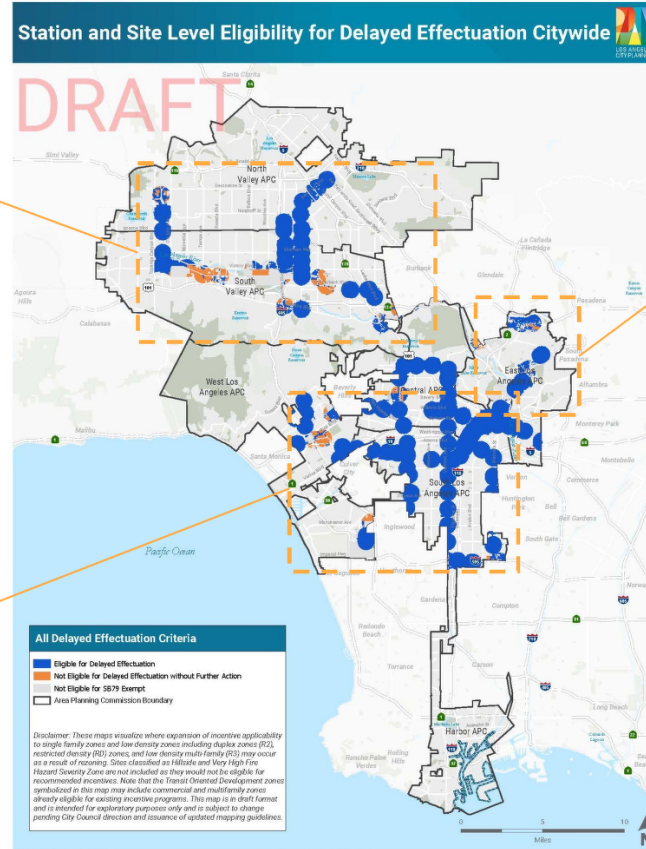
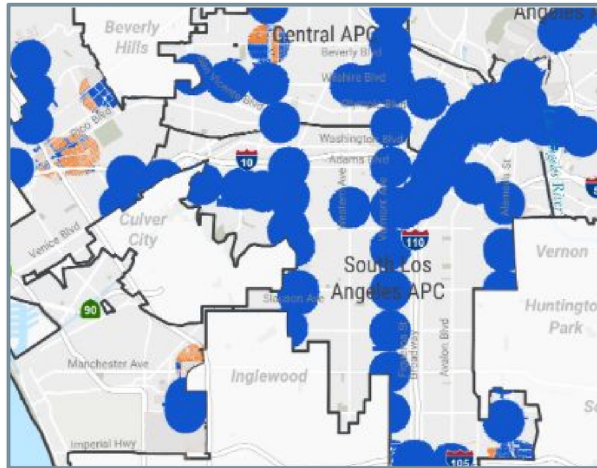
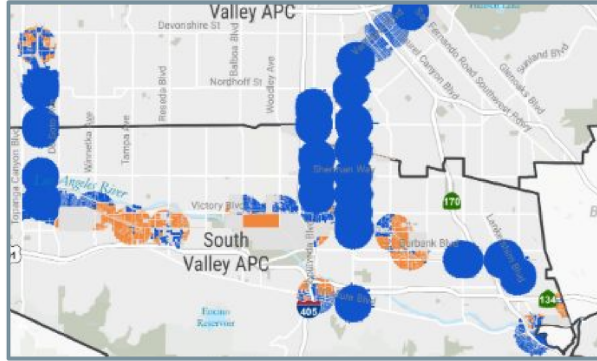
Delayed Effectuation Modeling

The Department contracted Psomas to prepare a capacity model to evaluate delayed effectuation eligibility, preliminary results found:

- The city presently has **more capacity and FAR** than proposed in SB 79.
- Local Capacity is **concentrated on fewer sites**.
- Station level analysis found **25 (18%) stations do not meet the capacity minimums for delay**.
- Citywide **88% of sites are eligible** for delay and **12% of sites are not**.
- By 2030 **rezoning will be ultimately be required on 66% of eligible sites** to meet SB 79 minimums.



Stations and Sites Eligible for Delayed Effectuation

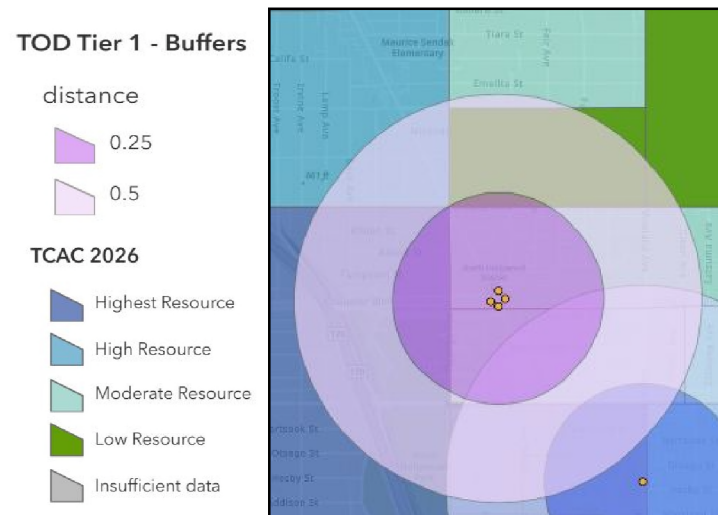


Upzoning Options

- The report presents **three upzoning options** to facilitate upzoning in SB 79 station areas.
- Each option builds upon the next offering expanded development standards in varying geographies.
- Options are proposed to be integrated into the **Mixed Income Incentive Program (MIIP)**.
- These options lean into the success of CHIP to achieve more affordability and greater access to opportunity with the overall goal of increasing housing production.

Opportunity Station (New)

Opportunity Station = TOD zone where majority of square footage is designated “Higher or Moderate Opportunity”

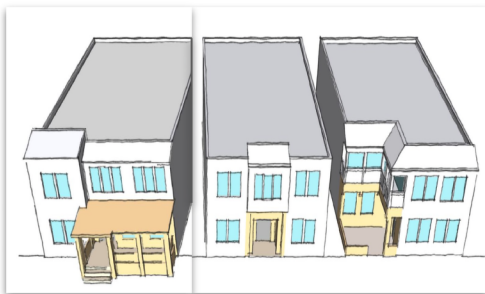


Example: *North Hollywood B Line Station*

MIIIP Development Incentives

Corridor Transition (CT)

Lower Density Sites in these areas would permit 10 - 16 units per lot and 2 - 4 story buildings.



CT provides a middle-scale building outcome

Transit Oriented Incentive Program (TOIA)

Lower Density Sites in these areas would permit 5 - 8 story buildings with unlimited density.



*TOIA provides incentives for larger 4-7 story developments
(image courtesy Warren Techentin Architecture)*

Upzoning Options + Mechanisms

Option 1

In majority Higher and Moderate Opportunity Stations and Higher/Moderate tracts:

- **Corridor Transition Expansion** throughout all SB 79 TOD Zones

Option 2

Option 1 +

In majority Higher and Moderate Opportunity stations:

- **TOIA Expansion** in stations with existing light rail and heavy rail (planned routes, BRT, and bus lanes ineligible)

Option 3

Option 1 +

In majority Higher and Moderate Opportunity stations:

- **TOIA Expansion** in all SB 79 eligible stations

Upzoning Options: Mapping

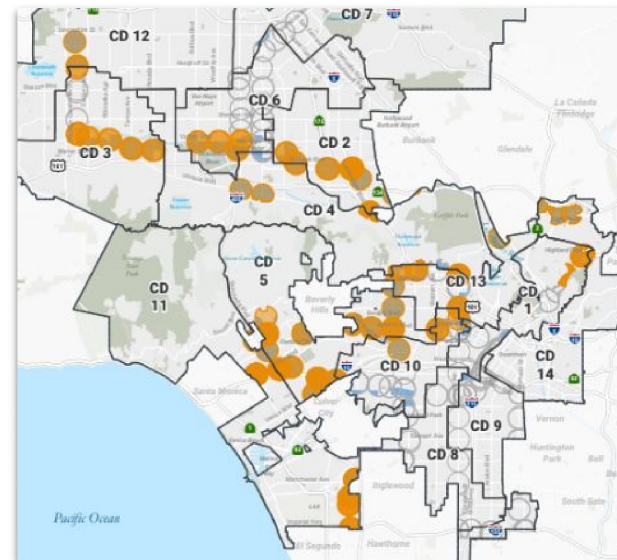
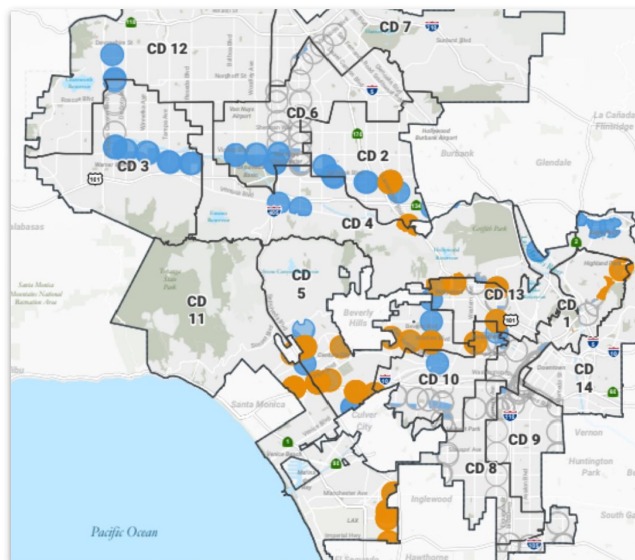
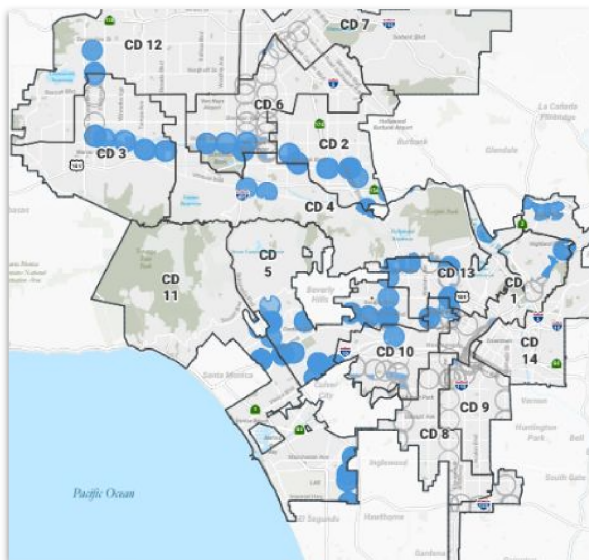
Legend

- TOIA Incentive Applicability
- CT Incentive Applicability
- Majority Low Opportunity TOD Zones
- Council Districts

Option 1

Option 2

Option 3



Note these maps highlight the areas where single-family and low density zones would be impacted by each option.

