



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

Abundant and Affordable Homes Near Transit Act
Los Angeles City Council

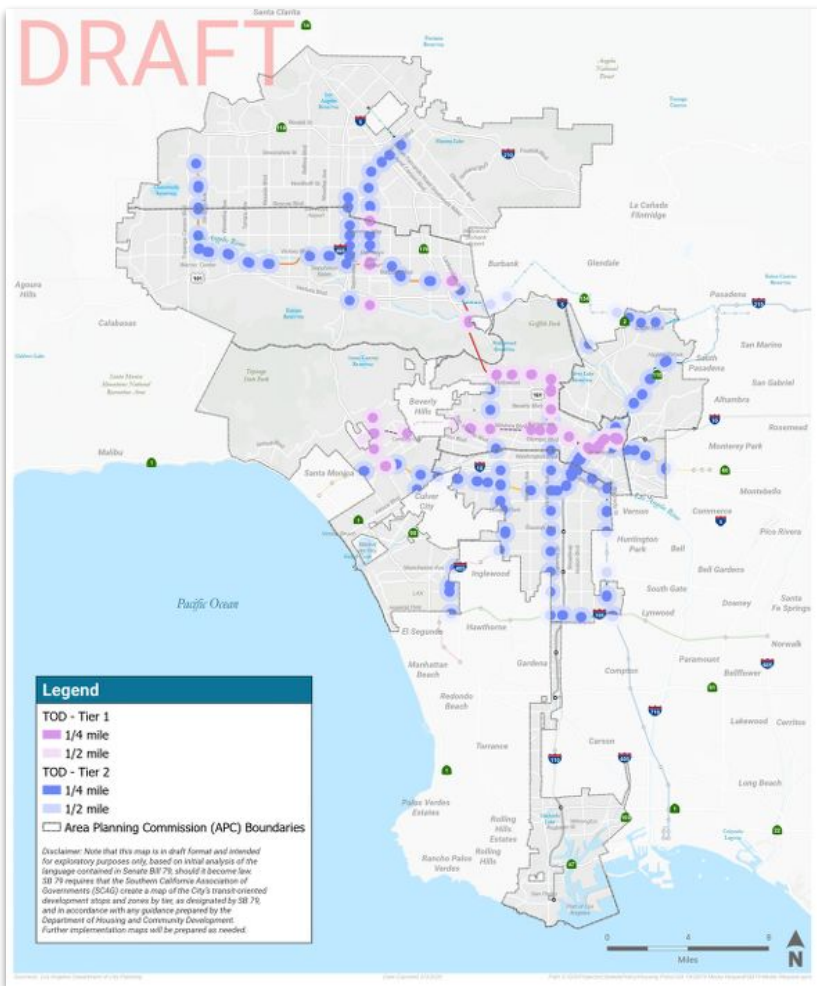
LOS ANGELES
CITY PLANNING

March 2026

Background

- Senate Bill (SB) 79, the Abundant and Affordable Homes Near Transit Act, 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**
- **Identifies two tiers of Transit Oriented Development (TOD) zones**
 - **Tier 1: Heavy Rail**
 - **Tier 2: Light Rail, BRT lines and High Quality Bus Service**





Potential Citywide Eligibility

- **Tier 1: Heavy Rail**
 - B (Red), D (Purple), Sepulveda Transit Corridor

- **Tier 2: Light Rail, BRT lines and Major Transit Stops on Bus Only Lanes**
 - A (Blue), C (Green), E (Gold), G (Orange), K Line, Vermont BRT, High Quality Bus Service

- **141 Eligible TOD Stops**

K Line Northern Extension

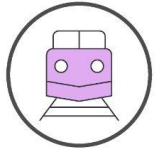
- The selection of a K-Line Northern Extension Locally Preferred Alternative will revise the local eligibility map and number of TOD Stops.
- Upon adoption of a Locally Preferred Alternative by the Metro Board, the line would become eligible for SB 79.
- Planning is working to incorporate the new alternative (provided in map shown in pink) in capacity and station analysis.



Metro Board Report (2025-0846), Attachment D - Map of Staff Recommendation for the San Vicente - Fairfax Alignment LPA

Within a Tier 1 TOD Stop

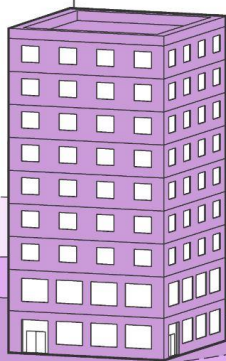
(Heavy Rail or Very High Frequency Commuter Stations)



Within 200 feet

Height: 95 ft (9 stories)

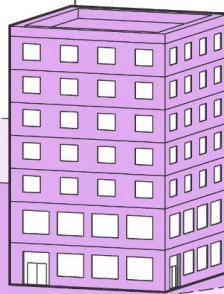
FAR: 4.5



Within ¼ mile

Height: 75 ft (7 stories)

