

**DEPARTMENT OF
CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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**CITY OF LOS ANGELES
CALIFORNIA**



KAREN BASS
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

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November 13, 2025

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: Planning and Land Use Management Committee

Dear Honorable Members,

**REPORT AND RECOMMENDATIONS RELATIVE TO THE IMPACTS OF SENATE BILL (SB) 79
(CF 25-1083)**

I. 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).
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 report back on 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 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.

II. 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. On November 4, 2025, the City Council adopted a motion (CF 25-1083), as amended by the Planning and Land Use Management (PLUM) Committee on October 28, 2025, instructing various Departments to prepare reports, including a request for three reports from the Department of City Planning. The present report responds to the first instruction asking the Department of City Planning to describe key provisions of SB 79, local options for implementation, and resources needed by the Department of City Planning to effectuate the bill's requirements. A second report, due in January 2026, will respond to an instruction from City Council to provide an analysis of impacts on environmentally sensitive areas, results from capacity modeling, and recommended local implementation options. A third report, due 90 days from the adoption of the motion, asks the Department of City Planning to report back on the City's plan to meet its Regional Housing Needs Assessment (RHNA) and Affirmatively Further Fair Housing (AFFH) obligations within the context of SB 79.

This report provides an overview of the bill, summarizes several options for local implementation, discusses potential local impacts, and describes resources needed for the Department of City Planning to effectively administer the regulations contained in SB 79 for City Council's consideration based on initial analysis and preliminary interpretations of the bill. As local understanding of the bill is still evolving, implementation guidance and potential station mapping will be updated when new information becomes available from the California Department of Housing and Community Development (HCD) and the Southern California Association of Governments (SCAG).

III. BACKGROUND

SB 79 establishes new development standards within specified distances of "transit-oriented development (TOD) stops" (as defined in SB 79) on land zoned for residential, mixed, or commercial uses. Specifically, the bill provides guaranteed height, floor area ratio (FAR), and density standards

for multi-family housing to encourage five to nine story developments near transit, with development standards scaled based on a project site's proximity within a half-mile ($\frac{1}{2}$ mile) of an eligible TOD stop. Alongside offering additional development standards, the bill imposes affordability requirements for projects with more than 10 units; labor requirements for buildings over 85 feet; and restricts eligibility on industrial land, projects with hotels, and lots with more than two rent controlled units that have been occupied in the last seven years. The bill further limits applicability to "urban transit counties" that contain more than fifteen transit stations. As such, less transit rich counties like neighboring San Bernardino, Ventura, and Riverside Counties may be ineligible for the bill. Within Los Angeles County, the bill will apply to all eligible TOD Stops in July of 2026 except for unincorporated areas of the County, which have until the seventh Regional Housing Needs Assessment (RHNA) cycle (2029). Additionally, cities with populations of less than 35,000 are only subject to SB 79 development standards within a quarter mile ($\frac{1}{4}$ mile) of a TOD stop. In instances where Los Angeles shares a TOD stop with neighboring cities with populations under 35,000, including potentially Beverly Hills, West Hollywood, El Segundo, and San Fernando, the full $\frac{1}{2}$ mile buffer will be applicable in Los Angeles while the neighboring cities will receive a $\frac{1}{4}$ mile buffer.

SB 79 couples with existing state laws, by allowing eligible projects to be processed through a streamlined ministerial process established under SB 35 and SB 423 (California Government Code Section (GCS) 65913.4) and encouraging the use of State Density Bonus (GCS 65915) by offering additional incentives for relief from existing development standards. For projects not eligible for streamlined review, local procedures may continue to be implemented including specific plan review, overlay review, project review (formerly site plan review), and historic review.

The implementation of SB 79 requires coordination among local and state agencies to identify eligible sites and ensure local policies adopted to effectuate SB 79 are compliant with the bill's provisions. The bill requires Metropolitan Planning Organizations, the Southern California Association of Governments (SCAG) in the Los Angeles region, to create maps with eligible TOD stops. These maps will require input from local transit agencies like the Los Angeles County Metropolitan Transportation Authority (Metro), Big Blue Bus, and the Los Angeles Department of Transportation. HCD is required to produce standards for production of the SCAG map and for analyzing capacity by July 1st, 2026, the effective date of the bill. HCD is also granted review authority of any ordinances adopted to implement SB 79.