	CT Expansion	TOIA Expansion
Density	10-16 units	Unlimited
Height	2- 4 stories	5 - 8 stories

Potential Modifications for Option 1, 2, or 3

Applicable Option	Grow or Reduce	Topic Area
All	Grow	Expand eligibility to single family and low-density zones in lower opportunity areas
All	Reduce	Remove lower and/or moderate opportunity areas eligible for delayed effectuation
		Remove sites in all Very High Fire Hazard Severity Zones (including non-hillside areas)
		Remove incentives on sites with historic resources
Option 3		Exclude stops created by bus only lanes that are not BRTs
Option 1	Reduce (Most Limited Option)	Reduce to only apply to sites that are ineligible for delayed effectuation

Resources

- SB 79 Resources are available online at: <https://planning.lacity.gov/resources/senate-bill-sb-79>
- SB 79 mapping is available on the storymap with searchable address features.
- **Mapping includes:**
 - Potential SB 79 Eligibility
 - Delayed Effectuation Eligibility
 - Proposed Upzoning Options
 - Sensitive Site Area Considerations

The screenshot displays the Los Angeles City Planning website. At the top, there is a navigation menu with links for ABOUT, ZONING, PROJECT REVIEW, PLANS & POLICIES, PRESERVATION & URBAN DESIGN, RESOURCES, and CONTACT. Below the navigation is a grid of resource categories: Reports and Publications, Data Analysis, Online Materials, and Quick Links. Under Reports and Publications, there are links for Publications, Housing Progress Reports, and Case Reports. Under Data Analysis, there are links for Performance Metrics, Data Requests, and Open Data. Under Online Materials, there are links for Demographics, Maps, Videos, and a Blog. Under Quick Links, there are links for Glossary, Health Atlas, Racial Justice, and Senate Bill (SB) 79.

The main content area is titled "Senate Bill (SB) 79". It includes a disclaimer: "Disclaimer: The map linked below is in draft form and intended for exploratory purposes only, based on initial analysis of the language contained in Senate Bill 79. SB 79 requires that the Southern California Association of Governments (SCAG) create a map of the City's transit-oriented development stops and zones by tier, as designated by SB 79, and in accordance with any guidance prepared by the Department of Housing and Community Development. Updated SB 79 maps will be released as new information becomes available and if any changes to potential TOD stops are identified." Below the disclaimer is a link for "Map of Senate Bill (SB) 79 Citywide Potential Eligibility". A paragraph states: "The Los Angeles City Council recently introduced a motion directing Los Angeles City Planning to prepare recommendations for the implementation of SB 79, as directed by Council File 25-11852."

At the bottom of the page, there are two call-to-action boxes. The first is titled "Interactive StoryMap of SB 79 Citywide Potential Eligibility and Overview of Bill" and includes a link to "View the StoryMap to learn more about Senate Bill 79 eligibility, requirements, and interaction with existing zoning." Below this is a button labeled "STORYMAP". The second box is titled "Council File Updates" and includes a link to "For updates on CF 25-1083, please click the 'Subscribe via email' icon at the top of the Council File web page." Below this is a button labeled "ACCESS HERE".

Anticipated Timeline

November - February 2026

- Modeling for existing Local Capacity compared to SB 79
- Release of reports on SB 79 Implementation
- Direction on Local Implementation from Council

March- June 2026

- Initiation of Local Implementation Ordinances (potential)
- Adoption of Local Implementation Ordinances (potential)
- Submission to HCD

April - July 2026

- Local Implementation effective by June 30, 2026
- Bill becomes effective July 1, 2026

Timeline could be impacted by:

- SCAG Map Availability
- HCD Implementation Guidance

Recommendations

1. Instruct the Department of City Planning, in alignment with Approach C, **to initiate a code amendment for either Option 1, 2, or 3** as described herein, to upzone single family and low-density zoned parcels that are located in Opportunity Stations and in higher and moderate opportunity sites ineligible for delay within Transit Oriented Development zones and areas citywide to facilitate local implementation of SB 79; as well as
2. Instruct the Department of City Planning, **to delay effectuation of SB 79 citywide**, as explicitly allowed by SB 79, through the initiation of a delayed effectuation ordinance **for all eligible criteria** including lower opportunity areas, Very High Fire Hazard Severity Zones, sites and stations meeting capacity requirements, local historic resources, Sea Level Rise Areas, Industrial Employment Hubs, and sites more than one-mile walking distance from a station.

Thank You

planning.sb79@lacity.org

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

Backend

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 green mountains under a clear sky. The image is overlaid with a gradient that transitions from a warm orange on the left to a cool blue on the right.

Delayed Effectuation

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.

Local TOD Alternative Plans

Full SB 79 incentives will be available (following the delay) unless a **Local Alternative Program is** certified by state HCD. Local Alt Plans may be Citywide or local plans provided they:

- 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

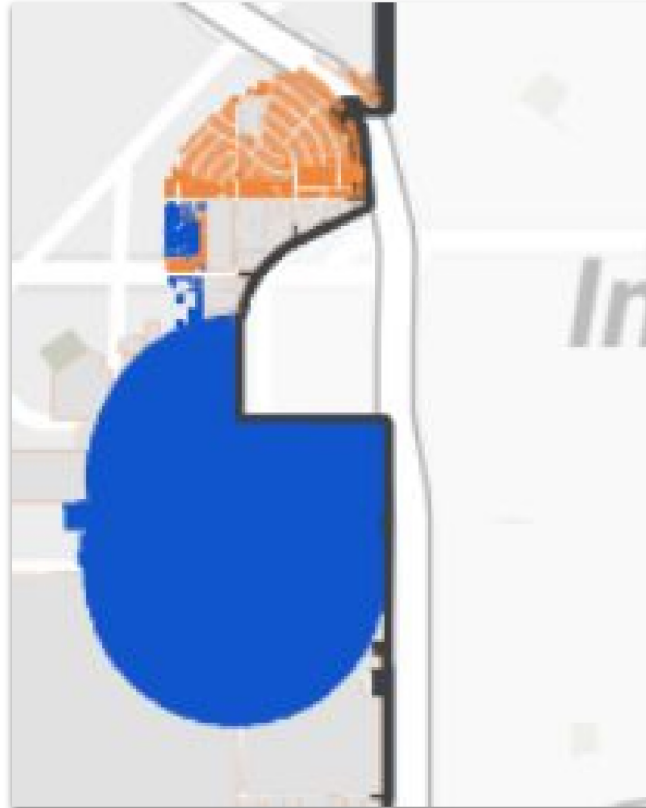
Ineligible for Delay: West LA



All Delayed Effectuation Criteria

-  Eligible for Delayed Effectuation
-  Not Eligible for Delayed Effectuation without Further Action
-  Not Eligible for SB79 Exempt
-  Area Planning Commission Boundary

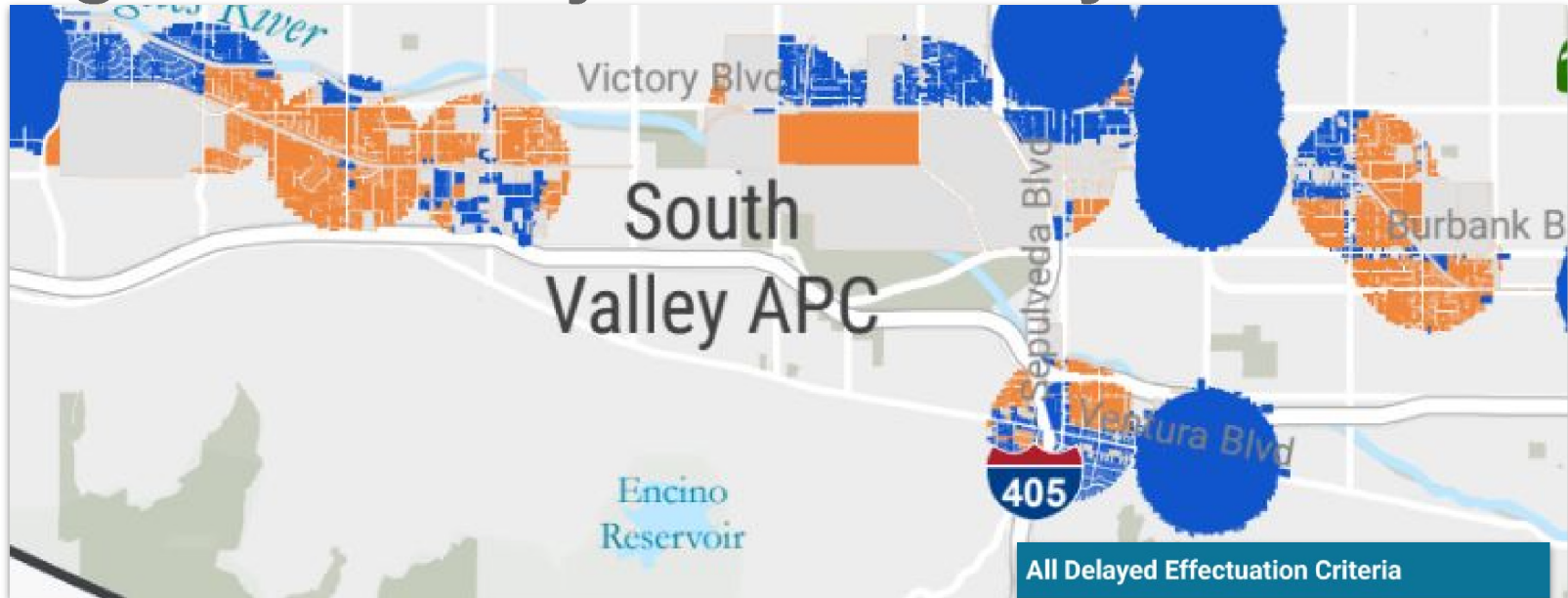
Ineligible for Delay: Westchester



All Delayed Effectuation Criteria

- Eligible for Delayed Effectuation
- Not Eligible for Delayed Effectuation without Further Action
- Not Eligible for SB79 Exempt
- Area Planning Commission Boundary

