



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

November 17, 2025

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.

Agenda

- Background
- Bill Overview
- Timeline & Constraints
- Implementation Options
- Recommendations



Background

- Report prepared in response to motion introduced by CM Park on September 16, 2025
- **SB 79 was signed by the governor** on October 10th and will become effective on **July 1, 2026**
- Establishes **increased housing density** within **½ mile of rail, bus rapid transit stations, and some full time bus lanes**
- Provides **transit agencies** new **land use authority**
- Permits local implementation options including a temporary **delay in effectuation** and permanent **local TOD alternative plan**



Senator Scott Wiener, 11th Senate District

Senate Bill 79 – Transit Agency Land Use Authority, TOD Upzoning, and Ministerial Approvals

SUMMARY

Senate Bill 79 allows more housing to be built near major public transportation stops by establishing state standards for transit oriented zoning around major transit stops – especially train stations. Specifically, SB 79 zones for multifamily residential uses near major transit stops on any site zoned for residential, mixed use, commercial, or light industrial development, up to a specified height, density, and floor area ratio. These standards will ensure that transit oriented developments (TODs) are feasible and enhance access to transit. The bill also authorizes transit agencies to develop at the same or greater density on land they own or have a permanent operating easement on.

TODs under SB 79 are eligible for the streamlined ministerial approvals process under Senate Bill 423 (Wiener, 2023) if they meet that law's environmental, labor, and affordability standards. SB 79 does not apply around low frequency bus stops.

BACKGROUND/EXISTING LAW

Existing law under SB 375 (Steinberg, 2005) encourages coordination of housing and transportation policy, with greater land use intensity and more housing near transit. Additionally, under AB 2097 (Friedman, 2022) and AB 2011 (Wicks, 2022), existing law preempts certain local land use restrictions that limit housing near transit and allows greater densities near transit.

Existing law, under AB 2923 (Chiu, 2018), requires cities and counties to adopt the zoning standards in the San Francisco Bay Area Rapid Transit District's (BART) TOD guidelines and establishes a streamlined approval process for

certain projects on BART-owned land. Existing law also establishes a streamlined, ministerial process for approving housing developments that are in compliance with the applicable objective state and local planning standards.

Several jurisdictions outside of California have made progress in making transit-oriented development easier. Colorado requires cities to allow an average of 40 dwelling units per acre within a quarter-mile of transit. Massachusetts Bay Transportation Authority must have at least one multifamily district allowing at least 15 dwelling units per acre. Utah requires an average density of 50 dwelling units per acre in transit reinvestment zones.

PROBLEM

California faces a housing shortage both acute and chronic, particularly in areas with access to robust public transit infrastructure. Restrictive zoning in existing communities forces development into sprawl – increasing traffic and pollution, and accelerating the loss of open space and farmland. Building more homes near transit reduces transportation and housing costs for California families and promotes environmental sustainability, economic growth, and reduces traffic congestion.

Public transit systems require sustainable funding to provide reliable service, especially in areas with increased density and ridership. California does not invest in public transit service to the same degree as it does in roads and funds a smaller proportion of the state's major transit agencies' operations costs than other states with comparable systems. Transit systems in other countries derive significant revenue from TOD at and near their stations.

Interagency Coordination Required

The bill establishes implementation authority and requirements for various agencies:



Bill Overview

Eligibility

- Applicable to **all residential, mixed use, and commercial** land (including single-family, coastal, historic, and hillside/fire zones) in **“urban transit counties”** or counties with 15 passenger rail stations or more
- Not applicable to industrial land or **RSO with 3 or more units** (occupied in the last 7 years)
- Requires **affordability for 10+ units (7% ELI/10% VLI/13% LI)** or allows for local inclusionary requirements to be applied.
- Labor is required for projects over 85 feet
- Hotel projects are not eligible

Development Standards & Incentives

- Receive new development standards to permit 5-9 story structures.
- Eligible for **“stackable” density** under Density Bonus (GSC 65915) **and additional incentives** based on category of affordable units provided (1 for LI, 2 for VLI, or 3 for ELI)
- Projects may opt to use **SB 35/SB 423 ministerial streamlining with 10% affordability**, subject to certain affordability, site eligibility, and labor requirements.