The bill offers four possible pathways for implementation, giving jurisdictions a choice on how to locally implement the bill including:

- Approach A: State SB 79 Implementation
- Approach B: Delayed Effectuation For Eligible Areas
- Approach C: Delayed Effectuation + New Upzoning Ordinance to Increase Capacity and Expand Eligibility to Delay
- Approach D: Local TOD Alternative Plan

As the bill will become effective July 1, 2026, jurisdictions can choose to implement the state version of the bill (Approach A), adopt an ordinance to delay effectuation in eligible areas until one year

following the adoption of the next Housing Element (approximately 2030 for Los Angeles) (Approach B), adopt upzoning ordinances alongside a delayed effectuation ordinance to delay effectuation in more areas (Approach C), and/or develop a local version of SB 79 known as a local TOD alternative plan (Alt Plan) (Approach D). Delayed effectuation is permitted in TOD Stations that already have significant housing capacity, low resource areas as defined by the Opportunity Map tool created by HCD and the Tax Credit Allocation Committee (TCAC), and on individual sites which already have significant housing potential. Sites are also eligible for delayed effectuation if they are more than one mile walking distance from the station, comprise an industrial employment hub, are in a Very High Fire Hazard Severity Zone (VHFHSZ), are a locally designated historic resource, or are located in a one foot Sea Level Rise (SLR) area. More information about delayed effectuation is available on page 12.

Cities also have the option to adopt local Alt Plans by ordinance, specific plan, overlay, or General Plan update without California Environmental Quality Act (CEQA) review and may include local housing incentive programs. Local Alt Plans can revise the zoning requirements and development standards allowed by the bill for individual sites within a TOD zone, provided there is no citywide reduction in net capacity in all TOD zones. The bill limits the city's ability to reduce capacity established by SB 79 at the station and individual site level except for limited exemptions on sensitive sites. Except for the limited sites in sensitive areas, Alt Plans would apply to the entire TOD zone and would be required to upzone single family and low density residential sites. More information about Alt Plans is available on page 14. Implementing either delayed effectuation or a local Alt Plan would require a legislative action by City Council and review by HCD. Prior to adoption of an ordinance, site, station, and citywide analysis is required. Overall, delayed effectuation provisions are limited and may not be available to every TOD zone, while local alternative plan requirements are more restrictive and will require upzoning in most TOD zones, particularly in higher and moderate opportunity areas.

IV. KEY REQUIREMENTS AND PROVISIONS

New Transit-Oriented Development Tiers

SB 79 establishes a new definition for “transit-oriented development stop” by building upon the existing term in state law for major transit stop (MTS¹) and specifying additional eligible types of transit stops, including stops on routes with preferred alternatives, stops on routes identified in Metro’s Regional Transportation Improvement Plan (RTIP) (created to identify funding priorities for the State Transportation Improvement Program), and certain planned stops that were not identified in the applicable regional transportation plan on or before January 1, 2026 (SCAG’s Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (GCS 65912.156(p))). Two tiers of TOD stops are defined in the bill to differentiate between stops served by different types of high frequency rail transit, including commuter rail and light rail, and bus service (summarized in Table 1 below) (GCS 65912.156). After January 1, 2026, the only type of planned stop eligible for the bill would be TOD Tier 1 stops.

¹ As defined pursuant to Section 21064.3 of the Public Resources Code.

Table 1: Senate Bill 79 Transit Tiers

Transit-Oriented Development Stop Tier	Transit Type
Tier 1 33 potential stations	<ul style="list-style-type: none"> • Heavy Rail Transit • Very High Frequency Commuter Rail (at least 72 trips per day)
Tier 2 117 potential stations	<ul style="list-style-type: none"> • Light Rail Transit • High Frequency Commuter Rail (at least 48 trips per day) • Bus Rapid Transit (BRT) Stations² • Bus Service with full time dedicated lanes, 15-minute headways, and which qualify as a Major Transit Stop.