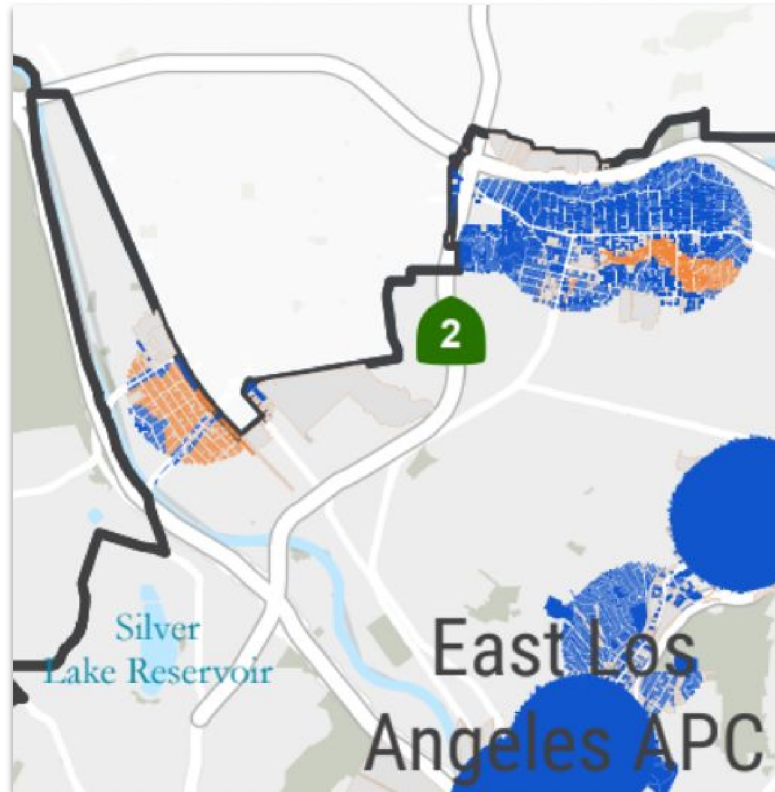
Ineligible for Delay: South Valley



All Delayed Effectuation Criteria

- Eligible for Delayed Effectuation
- Not Eligible for Delayed Effectuation without Further Action
- Not Eligible for SB79 Exempt
- Area Planning Commission Boundary

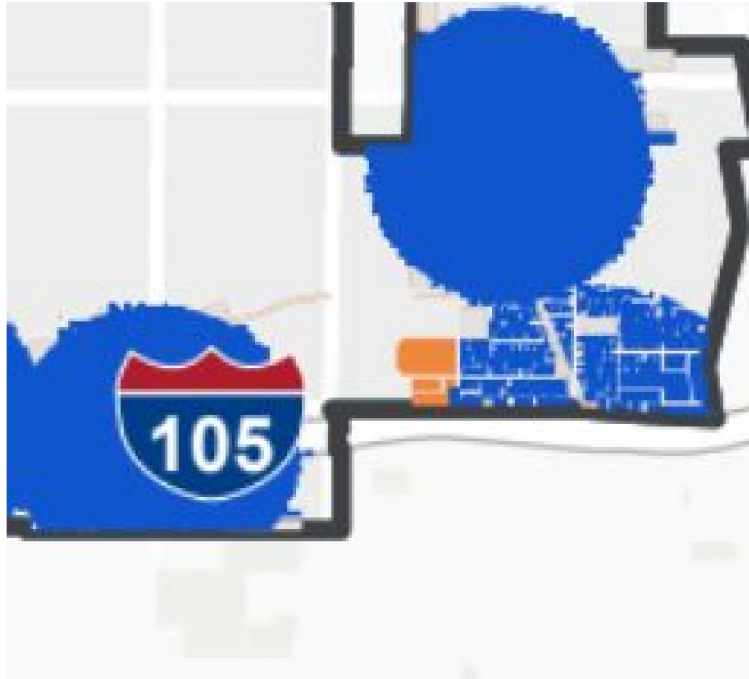
Ineligible for Delay: Northeast LA



All Delayed Effectuation Criteria

- Eligible for Delayed Effectuation
- Not Eligible for Delayed Effectuation without Further Action
- Not Eligible for SB79 Exempt
- Area Planning Commission Boundary

Ineligible for Delay: Gateway

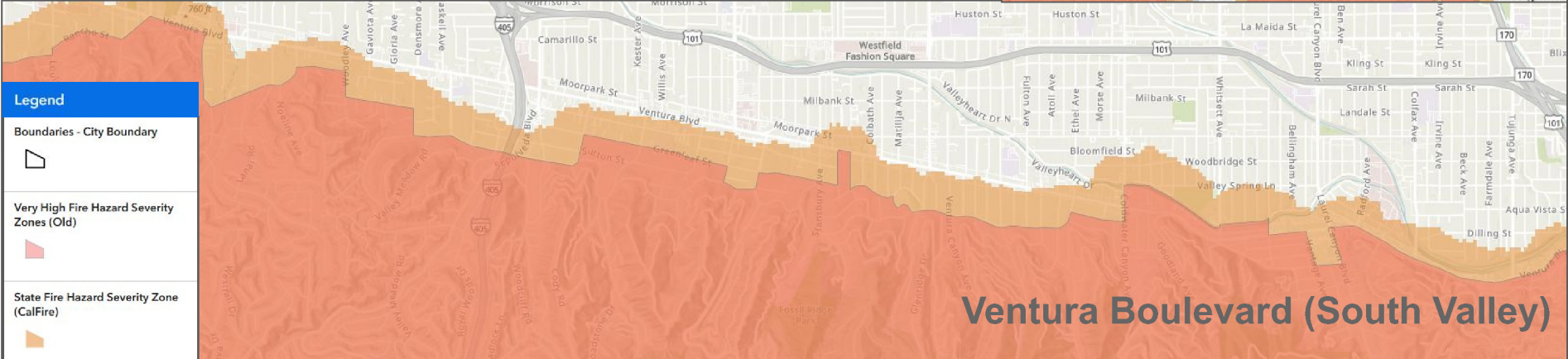
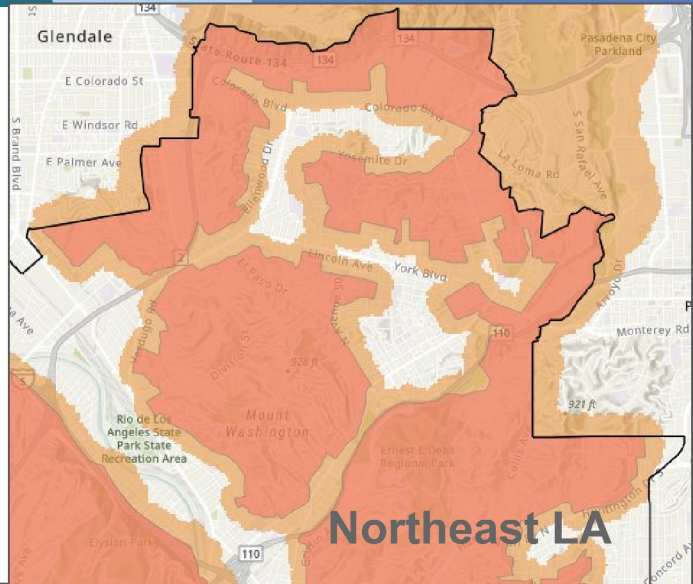


All Delayed Effectuation Criteria

- Eligible for Delayed Effectuation
- Not Eligible for Delayed Effectuation without Further Action
- Not Eligible for SB79 Exempt
- Area Planning Commission Boundary

VHFHSZ Considerations

- Upzoning Options 1-3 include limited VHFHSZs eligibility when parcels are located in non-hillside VHFHSZ areas, consistent with the Affordable Housing Streamlining Ordinance.
- VHFHSZ are fully eligible for delayed effectuation, so non-hillside VHFHSZ could be removed from upzoning, if desired.



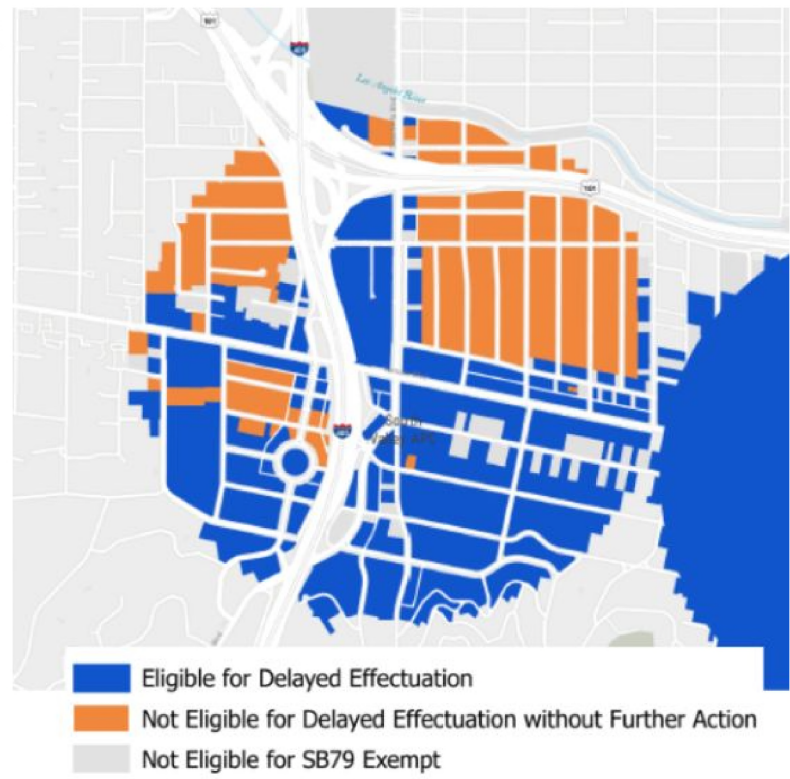
Ventura Boulevard (South Valley)