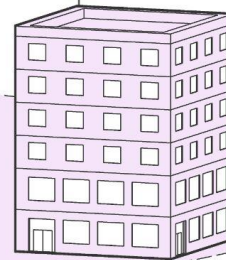
FAR: 3.5



Within ½ mile

Height: 65 ft (6 stories)

FAR: 3.0



Not to scale

Within a **Tier 2** TOD Stop

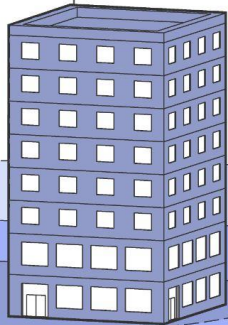
(Light Rail, High Frequency Commuter, High Quality Bus Service)



Within 200 feet

Height: 85 ft (8 stories)

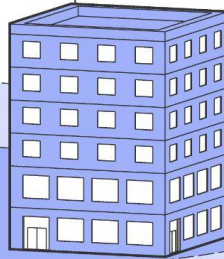
FAR: 4.0



Within ¼ mile

Height: 65 ft (6 stories)

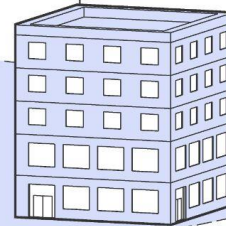
FAR: 3.0



Within ½ mile

Height: 55 ft (5 stories)