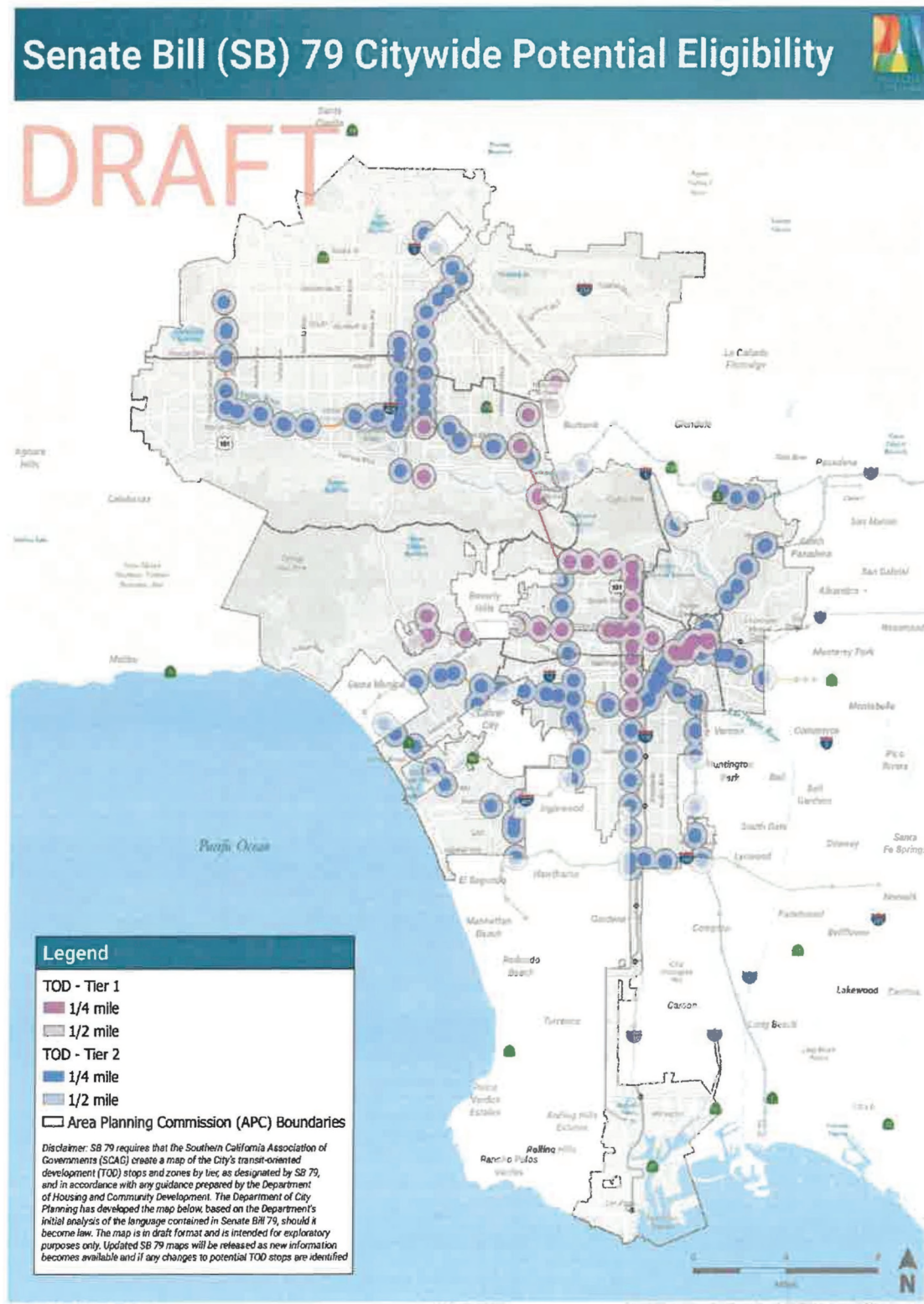
Each of the two tiers has an associated ½ mile and ¼ mile buffer where applicable incentives are scaled based on the distance from and tier-type of an eligible TOD stop (GCS 65912.157(a)). Heavy Rail Transit and Very High Frequency Commuter Rail qualify as Tier 1 TOD stops. In the City, stops along Metro B and D lines may qualify as Tier 1 TOD stops. Light Rail Transit and High Frequency Commuter Rail qualify as Tier 2 TOD stops. Tier 2 eligibility also includes Bus Rapid Transit (BRT) bus stops as well as bus stops served by full-time dedicated bus lanes or operation in a separate dedicated right-of-way, with 15-minute peak period headways, that also meet the definition of a MTS. Locally, Metro A, C, E, K, and G lines may qualify as Tier 2. Initial department mapping analysis includes the Metro G Line BRT and planned BRT routes along Lincoln Blvd and Vermont Ave and the NoHo to Pasadena BRT as Tier 2 TOD stops. The Metro J Line was not included due to not having full-time dedicated bus lanes. Additional mapping analysis has identified potentially eligible bus stops located along full time bus lanes, with 15-minute headways and which qualify as a MTS; these include Sepulveda Boulevard, Venice Boulevard, and Figueroa Street.