TOD Zone Analysis by Opportunity Area

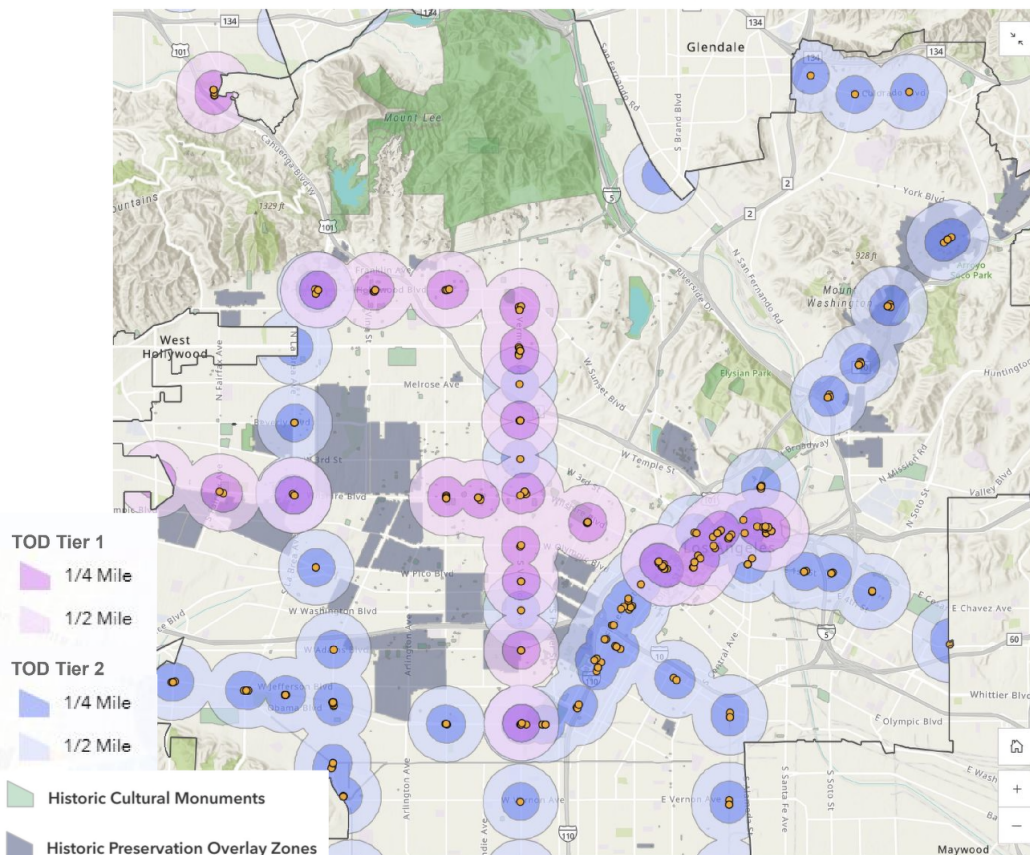
Opportunity Area	Count of SB 79 Parcels	Percent of SB 79 Parcels	Percent Single Family	Percent RD and more Restrictive	Percent MIIP Eligible	Percent 1-2 RSO Units	Percent 3+ RSO Units	Percent VHFHSZ	Percent Historic Preservation Overlay Zone (HPOZ)
Lower	78,807	57%	36%	68%	52%	13%	16%	2%	3%
Moderate	14,896	11%	40%	60%	49%	9%	18%	14%	12%
Higher	43,906	32%	54%	70%	40%	12%	13%	19%	8%
Overall	137,609	100%	42%	68%	48%	12%	15%	9%	6%

Example: Metro 234 – Ventura Blvd (station ineligible for delay)

	Local Max Units	SB 79 Max Units	Sites in TOD Zone	Sites with 50% SB 79 Capacity	Sites in VHFHSZ	Sites Exempt from SB 79	Sites not eligible for Delay
<i>Metro 234 Ventura Blvd</i>	93,023	28,474	1425	15.44% <33% req	466	87	784



Historic Resources



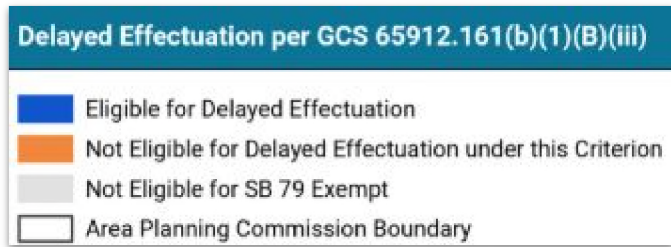
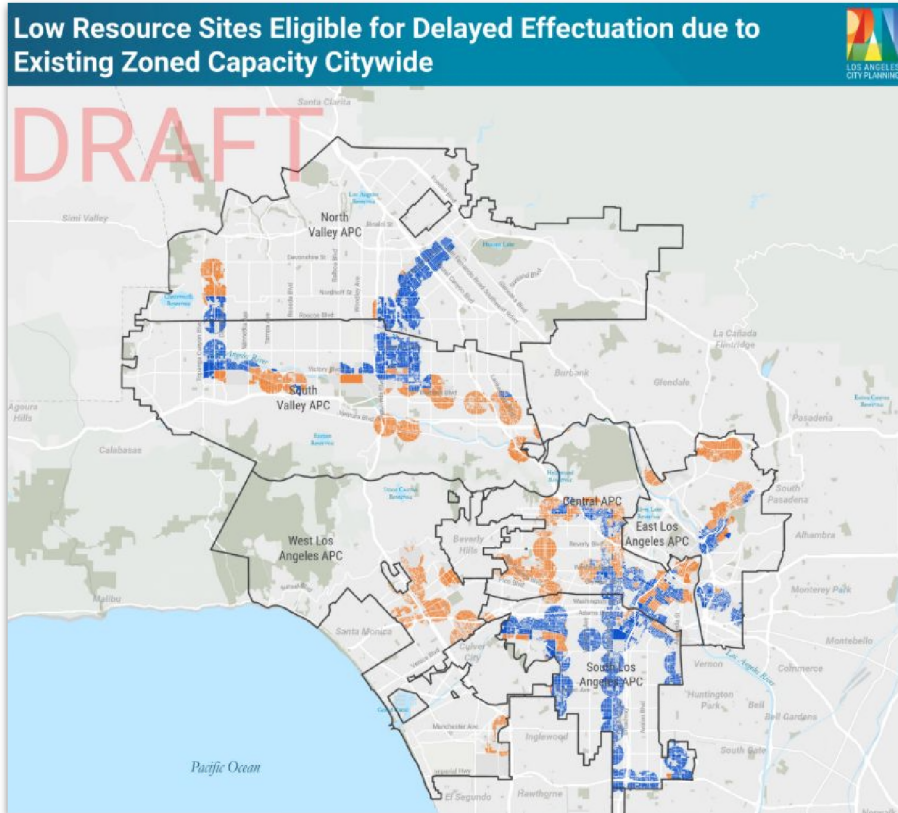
TOD Zone Composition

- 25 TOD zones (18%) intersect with 19 HPOZs located largely in Northeast LA, Greater Wilshire, and South LA.
- 18 TOD zones are comprised of more than 10% HPOZ sites.
- Sites in HPOZ sites represent 5% of all SB 79 eligible sites and 36% of all HPOZ sites citywide.
- 578 HCMs are located with TOD zones.

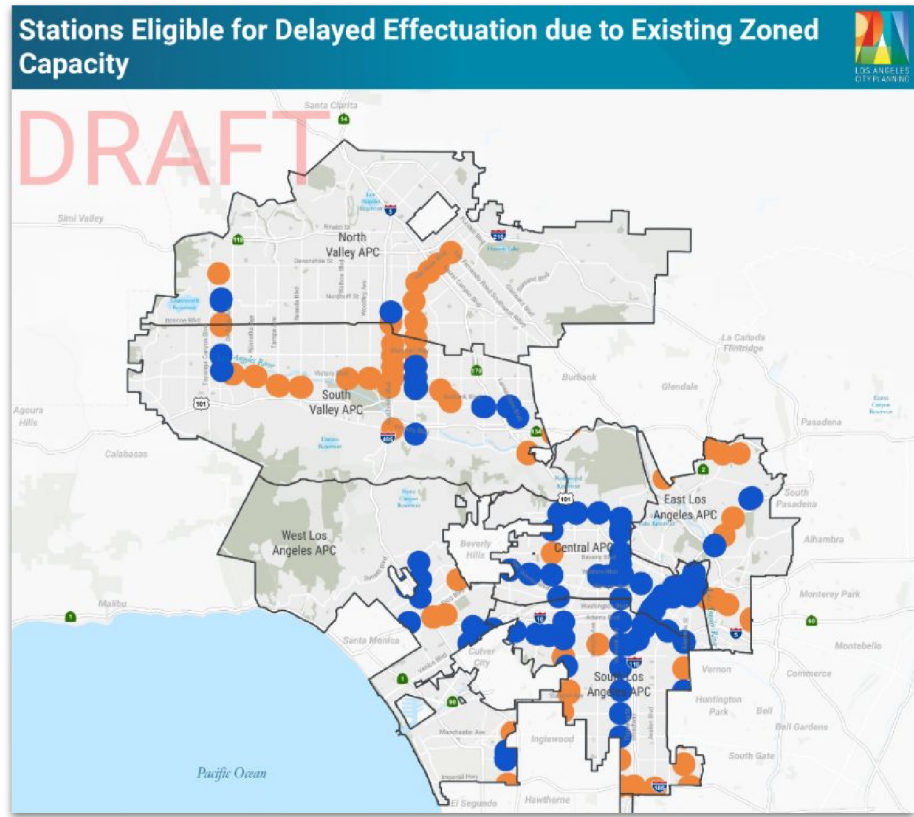
Delayed Effectuation

- Sites with local historic resources are included in Upzoning Options 1-3, but subject to limited incentives in MIIP.
- Option to remove sites with historic resources from eligibility.