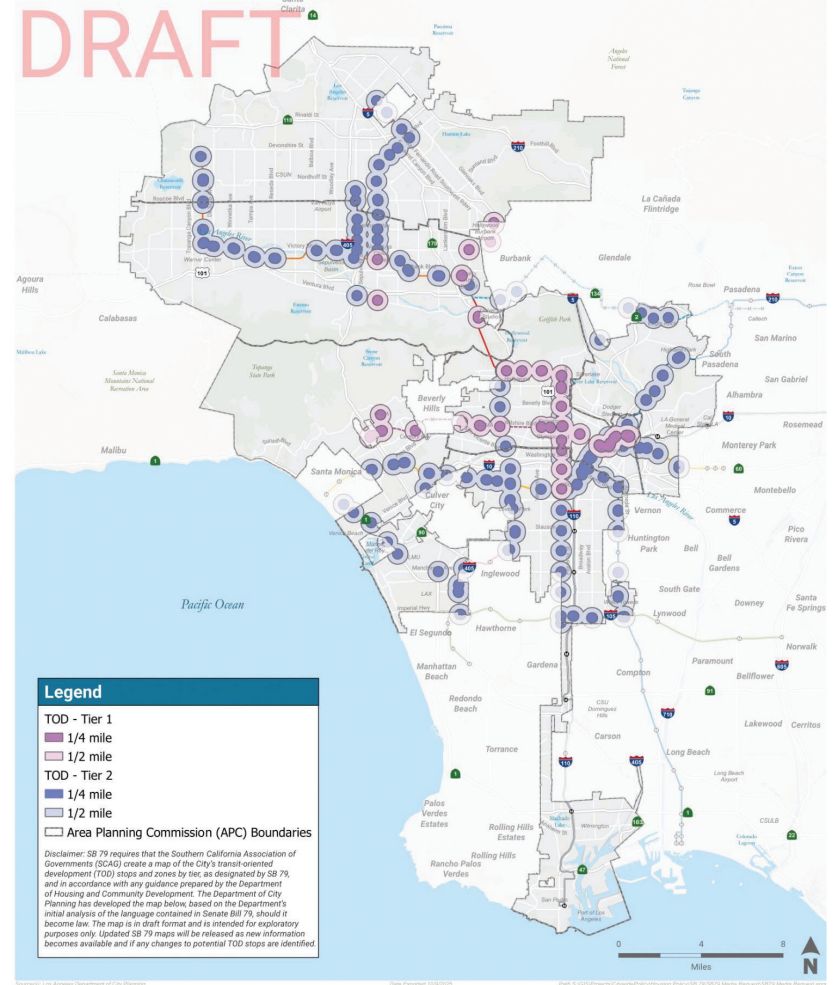
Tier Overview

Preliminary analysis indicates up to 150 potential station areas. Final mapping will be produced by SCAG in consultation with the State (HCD).

Tier	Transit Type
Tier 1 33 Potential Stations	<ul style="list-style-type: none"> — Heavy Rail — Very High Frequency Commuter Rail (72 trips per day)
Tier 2 117 Potential Stations	<ul style="list-style-type: none"> — Light Rail — High Frequency Commuter Rail (48 trips per day) — BRT Stations and dedicated bus line stops)*

*Must also be Major Transit Stops

Senate Bill (SB) 79 Citywide Potential Eligibility



Summary of Incentives

Tier/Incentive	TOD Tier 1			TOD Tier 2		
	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*
Height	95 ft (9 stories)	75 ft (7 stories)	65 ft (6 stories)	85 ft (8 stories)	65 ft (6 stories)	55 ft (5 stories)
Density	160 du/ac (272 sf/lot)	120 du/ac (363 sf/lot)	100 du/ac (436 sf/lot)	140 du/ac (311 sf/lot)	100 du/ac (436 sf/lot)	80 du/ac (545 sf/lot)
FAR	4.5	3.5	3	4	3	2.5

*½ mile Tier 2 incentives are not available in cities with a population of less than 35,000.