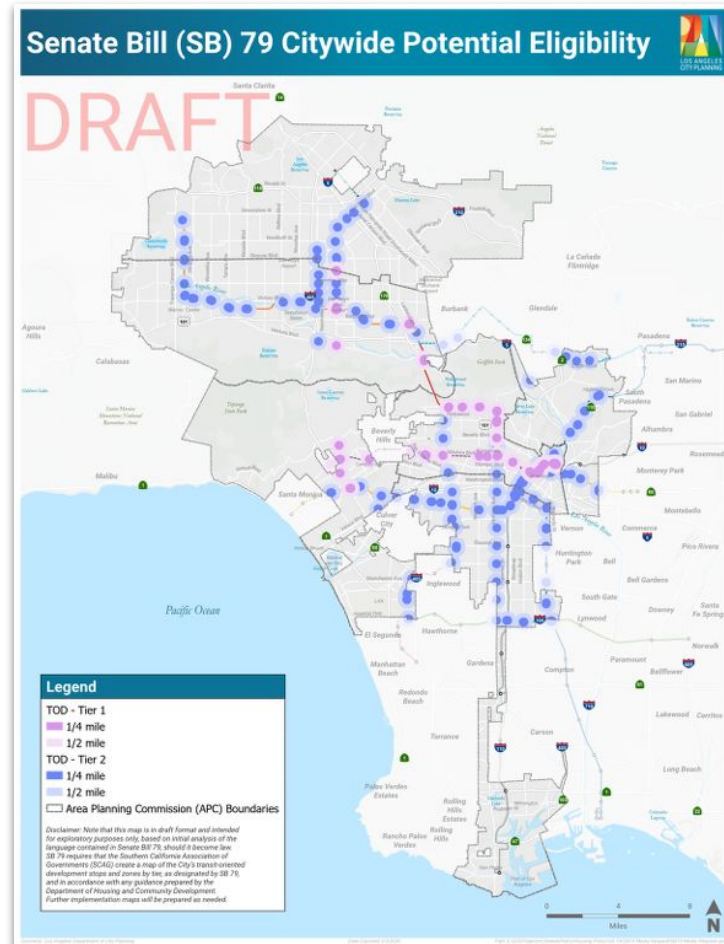
FAR: 2.5



Not to scale

Implementation Options

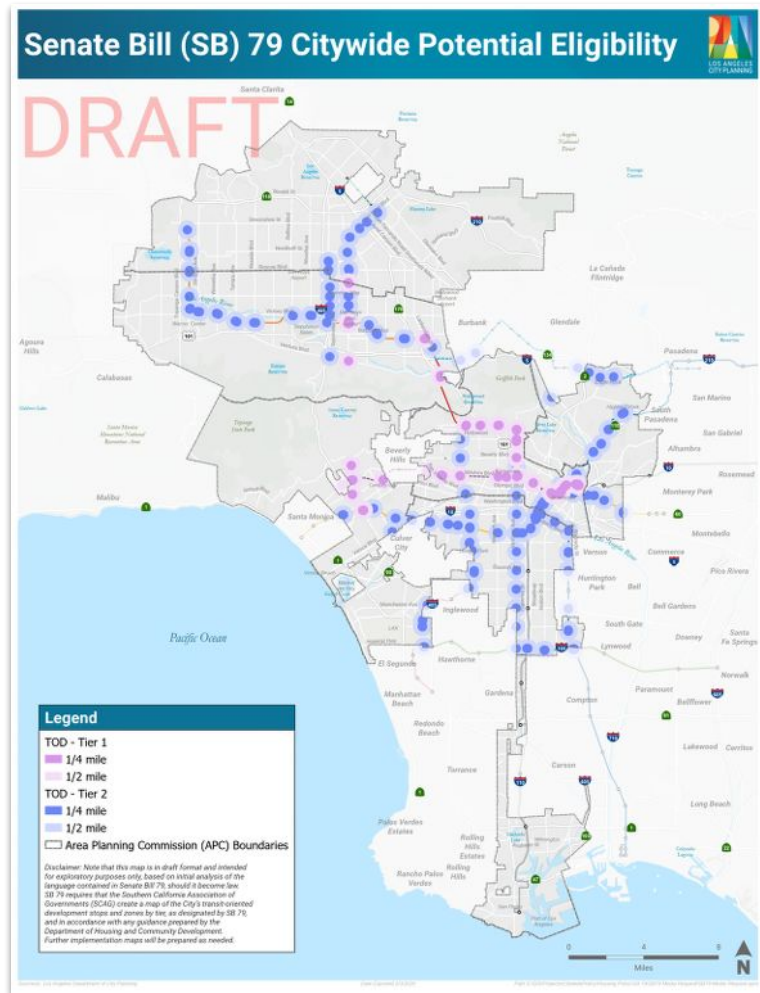
- **Approach A:** State SB 79 Implementation
- **Approach B:** Phase in Eligible Areas
 - Low Resource Areas and Sites
 - Stations and Sites meeting capacity minimums
 - Site Specific Criteria:
 - Very High Fire Hazard Severity Zones (VHFHSZ)
 - Local Historic Resources
 - Sea Level Rise Areas
 - Industrial 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.

Why a local approach?

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

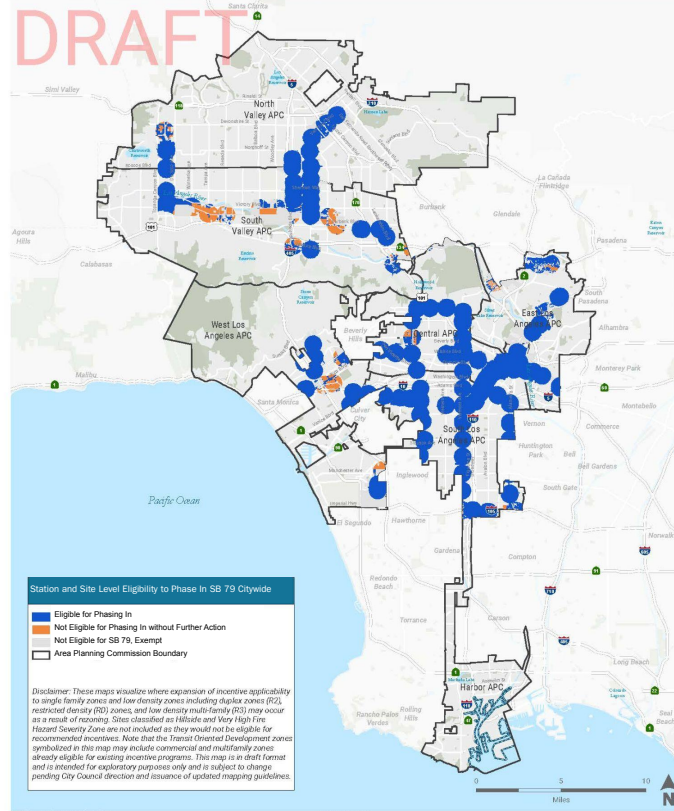


Modeling Results

Preliminary capacity modeling results: :

- Station level analysis found 18% of stations (25 stations) do not meet the capacity minimums for phasing but **82% of stations are eligible for phasing in.**
- Citywide **88% of sites are eligible for phasing in** and 12% of sites are not. (VHFHSZ, Local Historic resources, Low Resource, industrial hubs, existing capacity)

Station and Site Level Eligibility to Phase In SB 79 Citywide



By 2030

- 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.**

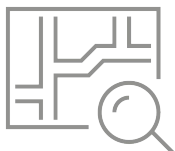
This means that today:



~ approx 1/3 of sites do not require rezoning



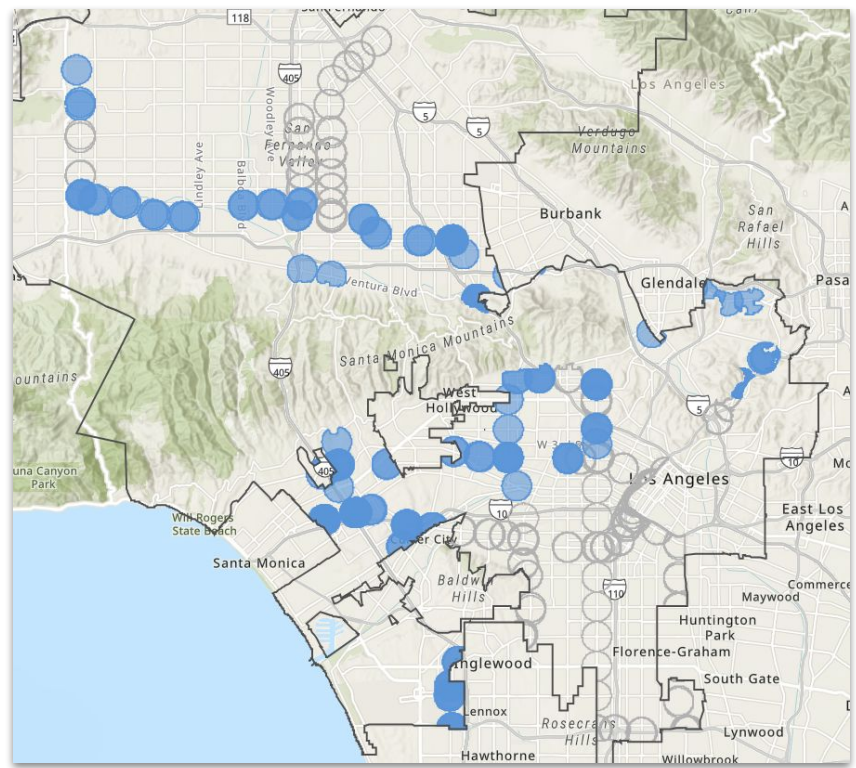
~ approx 1/3 can be rezoned now using Upzoning Option 1, 2, or 3



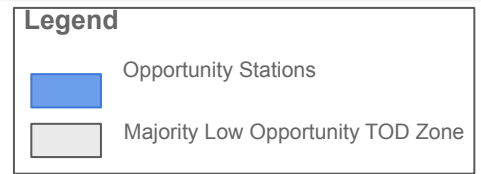
~ approx 1/3 may need to be rezoned in the future as part of a Local Alternative Plan

Options to Increase Capacity

- The **three options** increase capacity in SB 79 station areas comprised of majority Higher and Moderate Opportunity Areas, or Opportunity Stations (visualized in map shown)
- Responds to City Council’s direction to focus in higher opportunity areas (including areas eligible for future phasing in), in areas with high quality transit, including historic districts
- Options lean into the success of CHIP to achieve more affordability with the overall goal of increasing housing production in higher opportunity areas



Opportunity Stations



MIIIP Development Incentives

Options are proposed to be integrated into the Mixed Income Incentive Program (MIIIP).

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)*

MIIP Expansion to Low Density Sites

Option 1

- **Low Rise (2-4 stories)** throughout all SB 79 Opportunity Stations

Option 2

- **Mid Rise (5-8 stories)** in stations with existing light rail and heavy rail
- **Low Rise (2-4 stories)** planned routes, BRT, and bus lanes

Option 3

- **Mid Rise (5-8 stories)** in all SB 79 Opportunity Stations

MIIIP Expansion Options: Mapping

Option 1

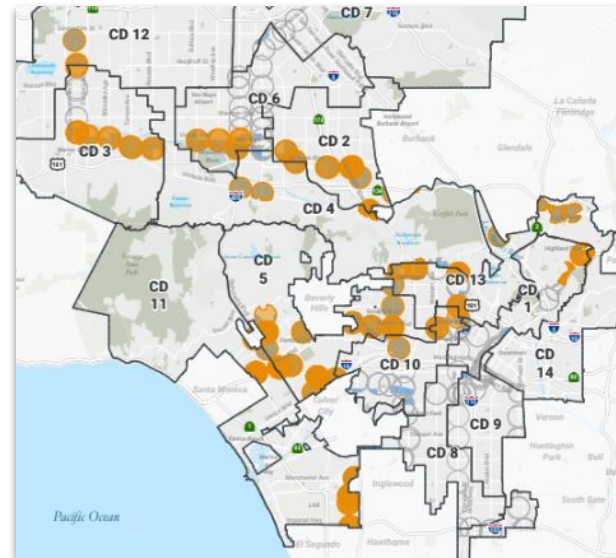
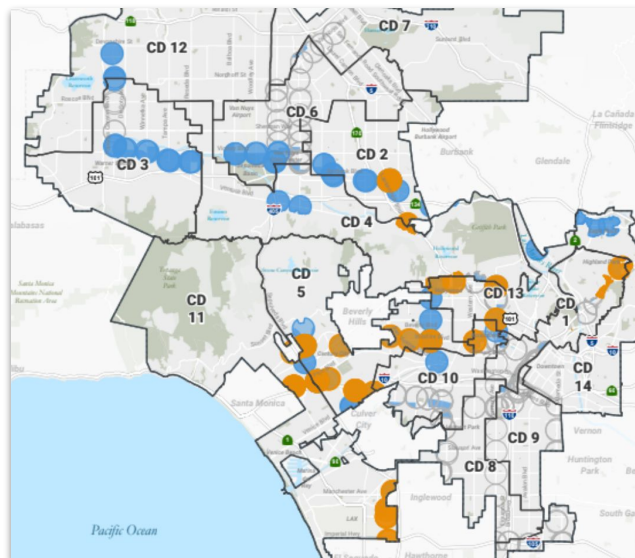
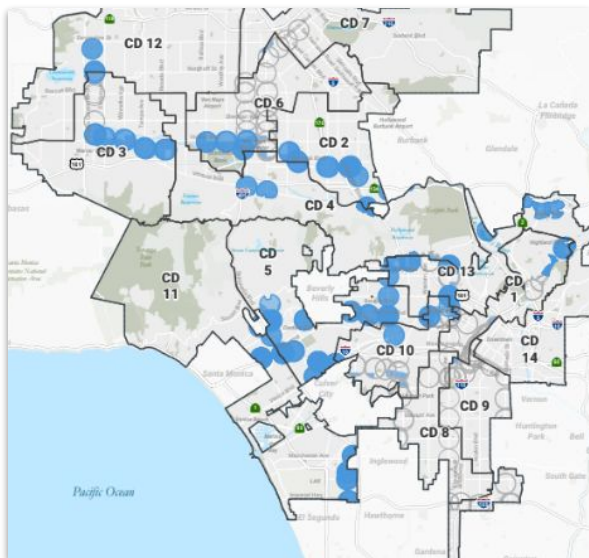
Low-Rise Multifamily Citywide