DE 1: Citywide Lower Opportunity Areas



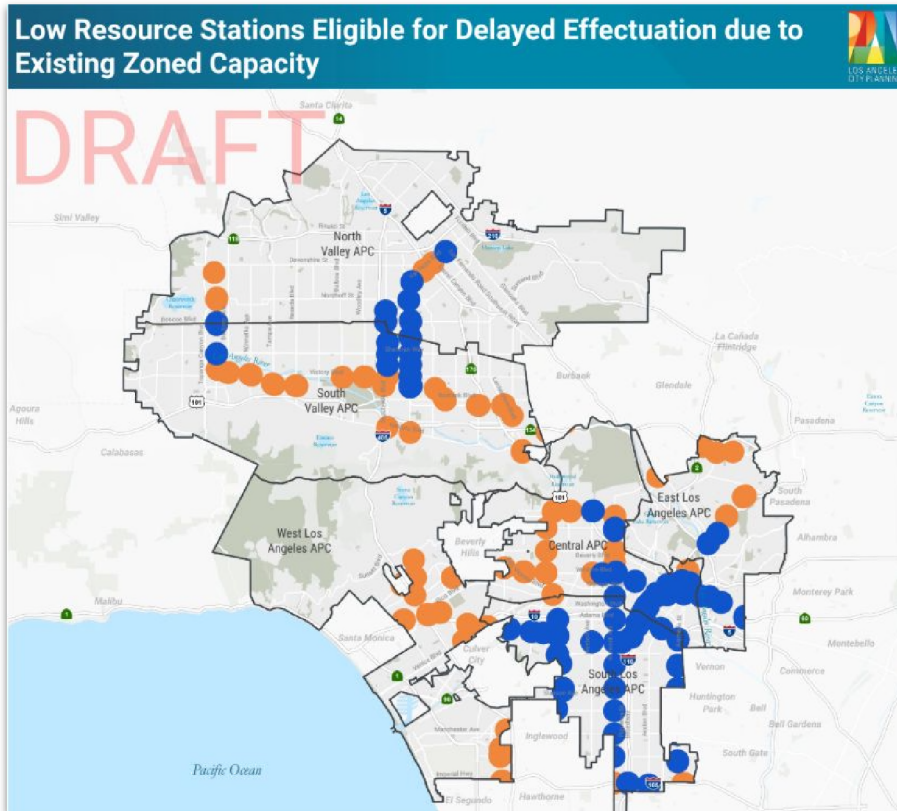
DE 2: Station Level Capacity



Delayed Effectuation per GCS 65912.161(b)(1)(B)(iii)

- Eligible for Delayed Effectuation
- Not Eligible for Delayed Effectuation under this Criterion
- Not Eligible for SB 79 Exempt
- Area Planning Commission Boundary

DE 3: Low Resource Station Level



Delayed Effectuation per GCS 65912.161(b)(1)(B)(iii)

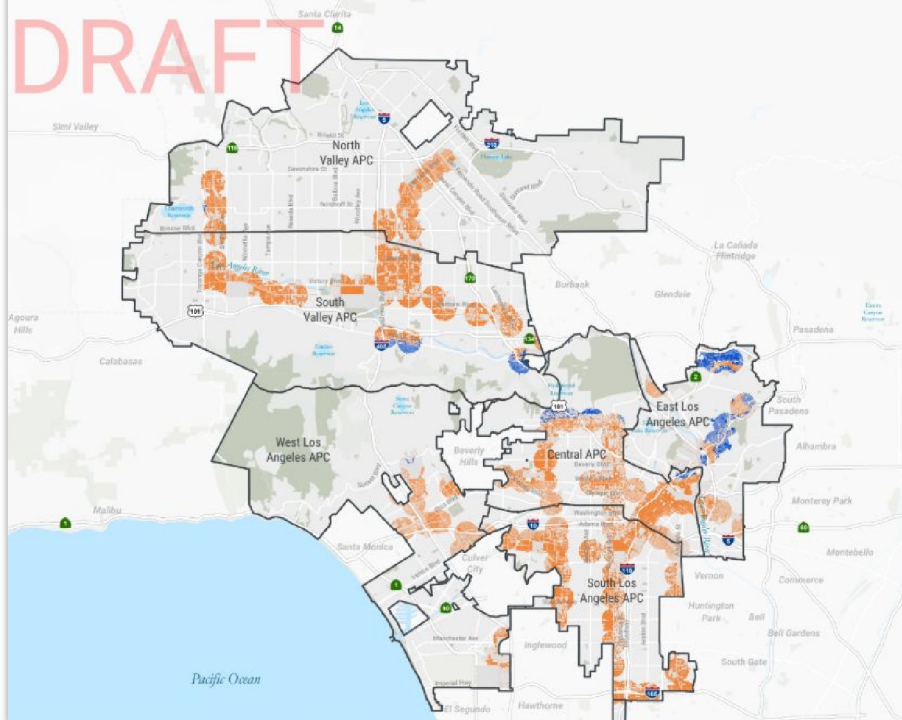
- Eligible for Delayed Effectuation
- Not Eligible for Delayed Effectuation under this Criterion
- Not Eligible for SB 79 Exempt
- Area Planning Commission Boundary

DE 5: Very High Fire Hazard Severity Zones

Very High Fire Hazard Severity Zone Sites Eligible for Delayed Effectuation¹



DRAFT



Delayed Effectuation per GCS 65912.161(b)(1)(B)(iii)

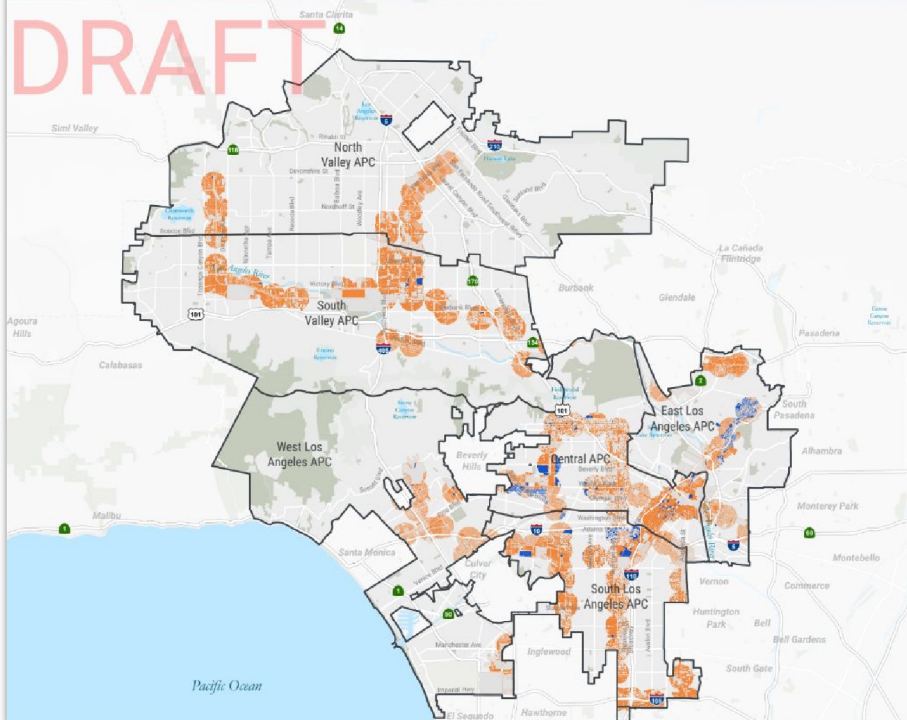
- Eligible for Delayed Effectuation
- Not Eligible for Delayed Effectuation under this Criterion
- Not Eligible for SB 79 Exempt
- Area Planning Commission Boundary

DE 7: Sites with Local Historic Resources

Local Historic Resource Sites Eligible for Delayed Effectuation¹



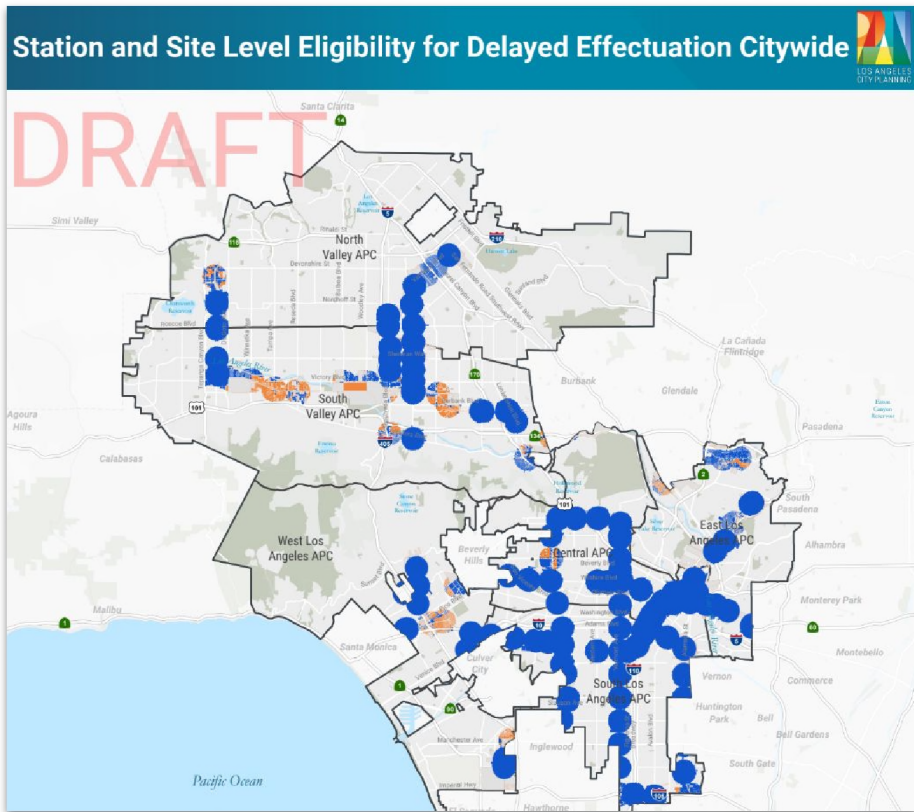
DRAFT



Delayed Effectuation per GCS 65912.161(b)(1)(B)(iii)