Agency Review Process

HCD

- HCD review is required for the adoption of any local implementation (including delayed effectuation) and has **up to 120 days** to review.
- If HCD were to take their full review timeline, an **ordinance would need to be adopted by March 2026** to ensure effectiveness before the law takes effect.
- HCD also is not required to produce guidance on the bill until July 1, 2026, the bill's effective date.

SCAG

- SCAG will **create SB 79 eligibility maps**, which require HCD approval.
- It is unknown whether SCAG's maps will be available by the January to March HCD submission review window.

LA's implementation of the bill is dependent on the timing of these agencies completing their part including issuing maps, guidance, and reviewing ordinances as necessary.

Anticipated Timeline

November - January 2026

- Modeling for existing Local Capacity compared to SB 79
- Release of two reports to Council on SB 79 Implementation including recommendations on which scenario is preferred
- Initiation of Local Implementation Ordinances (potential)

March 2026

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

April - July 2026

- HCD Response on Local Implementation
- Bill becomes effective July 1, 2026

Timeline could be impacted by:

- SCAG Map Availability
- HCD Implementation Guidance

Implementation Options

Approach A: SB 79 State Version

If no action is taken, SB 79 will be available to all eligible station areas on July 1, 2026.

Approach B: Partial Delayed Effectuation

Through a delayed effectuation ordinance, the city can postpone SB 79 until approximately 2030 on certain sites and station areas.

Approach C: Delayed Effectuation + Upzoning

Through a delayed effectuation ordinance and a new work program to upzone single-family and low density sites the city can postpone SB 79 until approximately 2030.

Approach D: Local Alternative (Alt) Plans

A full SB79 replacement program may be adopted through a citywide or local plan (Alt Plans). Alt plans have limitations on modifying capacity and removing sites including historic areas and would be in effect until 2037.

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.

Key Considerations

- TOD areas that were **NOT significantly rezoned through CHIP and are in higher and mod opp areas will be more affected** in the short term.
- Delayed effectuation will require significant layers of analysis at a site, station, and citywide level. This will take some time.
- Even with delayed effectuation, SB 79 will turn on within five years unless a local Alt Plan is adopted.
- Ordinances and analysis for **delayed effectuation or a local Alt Plan** will need to go through a legislative adoption process and formal HCD review.
- Regardless of whether local implementation is pursued, significant increases on R1, R2, RD, and some R3 sites in TOD zones will occur.

Resources

- SB 79 Resources are available online at:
<https://planning.lacity.gov/resources/senate-bill-sb-79>
- SB 79 mapping is available on a StoryMap with searchable address features. Available maps include:
 - Potential SB 79 eligibility
 - Current Land Use
 - Fire Hazard and Sea Level Rise Areas
 - TCAC Opportunity Areas
 - Historic Areas



Senate Bill (SB) 79

Disclaimer: The map linked below is in draft format 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.

Map of Senate Bill (SB) 79 Citywide Potential Eligibility

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 25-1082.



Recommendations

1. Instruct the Department of City Planning to initiate and **procure software and technical support** needed for mapping and modeling analysis required to evaluate how potential implementation options meet criteria **for delayed effectuation or a local Transit-Oriented Development (TOD) alternative plan**.
2. Instruct the **CAO to find General Fund funding** pursuant to the second moving clause of the motion in Council File (CF) 25-1083.
3. Instruct the Department of City Planning to **initiate the development of an ordinance**, consistent with Approach B described herein, **to delay effectuation of Senate Bill (SB) 79 in all eligible areas** including Very High Fire Hazard Severity Zones, sites vulnerable to one foot sea level rise, sites with a local historic resource, areas of the City designated as low resource, sites more than one-mile walking distance from a station, eligible industrial areas, and other areas where the City's current zoning allows for the delay of SB 79 consistent with Government Code Section 65912.161.(b).