The Department of City Planning has released a draft map based on initial bill analysis (contained in Map 1 of this report) visualizing potentially eligible TOD stops citywide. However, the bill authorizes SCAG, as the region's metropolitan planning organization, to create the map of designated TOD stops and zones within the region by tier (GCS 65912.160(f)). In August 2025, the Department released preliminary maps³ identifying approximately 150 potential TOD zones within the City. The Department of City Planning is actively working through interpretations pertaining to the eligibility of planned transit routes identified in the RTP/SCS and RTIP and will continue to update maps as guidance from HCD and SCAG becomes available.

² Consistent with Public Resources Code Section 21060.2

³ <https://storymaps.arcgis.com/stories/480791d9b665485ea798986dcad61e86>

Map 1: Draft TOD Station Citywide Potential Eligibility



TOD Development Standards

In conjunction with the new transit stop definitions, SB 79 establishes new base development standards, summarized in Table 2 below, for eligible housing development projects with five or more units (GCS 65912.157). Specifically, the bill assigns density, floor area ratio (FAR), and height to sites within a ¼ mile or ½ mile from eligible transit stops. Projects located within a ¼ mile buffer from a transit stop are eligible for more permissive development standards. The bill also includes an “adjacency intensifier” which allows an additional bonus of density, FAR, and height for sites located within 200 feet of any pedestrian access point of a TOD stop, as defined in the bill. These development standards will be available for all eligible projects, including sites with more restrictive zoning like single-family and low density zones as well as sites located in Specific Plans and other overlays.

Cities are limited from imposing local development standards that would physically preclude a project from achieving the FARs granted by the bill. In effect, this means that eligible projects may be able to receive waivers of development standards from the Zoning Code or applicable overlay that otherwise would prevent them from achieving the FARs of the bill. This could include requests for relief from standards like transitional height, lot coverage, and setbacks. Additionally, beginning on January 1, 2027, denial of a project eligible for SB 79 development standards described and located in a high resource area would be considered in violation of the Housing Accountability Act, unless substantial evidence demonstrates that there is a health, life, or safety reason for denying the project (GCS 65912.157(m)). Lastly, projects taking advantage of height limits greater than 85 feet must comply with the labor standards described in GCS 65913.4(a), including paying a prevailing wage and the use of a skilled and trained workforce.

Table 2: Summary of SB 79 Development Standards

	Transit-Oriented Development Stop Tier 1			Transit-Oriented Development Stop Tier 2		
Tier	Within 200 ft	¼ Mile	½ Mile	Within 200 ft	¼ Mile	½ Mile
Height⁴ (feet)	95 (9 stories)	75 (7 stories)	65 (6 stories)	85 (8 stories)	65 (6 stories)	55 (5 stories)
Density (dwelling units/acre)	160	120	100	140	100	80
Minimum Lot Area per Dwelling Unit Density Equivalency (square feet)	272	363	436	311	436	545
Floor Area Ratio (FAR)	4.5	3.5	3	4	3	2.5