- Eligible for Delayed Effectuation
- Not Eligible for Delayed Effectuation under this Criterion
- Not Eligible for SB 79 Exempt
- Area Planning Commission Boundary

All DE Criteria

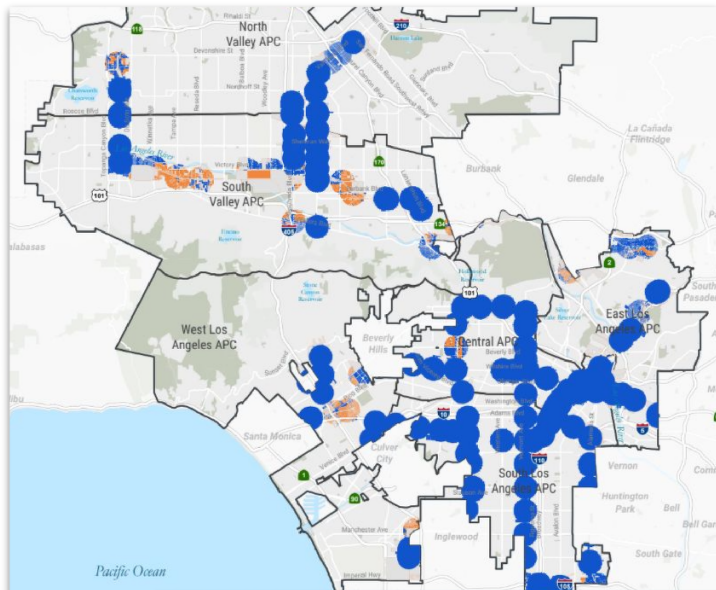


Delayed Effectuation per GCS 65912.161(b)(1)(B)(iii)

- Eligible for Delayed Effectuation
- Not Eligible for Delayed Effectuation under this Criterion
- Not Eligible for SB 79 Exempt
- Area Planning Commission Boundary

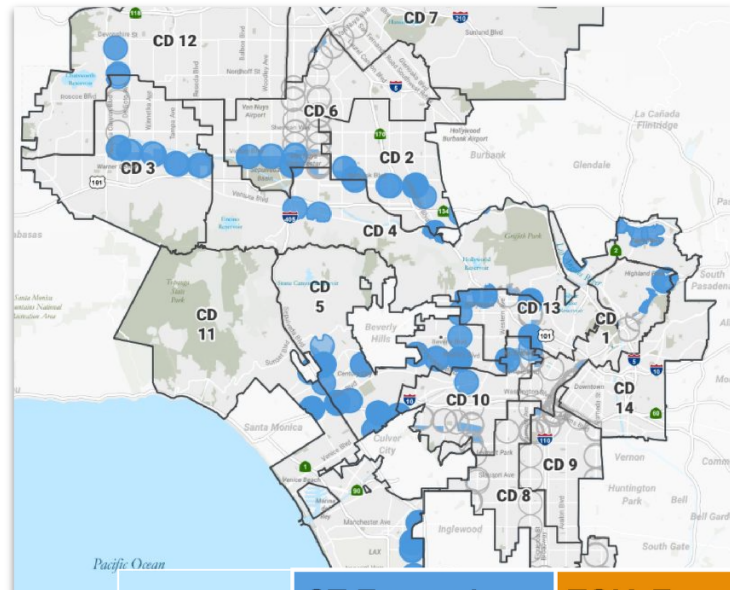
Delayed Effectuation Compared to Upzoning Option 1

Option 1



All Delayed Effectuation Criteria

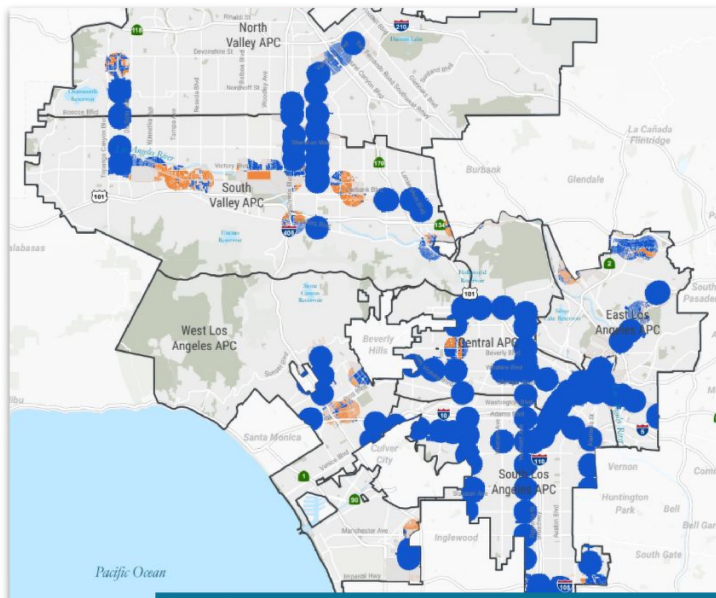
- Eligible for Delayed Effectuation
- Not Eligible for Delayed Effectuation without Further Action
- Not Eligible for SB79 Exempt



	CT Expansion	TOIA Expansion
Density	10-16 units	Unlimited
Height	2-3 stories	5-7 stories

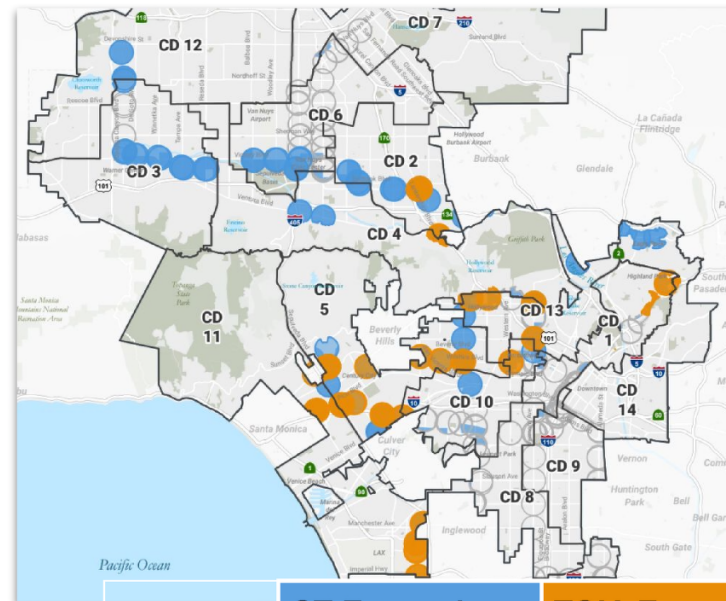
Delayed Effectuation Compared to Upzoning Option 2

Option 2



All Delayed Effectuation Criteria

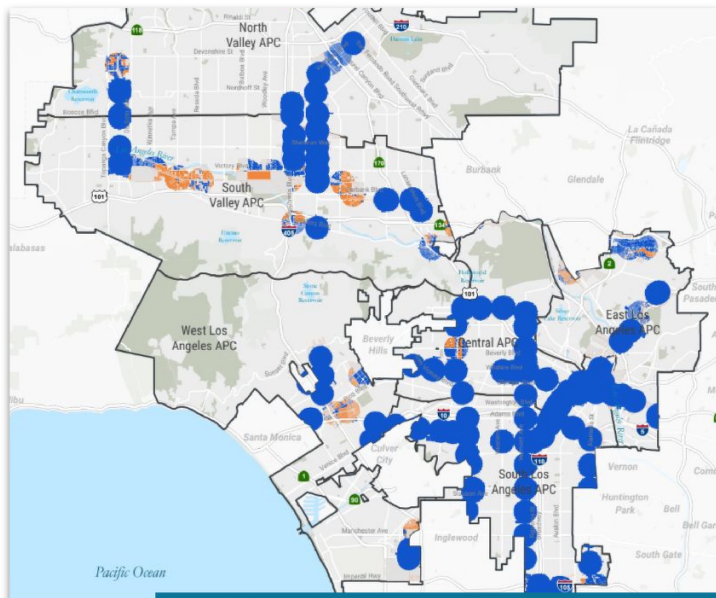
- Eligible for Delayed Effectuation
- Not Eligible for Delayed Effectuation without Further Action
- Not Eligible for SB79 Exempt



	CT Expansion	TOIA Expansion
Density	10-16 units	Unlimited
Height	2-3 stories	5-7 stories

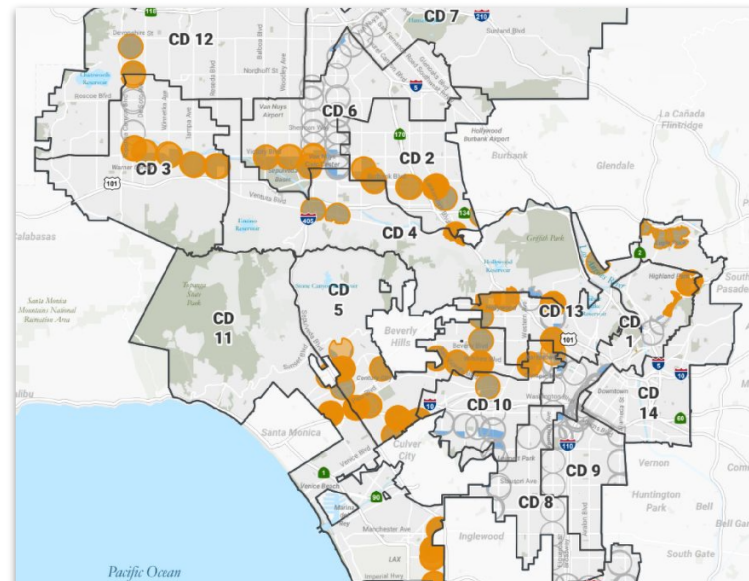
Delayed Effectuation Compared to Upzoning Option 3

Option 3



All Delayed Effectuation Criteria

- Eligible for Delayed Effectuation
- Not Eligible for Delayed Effectuation without Further Action
- Not Eligible for SB79 Exempt



	CT Expansion	TOIA Expansion
Density	10-16 units	Unlimited
Height	2-3 stories	5-7 stories

Units Per Lot Level Flexibility in Local Alt Plans

Typical Lot Size	5000 SF - 8000 SF	Within 200 feet of Tier 1 Station	¼ mile of Tier 1	½ mile of Tier 1	Within 200 feet of Tier 2 Station	¼ mile of Tier 2	½ mile of Tier 2
SB 79 Units Permitted		18 - 29 units	13 - 22 units	11 - 18 units	16 - 25 units	11 - 18 units	9 - 14 units
Maximum and Minimum Units Per Typical Lot Required in a Local Alt Plan	50% decrease	9 - 14 units	6 - 11 units	5 - 9 units	8 - 12 units	5 - 9 units	4 - 7 units May be further reduced to 3 - 5 units
	200% Increase	36 - 58 units	27 - 44 units	22 - 36 units	32 - 51 units	22 - 36 units	18 - 29 units

Key Provisions

	TOD Tier 1		TOD Tier 2	
Tier/Incentive	¼ mile of Tier 1	½ mile of Tier 1	¼ mile of Tier 2	½ mile of Tier 2
Height	75	65	65	55
Density	120 du/ac (363 sf lot area)	100 du/ac (436 sf lot area)	100 du/ac (436 sf lot area)	80 du/ac (545 sf lot area)
FAR	3.5	3	3	2.5
Total Incentives (when combined w/ GCS 65915)	7 (3 additional incentives)	6 (2 additional incentives)	6 (2 additional incentives)	5 (1 additional incentive)

Adjacency Intensifier applies to sites within 200 feet of the station entrance and grants a project: 20 additional feet of height, increased max density of 40 du/ac and additional 1.0 of FAR.