Option 2

Mix of Low-Rise and Mid-Rise Multifamily

Option 3

Mid-Rise Multifamily Citywide

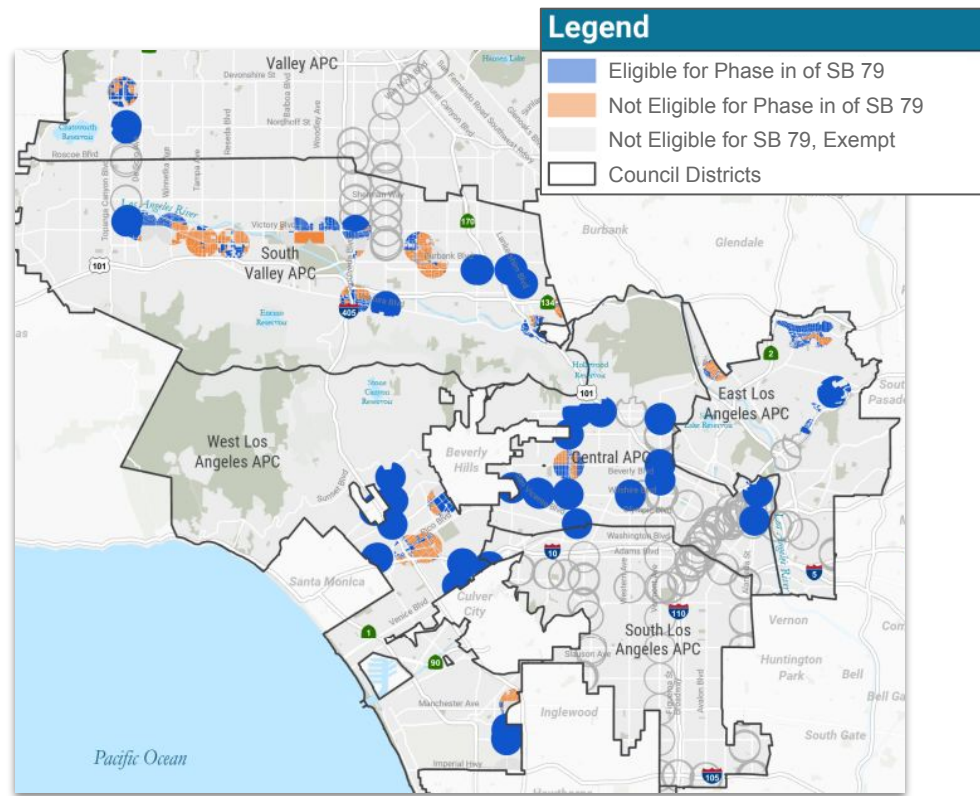


Note these maps highlight the areas where single-family and low density zones would be impacted by each option.

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

Potential Reductions to Options

- Excluding HPOZs from capacity increases
- Limiting rezoning only to sites ineligible for phased implementation (sites highlighted in orange in map shown)



Opportunity Station Sites in Options 1, 2, and 3 Ineligible for Phase in of SB 79

PLUM Committee Chair Report

Instruct the DCP: 1) In alignment with Approach C, to initiate a code amendment for Option 2 as described in the DCP report dated February 18, 2026, 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, but excluding HPOZs that were established before 2015 or are in lower opportunity areas; and

2) 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.

The vote resulted in two ayes and one no. Due to the lack of a majority vote, this matter moves forward to Council without recommendation and is now submitted for consideration.

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. The scene is overlaid with a gradient from orange on the left to blue on the right, suggesting a sunset or sunrise. In the background, there are rolling hills and mountains under a clear sky.