Recommendations

4. Instruct the Department of City Planning, based on the modeling analysis that will be completed and consistent with the instructions outlined in Section f. of the third moving clause of the motion, to **determine where and how the City may further delay effectuation of SB 79 through the potential adoption of upzoning ordinances** alongside a delayed effectuation ordinance for certain areas, consistent with Approach C described herein.
5. Instruct the Department of City Planning to make **recommendations for the development of a citywide framework for the initiation and development of a local TOD alternative plan (Alt Plan)**, consistent with Approach D described herein and with the instructions outlined in the last moving clause, as amended by the Planning and Land Use Management (PLUM) Committee on October 28, 2025, to prioritize the adoption of local Alt Plans following both SB 79's effectuation on July 1, 2026 and a delayed effectuation ordinance; and **in alignment with Affirmatively Furthering Fair Housing (AFFH)** objectives and the goals of the 2021-2029 Housing Element.

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

Thank you

An aerial photograph of a densely populated urban area, likely Los Angeles, with numerous 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 gradient from orange on the left to blue on the right. A white horizontal line is positioned above the text.

Additional details

Phased Implementation

Delayed Effectuation

Until one year after the next HE adoption (2030), a local Ordinance **certified** by state **HCD** can delay effectuation of SB 79 on a site or TOD Zone.

Local Alternative Plans

After the delayed effectuation, **full SB 79 incentives will be available** unless a **Local Alternative Program is** certified by state HCD.

Ordinances and analysis for **delayed effectuation or a Local Alt Plan** will need to be submitted to **HCD in January - March 2026** to be effective before the law goes into effect.

Local TOD Alternative Plans

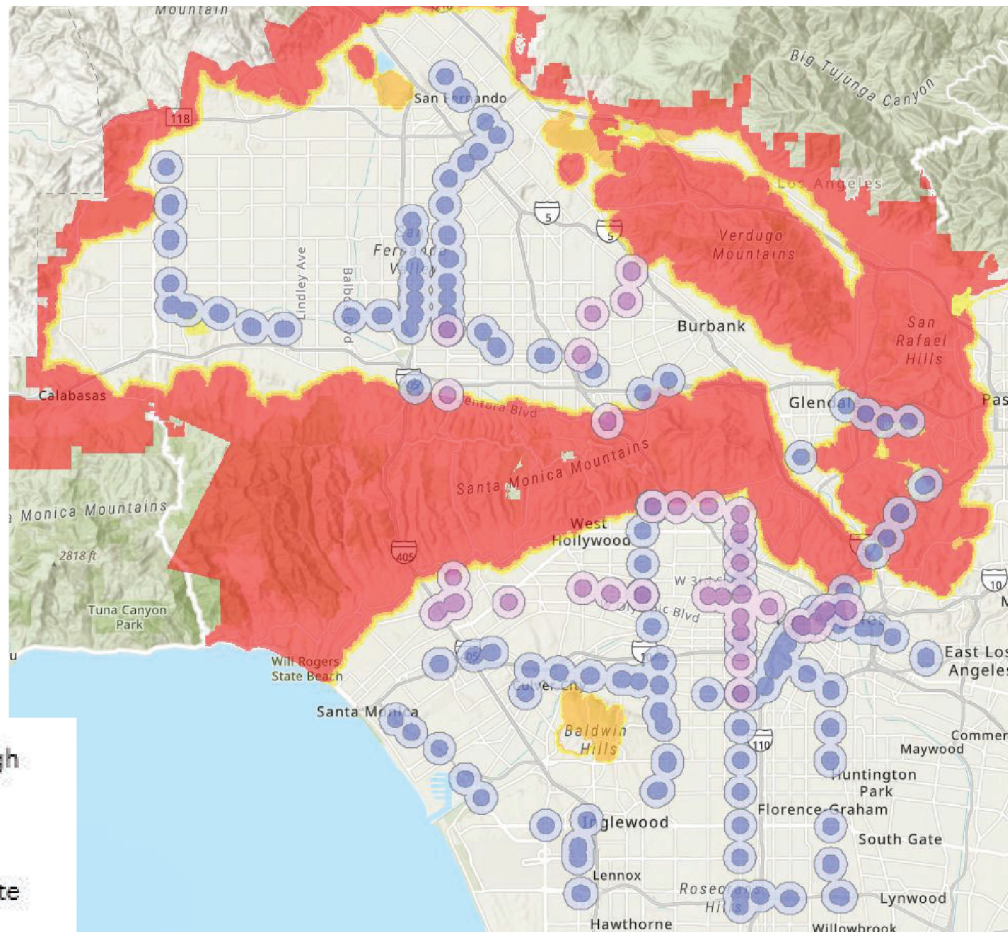
Full SB 79 incentives will be available (following the delay) unless a **Local Alternative Program is** certified by state HCD. Local Alt Plans may be Citywide or local plans provided they:

- 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:

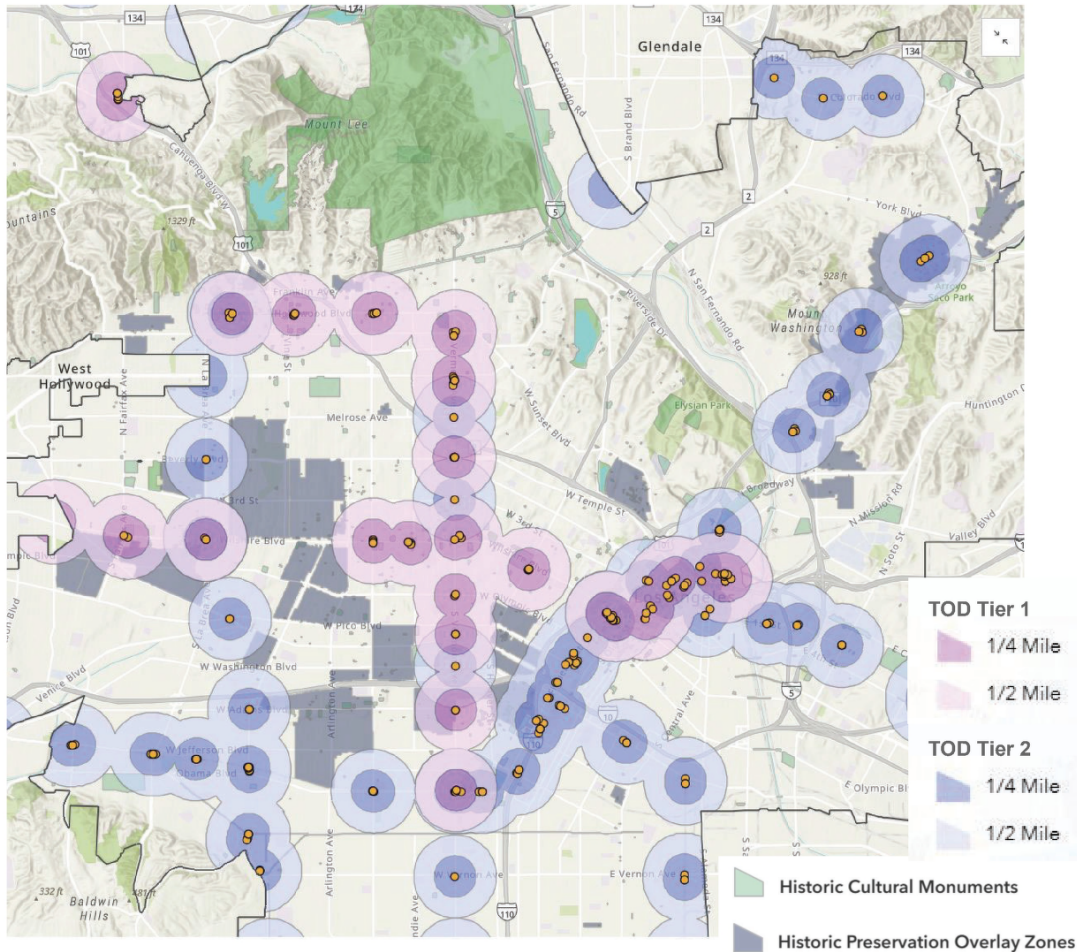
- May remove VHFHSZ
- One-foot Sea Level Rise (SLR)
- Local historic resources not exceeding 10% of the station area, with limitations.
- Sites more than one-mile walking distance away from a station entrance

Very High Fire Hazard Severity Zones Eligibility



- 6 stations located primarily or wholly within VHFHSZ areas
- 19 stations located partially within in VHFHSZ areas
- Delayed Effectuation is possible in fire zones and sites may be removed through a local Alt Plan, but an ordinance is required to remove fire zoned sites from eligibility.