Relationship to State Density Bonus Law

— Without a delayed effectuation ordinance or local Alt Plan in place, a project may stack SB 79 with State Density Bonus Law (Government Code Section 65915).

— As long as projects meet certain minimum density thresholds, “stacking” gives projects access to additional incentives depending on income level associated with affordable units provided.

Affordability Income Category	Incentives available in GCS 65915	Additional Incentives Under GCS 65915	Total Potential Incentives for SB79 State DB projects
Extremely Low Income	4	3	7
Very Low Income		2	6
Low Income	3	1	4

	¼ Mile of Tier 1	½ Mile of Tier 1	¼ Mile of Tier 2	½ Mile of Tier 2
Minimum Density (dwelling units/ac)	90	75	75	60
Minimum Density (lot area per dwelling unit equivalency)	484	580	580	726
Equivalent Units on a Typical Lot (5000 - 8000 SF)	11 - 17	9 - 14	9 - 14	7 - 11

Case Study: Venice / Overland Potential TOD Zone

Potential Venice/Overland TOD Zone with Zoning



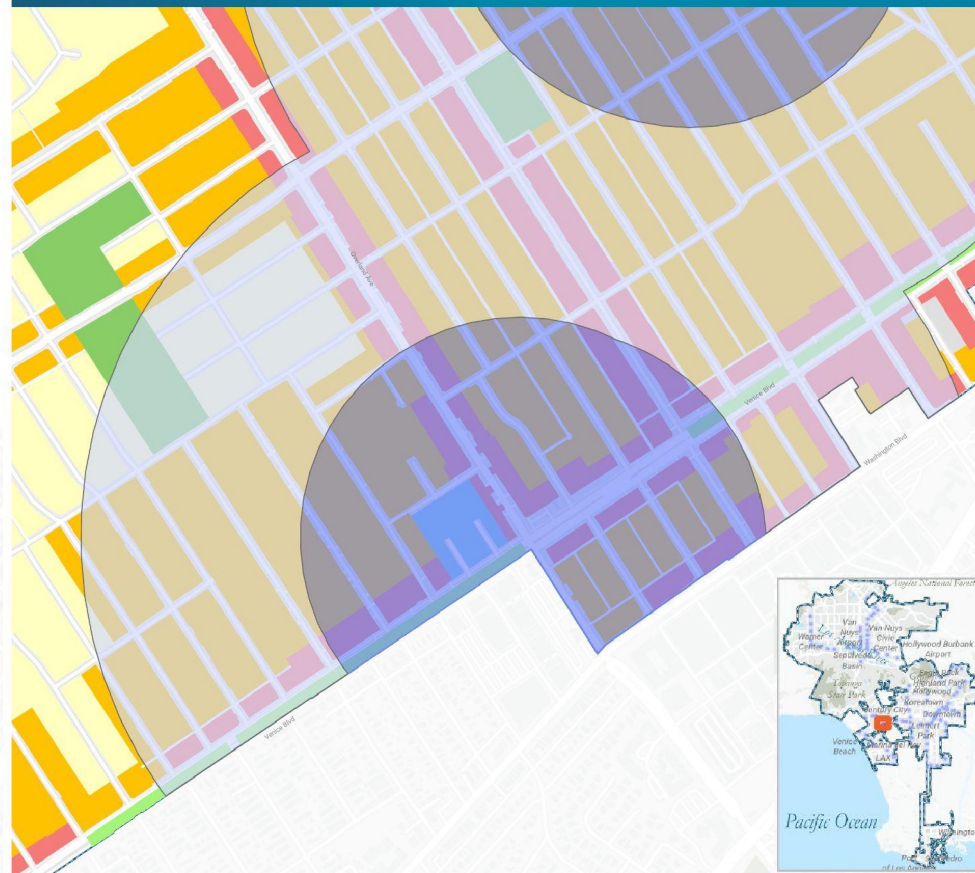
Tier 2 TOD Zone

- 1/4 mile
- 1/2 mile
- City Boundary

Zoning

- Commercial
- Manufacturing
- Multiple Family Residential
- Open Space
- Parking
- Public Facilities
- Single Family Residential

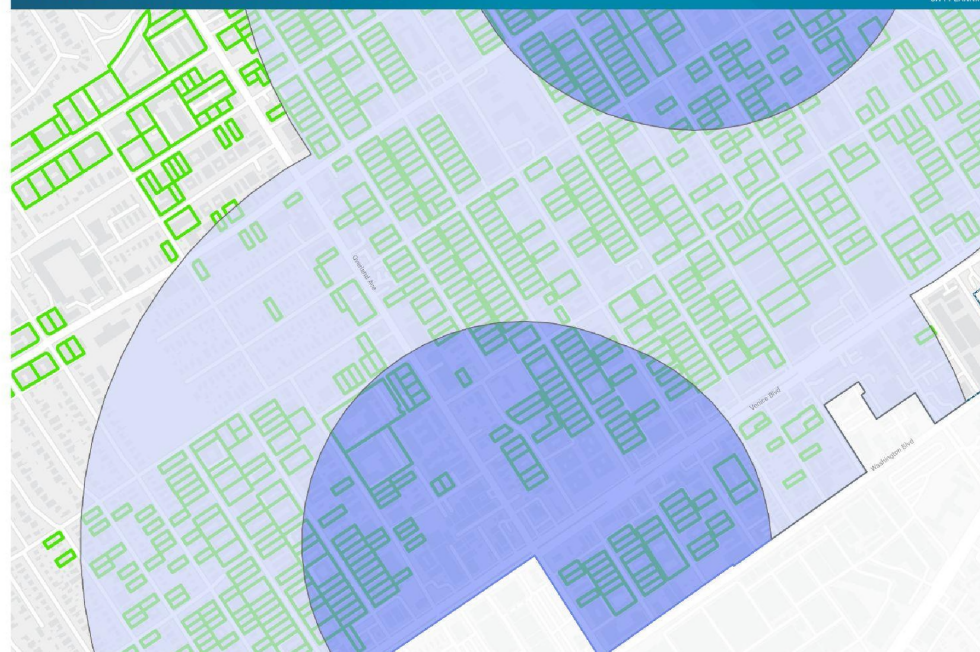
Disclaimer: SB 79 requires that the Southern California Association of Governments (SCAG) create a map of the City's transit-oriented development (TOD) stops and zones by tier, as designated by SB 79, and in accordance with any guidance prepared by the Department of Housing and Community Development. The Department of City Planning has developed the map below, based on the Department's initial analysis of the language contained in Senate Bill 79, should it become law. The map is in draft format and is intended for exploratory purposes only. Updated SB 79 maps will be released as new information becomes available and if any changes to potential TOD stops are identified.



Case Study: Venice / Overland Potential TOD Zone

Sites with three or more RSO Units

Potential Venice/Overland TOD Zone with Three or More RSO Units



- Tier 2 TOD Zone**
- 1/4 mile
 - 1/2 mile
 - Sites with Three or More RSO Units
 - City Boundary

Disclaimer: 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, as designated by SB 79 and in accordance with any guidance prepared by the Department of Housing and Community Development. The Department of City Planning has developed the map below, based on the Department's initial analysis of the language contained in Senate Bill 79 should it become law. The map is in draft format and is intended for exploratory purposes only. Updated SB 79 maps will be released as new information becomes available and if any changes to potential TOD stops are identified.



Modeling Example 1: Single Family Zoned Lot

- Case study is based on a 6,000 SF lot located in an R1 single family zone.
- Located within a 1/2 Mile from a Tier 2 TOD Stop
- Current zoning permits 1 unit. SB 79 permits 11 units, 2.5 FAR, and a 5 story development.