Anticipated Timeline

March 2026

- Continued modeling and refinement for existing Local Capacity compared to SB 79
- Presentation to City Council for Department Direction on Local Implementation

April 2026

- Initiation of Local Ordinances (potential)
- Completion of Capacity Modeling
- Preparation of Staff Report and Required Noticing

May - June 2026

- City Planning Commission Consideration
- City Council Consideration of Proposed Ordinances
- Form & Legality Review
- Final Adoption effective before July 1, 2026

Timeline could be impacted by:

- SCAG Map Availability & HCD Implementation Guidance

Option 1: Corridor Transition (CT) Expansion

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

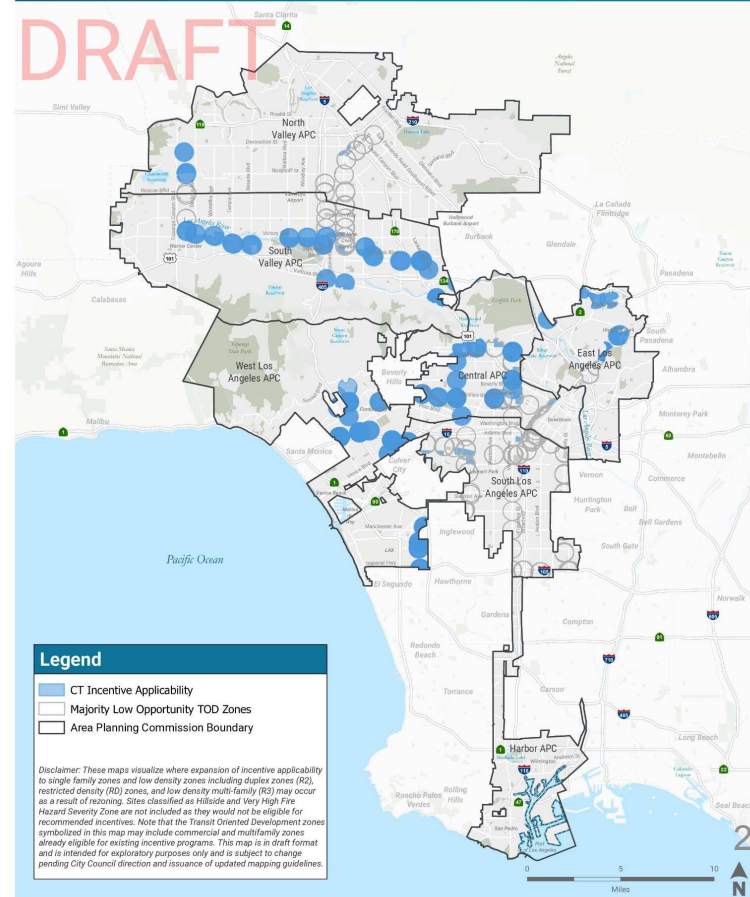
Built outcomes:
Low-Rise typologies near all Opportunity Stations

*Select sites not eligible to pause receive CT incentives

Option 1: Corridor Transition Incentive Area Applicability



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Option 2: TOIA Expansion Near Operational Transit

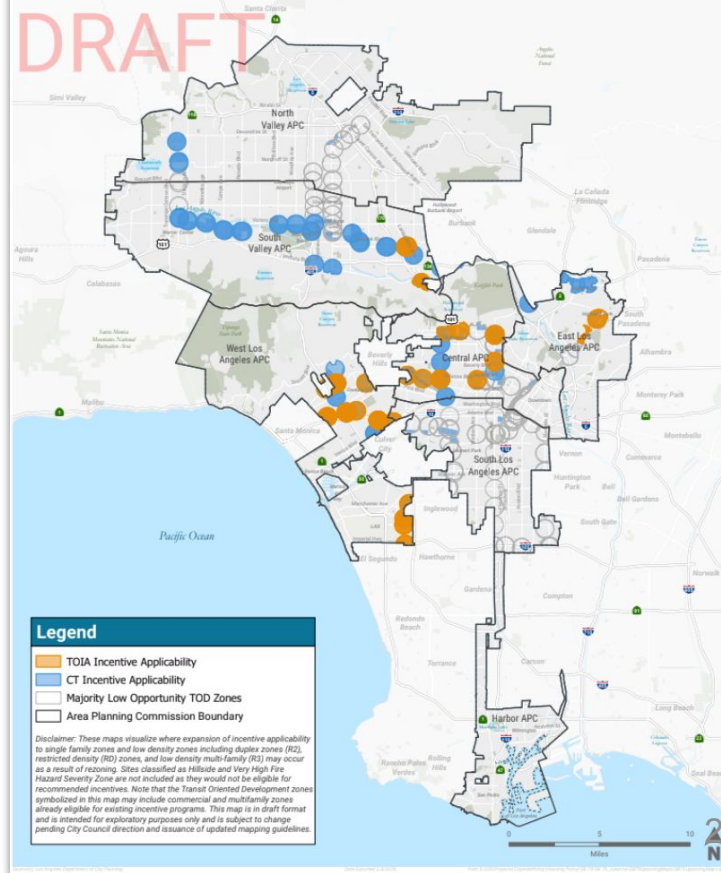
Transit Status Applicability	<ul style="list-style-type: none"> Existing Rail for TOIA Planned Rail, BRT, and bus for CT
Opportunity Station Applicability	<ul style="list-style-type: none"> 23 Opportunity Stations receive TOIA Incentives 32 Opportunity Stations receive CT incentives*
Density	Limited 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	55 Opportunity Stations receive TOIA Incentives*
Density	Limited by FAR
FAR	Up to 4.5:1
Height	7 stories max