Relationship to State Density Bonus Law

SB 79 development standards may be used in conjunction with State Density Bonus Law (GCS 65915) or local State Density Bonus Programs to receive additional density and incentives. The Citywide Housing Incentive Program (CHIP) Ordinance (Ordinance Nos. 188,477 and 188,478) serves as the city's local implementation of State Density Bonus Law, and thus SB 79 incentives may be stacked with CHIP Ordinance incentives. While SB 79, without delayed effectuation or a local Alt Plan in place, is stackable with state density bonus incentives, cities are not required to grant a waiver or incentive for additional height beyond what is given in the bill except for One Hundred Percent Affordable Housing Projects. Projects that opt to utilize SB 79 in conjunction with State Density Bonus Law may access additional incentives on top of the incentives in the program (summarized in Table 3 below). The total number of incentives available will vary based on the CHIP program utilized, with the highest number of incentives available in the Affordable Housing Incentive Program (AHIP⁵). Projects requesting additional incentives must also meet a minimum density requirement, ranging from 60 to 90 dwelling units per acre depending on their tier eligibility; this equates to approximately 9 - 14 units on a 6,500 square-foot lot. See Table 4 below for the minimum density by tier category.

⁴ The height in stories provided is approximate based on overall height allowed.

⁵ LAMC Section 12.22 A.39 of Chapter 1 and Section 9.2.2 of Chapter 1A

Table 3: Additional Incentives by Affordability Income Category using Los Angeles Municipal Code (LAMC) Section 12.22 A.37 (State Density Bonus Program)

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

Table 4: Minimum Density Required by Tier to Receive Additional Incentives

	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

As SB 79 effectively increases base density for eligible projects in residential zones citywide, zones previously ineligible for density bonus incentives (i.e., R1, R2) will be able to propose projects that stack SB 79 development standards with CHIP provided they are eligible for the specific program. Single-family zoned sites are not eligible for the Mixed Income Incentive Program (MIIP⁶) and have limited eligibility in AHIP. If the city pursues a local implementation option, stacking provisions may be postponed or limited in an Alt Plan. The requirements associated with these local options are described in more detail in Section V of this report.

Tenant Protections

SB 79 aims to protect tenants and mitigate displacement by requiring compliance with local ordinances containing demolition and anti-displacement standards (GCS 65912.157(g)). This requires SB 79 projects to comply with the adopted Resident Protections Ordinance (RPO) (Ordinance Nos. 188,481 and 188,482). The bill also excludes from eligibility sites with more than

⁶ LAMC Section 12.22 A.38 of Chapter 1 and Sections 9.2.3, 9.2.4, and 9.2.5 of Chapter 1A

two units subject to any form of rent or price control, including units subject to the City's Rent Stabilization Ordinance (RSO) that have been occupied or demolished within the last seven years (GCS 65912.157(h)). The Department of City Planning is working with the Los Angeles Housing Department and HCD to determine if this would be inclusive of units subject to price control through the Tenant Protection Act of 2019 (AB 1482) (units contained in buildings with a Certificate of Occupancy from at least fifteen years ago).

For projects proposing the demolition of existing housing units, SB 79 also requires compliance with the anti-displacement requirements of Section 66300.6 (Housing Crisis Act of 2019) (GCS 65912.158(j)). This section is consistent with the Resident Protections Ordinance and requires that there be no net loss of dwelling units, that existing residents must be allowed to occupy their units until six months before the start of construction, and requires notification six months prior to when occupants have to vacate. If demolition does not proceed and the building returns to the rental market, then occupants must be allowed to return at their prior rental rate. If development does proceed, lower income households will receive relocation assistance and have the right of first refusal for comparable units in the new housing development. These requirements are consistent with those recently codified in the RPO.

Procedures

SB 79 allows eligible projects to receive the development standards provided in the bill by-right, but does not supersede existing local processes for the review of projects unless used in conjunction with other state streamlining. Procedures required by Specific Plans or other overlays, including Historic Preservation Overlay Zones (HPOZs), will still apply. Projects proposed per SB 79 may opt to use streamlined ministerial approval pursuant to GCS Section 65913.4 (SB 35/SB 423) (GCS 65912.159(a)). Streamlined approval would subject a project to the other requirements of SB 35/423, including affordability, labor requirements, and streamlining prohibitions in environmentally sensitive areas including Very High Fire Hazard Severity Zones, flood hazard areas, and earthquake fault zones. Projects may also be eligible for ministerial review when used in conjunction with the Housing Element Sites and Minimum Density Ordinance,⁷ or the proposed Affordable Housing Streamlining Ordinance. Project processing guidance will be prepared, as needed, by the Department of City Planning.