	Density	Affordability	Height
Base Conditions	1 unit	N/A, linkage	Unlimited, subject to encroachment plane
State DB	Not eligible		
MIIP	Not eligible		
SB 79 1/2 Mi Tier 2 (by-right)	11 units (80 dwelling units per acre)	7% ELI:1, 10% VLI: 2 , or 13% LI:2; and Linkage Fee	55 ft
Potential Stacked Scenario (SB 79 + State DB)	22 units (100% Density Bonus)	15% VLI: 3 and 15% MI: 3 ^{1,2}	55 ft ³
		24% LI: 4 and 15% MI: 3	

1 Affordability calculated from the SB 79 by-right allowance.

2 Stacked affordability calculated pursuant to LAMC 12.22 A.37(e)(1)(ii) and AB 1287 (2024).

3 A local agency may limit height increases beyond those allowed under SB 79 for mixed-income projects.

Modeling Example 2: Multi-Family Zoned Lot

- Case study is based on a 8,000 SF lot located in an R3 multi-family zone.
- Located within a 1/2 Mile from a Tier 2 TOD Stop

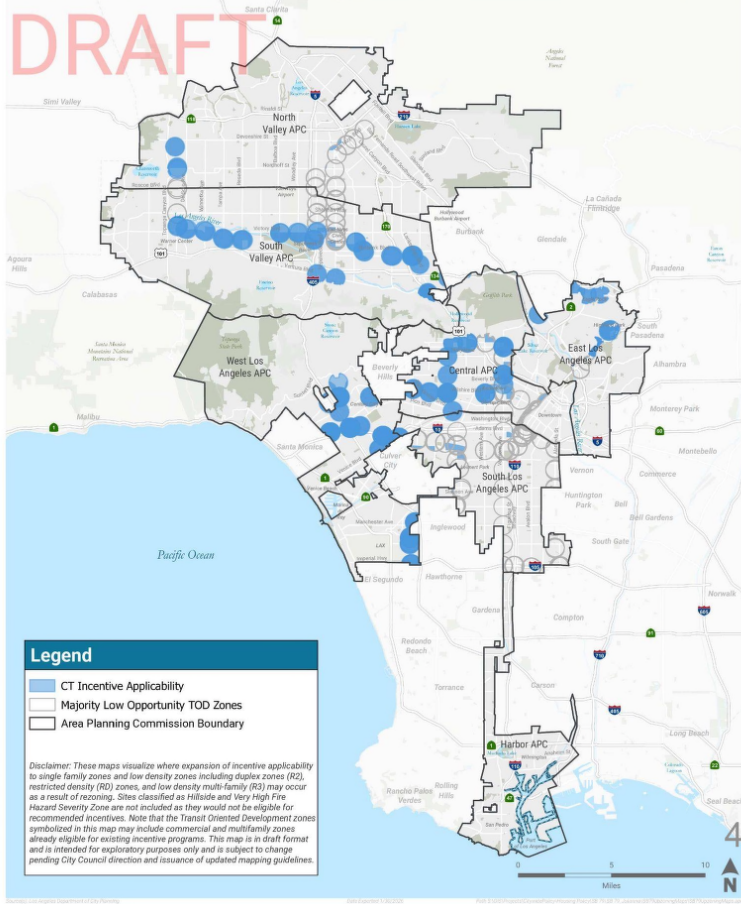
	Density	Affordability	Height
Base Conditions	10 units	N/A, linkage	45 ft
State DB	20 units (100% Density Bonus)	15% VLI: 2 and 15% MI: 2 ^{1,2}	56 ft
		24% LI: 3 and 15% MI:	
		44% + 15%: 7	
MIIP (T-2)	Approx. 31 units depending on unit size (Limited by Floor Area)	13% ELI: 5 3 ³	67 ft
		17% VLI: 6	
		27% LI: 9	
SB79 1/2 Mi Tier 2 (by-right)	14 units (80 dwelling units per acre)	7% ELI:1, 10% VLI: 2 , or 13% LI:2; and linkage	55 ft
Potential Stacked Scenario (SB 79 + State DB)	30 units (100% Density Bonus)	15% VLI: 3 and 15% MI: 3 ⁴	55 ft ⁵
		24% LI: 4 and 15% MI: 3	
Potential Stacked Scenario (SB 79 + MIIP (T-2))	Approximately 26 units (Limited by Floor Area)	13% ELI: 4	55 ft
		17% VLI: 5	
		27% LI: 8	

- 1 Affordability calculated from the base density.
- 2 Stacked affordability calculated pursuant to LAMC 12.22 A.37(e)(1)(ii) and AB 1287 (2024).
- 3 Affordability calculated from the total units for the Mixed Income Incentive Program.
- 4 Affordability calculated from the SB 79 by-right allowance.
- 5 A local agency may limit height increases beyond those allowed under SB 79 for mixed-income projects.

Upzoning Option 1: Corridor Transition (CT) Expansion

Transit Status Applicability	All SB 79 stops (planned and existing)
Opportunity Station Applicability	55 Opportunity Stations + Select Higher and Moderate Opportunity Tracts receive CT incentives
Density	4-16 units
FAR	Incremental up to 2.9:1
Height	2-4 stories

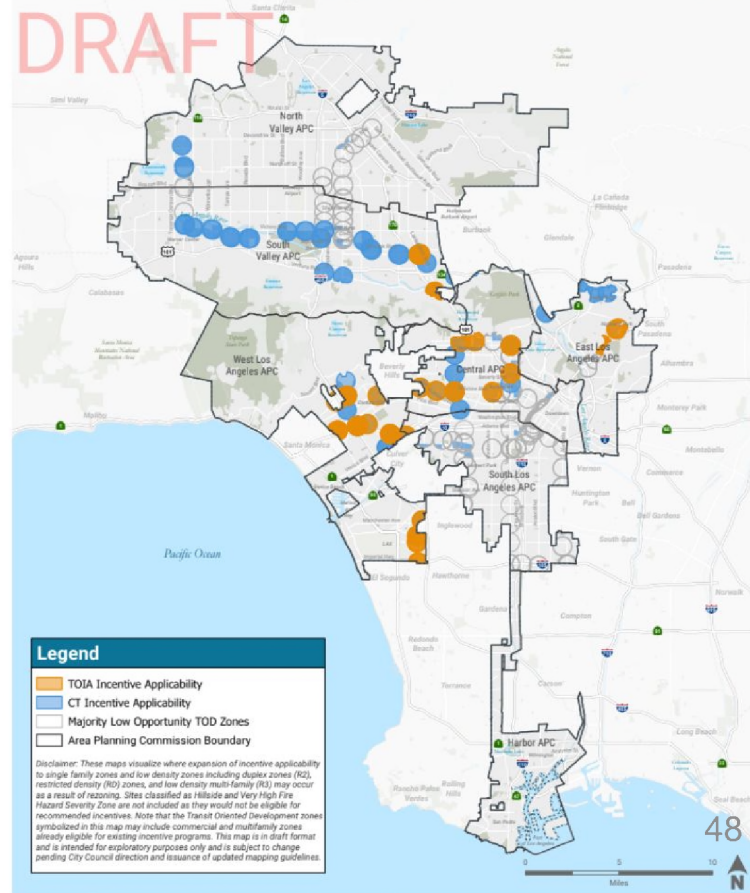
Option 1: Corridor Transition Incentive Area Applicability



Upzoning Option 2: TOIA Expansion Near Operational Transit

Transit Status Applicability	Existing Rail
Opportunity Station Applicability	23 Opportunity Stations receive TOIA Incentives & 32 Opportunity Stations + Select Higher and Moderate Opportunity Tracts receive CT incentives
Density	Limited by FAR
FAR	Up to 4.5:1
Height	7 stories max

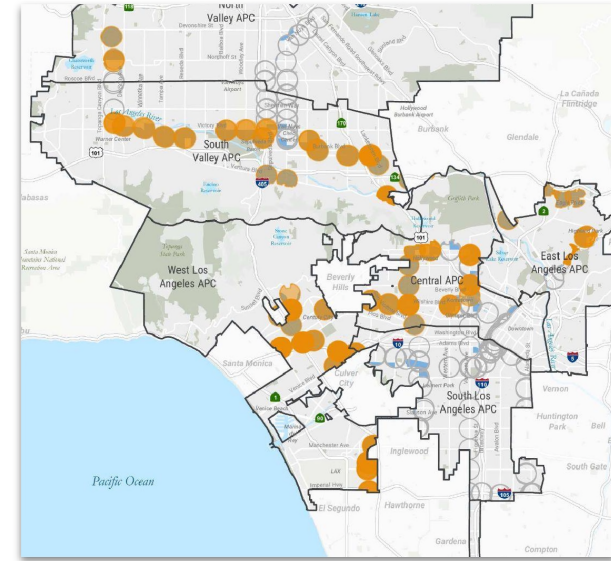
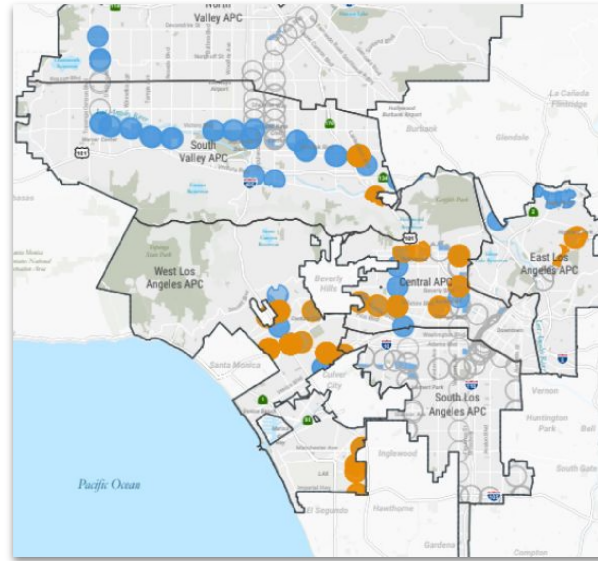
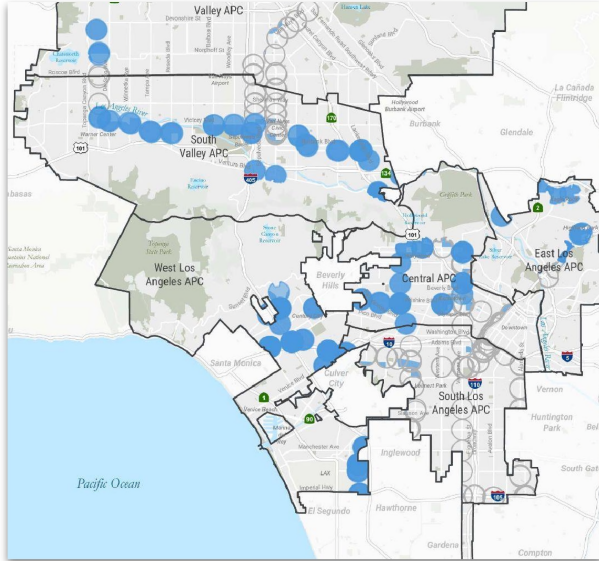
Option 2: Transit Oriented Incentive Area and Corridor Transition Expansion Areas (In Low Density Zones)



Option 1

Option 2

Option 3



Legend

- TOIA Incentive Applicability
- CT Incentive Applicability
- Majority Low Opportunity TOD Zones
- Area Planning Commission Boundary