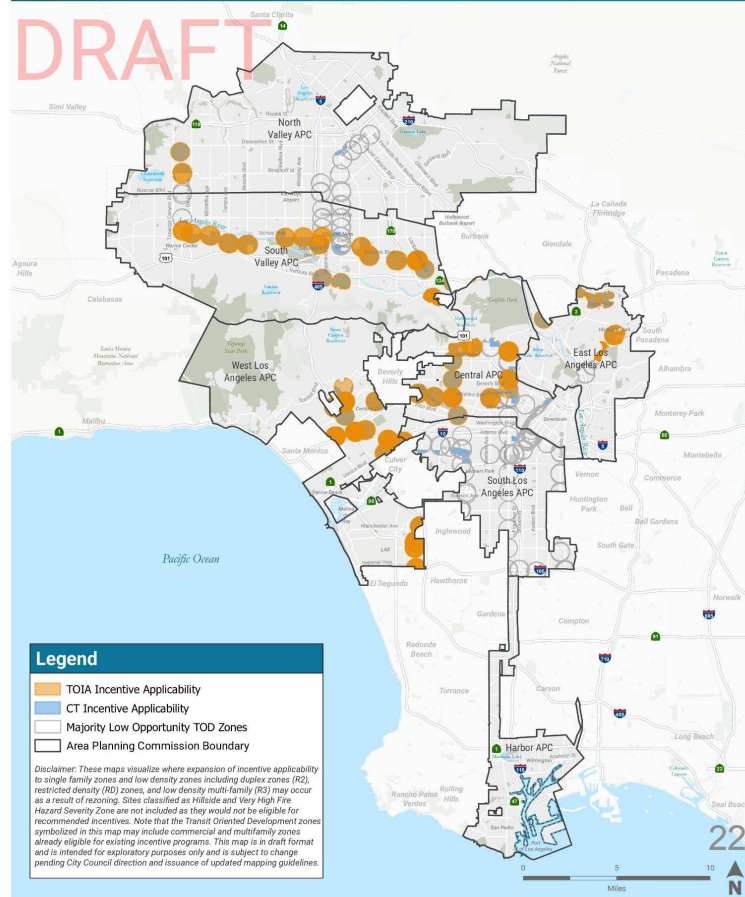
Built outcomes:
Multi-family, mid-rise podium style buildings near 55 stations