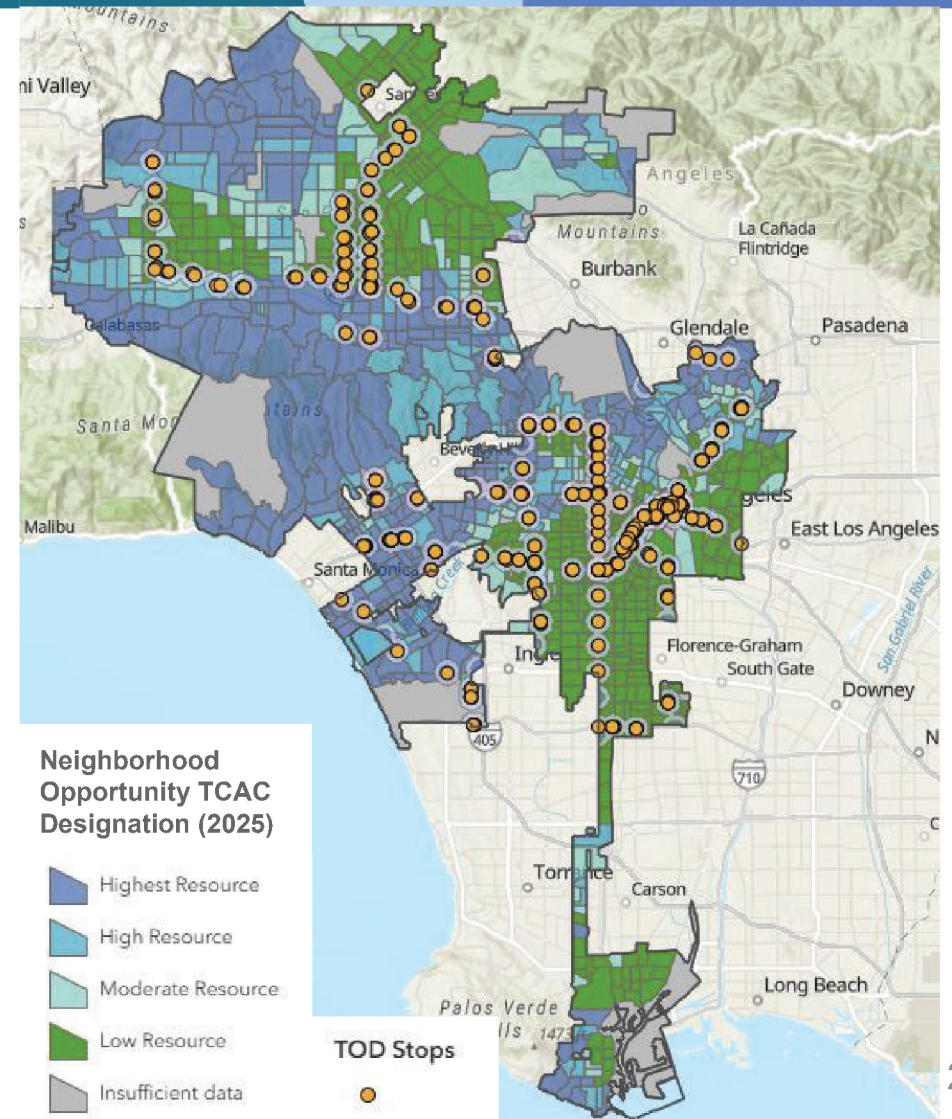
Historic Resources



- Over half of HPOZs and 534 HCMS are within 79 buffer zones.
- Current historic review processes are still applicable.
- Delayed effectuation for local historic resources is possible via ordinance adoption.
- Alt Plans may exclude up to 10% of a TOD zone for local historic resources. If resources exceed 10% in a TOD zone, the 10% can still be excluded, but an Alt Plan may be needed to boost capacity elsewhere, including on sites with locally designated resources.