*Select sites not eligible for to pause receive CT incentives

Option 3: Corridor Transition and Transit Oriented Incentive Area Applicability

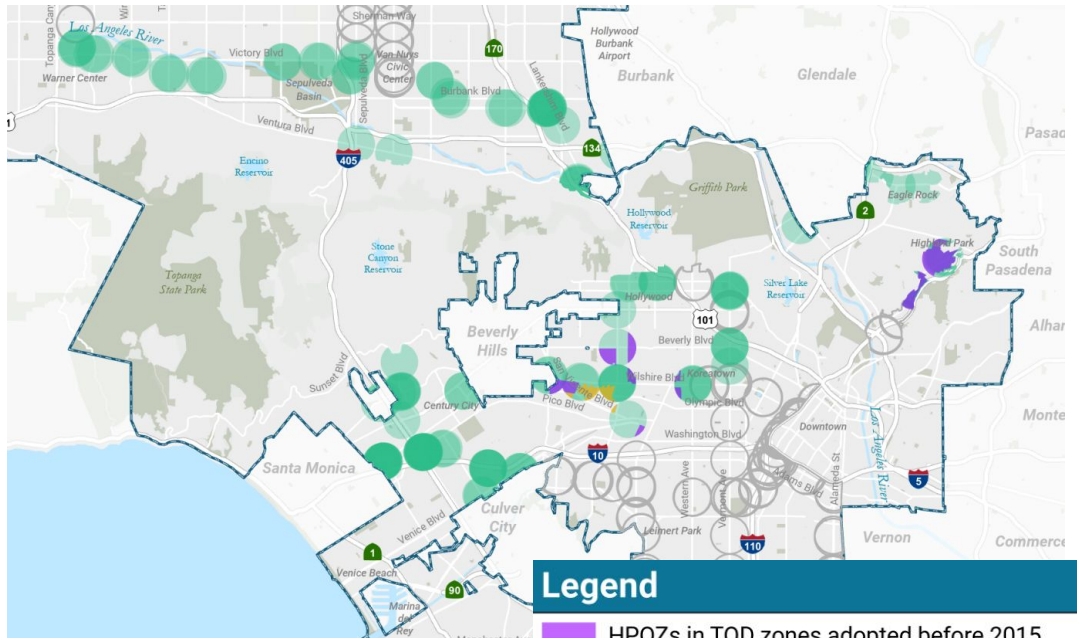


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HPOZ Removals

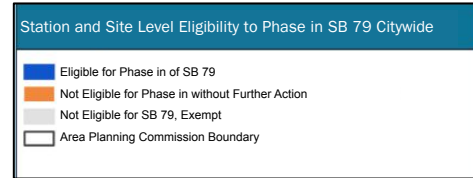
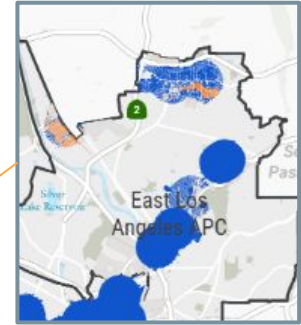
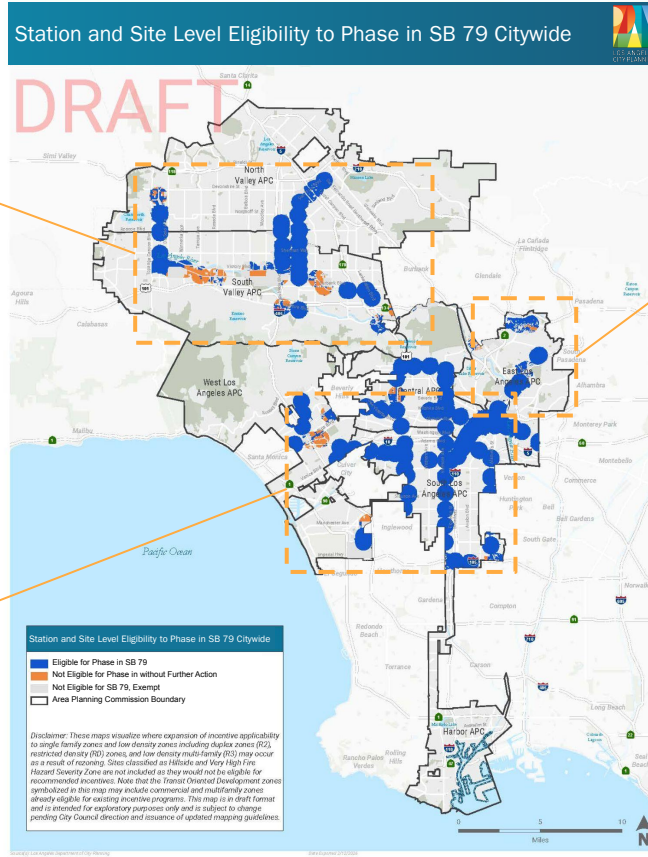
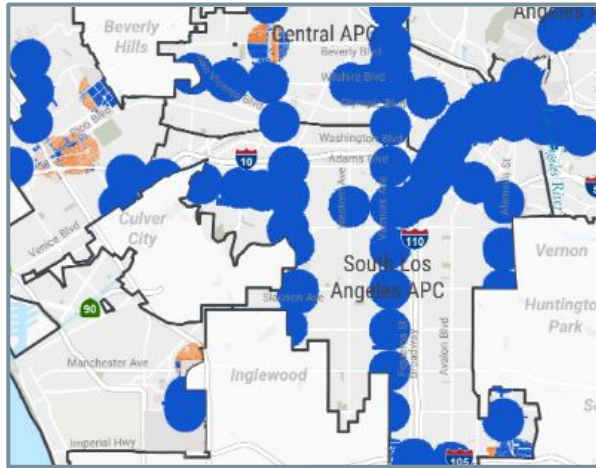
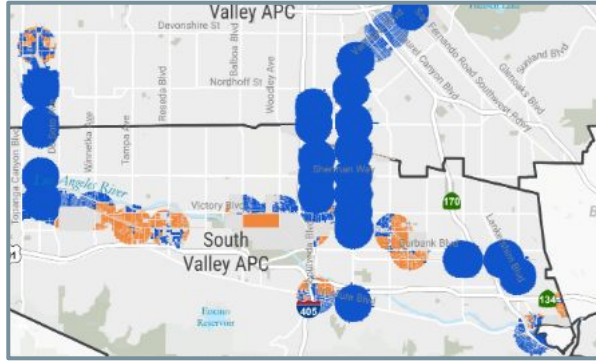
- PLUM Chair report dated Feb. 24 included instruction to remove HPOZs adopted pre-2015 and HPOZs in low resource neighborhoods from code amendments.
- 19 HPOZs intersect with TOD zones and proposed removal would exempt a total of 17 HPOZs from expanded MIIP eligibility.



Legend

- HPOZs in TOD zones adopted before 2015
- HPOZs in TOD zones adopted after 2015
- Opportunity Stations
- Majority Low Opportunity Stations

Stations and Sites Eligible for Phase in of SB 79



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.

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

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 phased effectuation, so non-hillside VHFHSZ could be removed from upzoning, if desired.