SB 79 and Low Opportunity Areas

- Delayed Effectuation is possible in low opp areas
- Local Alt Plans must rezone low opp areas to increase housing capacity after delayed effectuation.
- Consistent with the goals of the Housing Element, the Department recommends establishing a framework for the development of local Alt Plans to Affirmatively Further Fair Housing.



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

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

Tier 2 TOD Zone

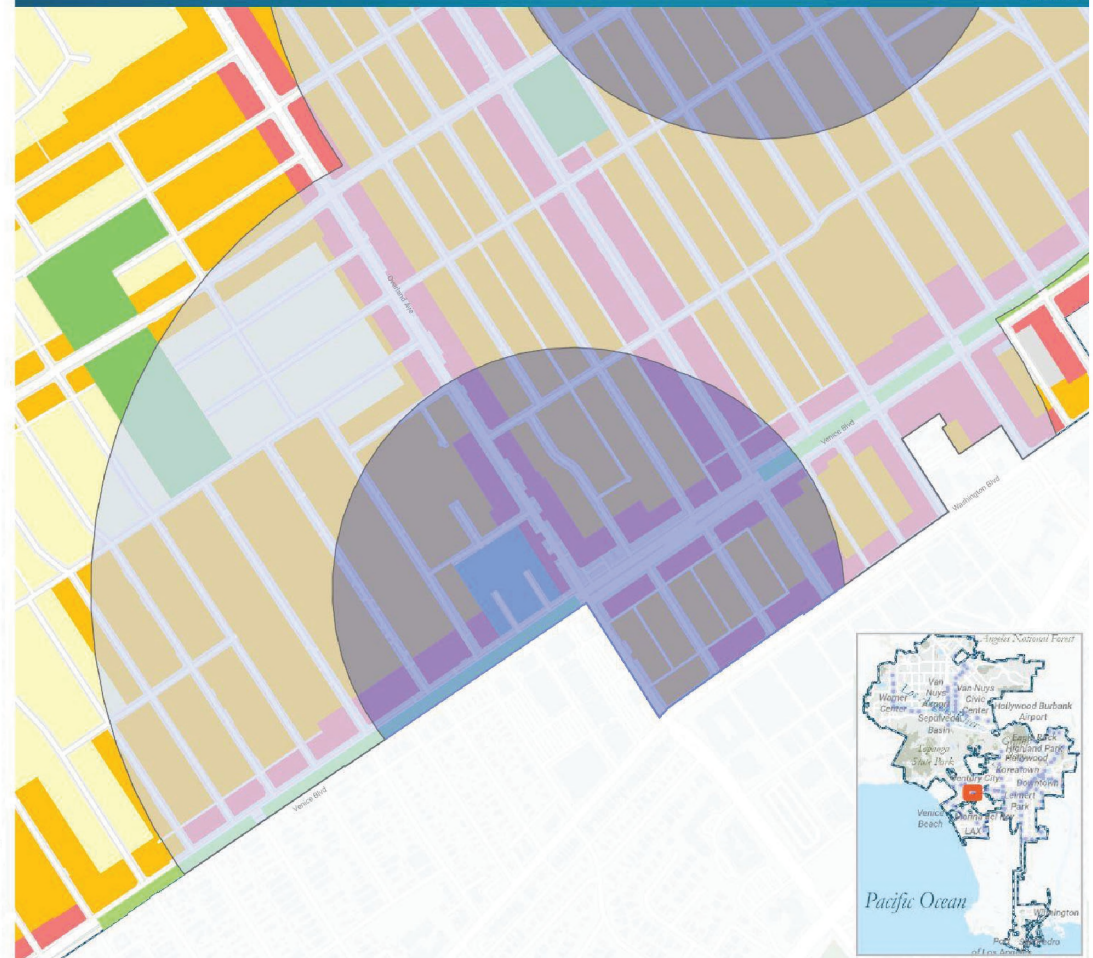
-  1/4 mile
-  1/2 mile
-  City Boundary

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.

Potential Venice/Overland TOD Zone with Zoning

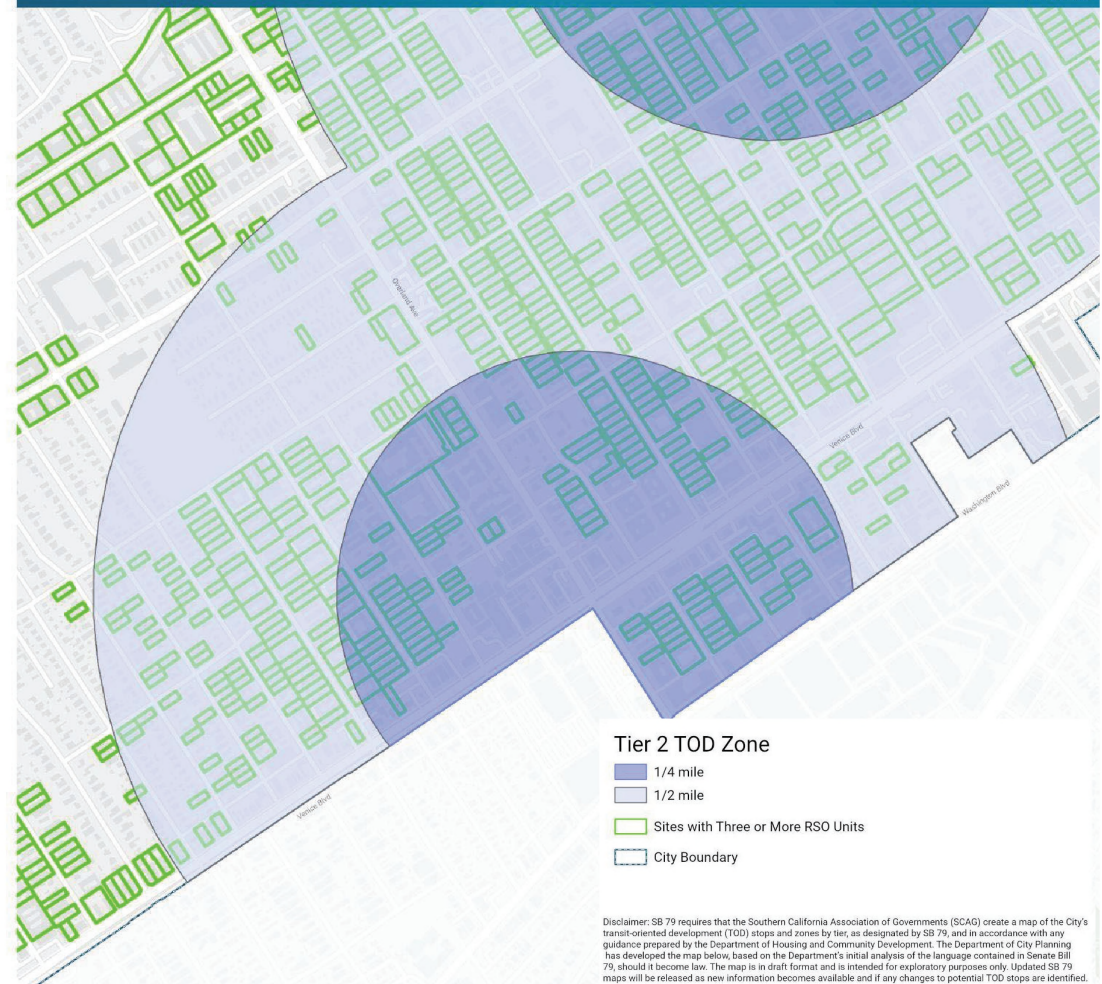


Case Study: Venice / Overland Potential TOD Zone

Sites with three or more RSO Units



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



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.

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.

	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	

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

- 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.

	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	