Transit Agencies

The bill contains provisions for housing or mixed-use projects located on land owned by a transit agency (GCS 65912.158). These types of projects must be at least 50% residential and provide at least 20% of units as affordable for lower income households. Transit agency projects must also comply with the labor standards of GCS 65913.4 (SB 35/SB 423) and anti-displacement requirements of GCS 66300.6 and the RPO. SB 79 authorizes a transit agency's board of directors (i.e., Metro's Board of Directors) to adopt TOD zoning standards by resolution for land owned by the transit agency subject to CEQA review. These zoning standards may establish requirements for density, height, FAR, and allowed uses, however the density standards may not be lower than those

⁷ LAMC Section 16.70 of Chapter 1 and Section 9.2.6. of Chapter 1A

established by the bill nor greater than 200% of the density allowed by the bill. Procedures for establishing TOD zoning standards are included in SB 79 and require that a public hearing be held by a transit agency's board of directors or the Metro Board in Los Angeles. If zoning adopted by a transit agency is inconsistent with local zoning, then cities may adopt an ordinance to conform to the TOD zoning standards. The Department of City Planning is currently working on a report related to CF 25-0928 (Housing Initiatives) that will provide an analysis of barriers to housing development for local public sector agencies including Metro. This analysis may include further research on the utilization of GCS 65912.158 by Los Angeles Metro on land that they intend to use for housing and mixed-use development.

Department of Housing and Community Development (HCD) Authority

SB 79 authorizes and requires HCD to issue guidance on the bill for cities and agencies implementing SB 79 by July 1st, 2026. The Department of City Planning anticipates that resources from HCD will assist with clarifying the bill's definitions, calculating capacity, and determining TOD station eligibility. The bill also outlines the parameters of HCD review for local implementation. Delayed effectuation ordinances, Alt Plan ordinances, and ordinances adopted to codify SB 79 overall are subject to review and approval by HCD. Cities seeking to adopt ordinances subject to HCD review must comply with the following time frames at different points in the adoption process:

- 14 days prior to adoption - draft submitted to HCD
- 60 days after adoption - final ordinance must be submitted to HCD
- 90 days - time HCD has to review final ordinance after submission
- 30 days - additional time HCD may request to review final ordinance

The above time periods give HCD a total review period of up to 120 days to review a final ordinance after its adoption. With a July 1st, 2026 effective date for the bill, cities would need to adopt and submit a local implementation ordinance to HCD by March 2026 to comply with the 120 day review timeline. As HCD is not required to produce implementation guidance until the bill's effective date, local ordinances would need to be adopted prior to the finalization of guidance in order to meet this statutory review timeline ahead of the bill's effective date. If at any time HCD determines that an ordinance does not comply with the provisions of the bill, then cities have 60 days to respond by either amending the ordinance or providing findings that explain the enacted ordinance's compliance with the bill.

V. LOCAL IMPLEMENTATION OPTIONS

SB 79 provides cities several pathways for local implementation including implementing the full scope of the bill (State SB 79 Implementation), delaying effectuation for certain areas (Delayed Effectuation), or administering the bill through a local SB 79 Alternative Plan (Alt Plan). Each option, described in more detail below, gives cities different methods for allocating the capacity created by the bill at a site, station, and citywide level. Each option is also specifically regulated by SB 79 language, limiting the amount and range of local flexibility. Local options effectuated through an ordinance can be adopted without CEQA review. These options are also not exclusive and may be employed at different points in the next five years. Local implementation options may provide some

level of limited flexibility to facilitate affordable housing production in a manner that is aligned to some degree with local policy goals and AFFH objectives. As SB 79 impacts almost every Community Plan Area in the city, careful consideration is necessary to determine which implementation pathway, or combination of, purposefully advances local housing goals.

Approach A: State SB 79 Implementation

The first option available to cities is to take no action and implement the bill in its entirety on July 1, 2026, providing eligible sites access to the bill's development standards. Direct implementation of the bill would permit projects to receive all incentives described in this report and to be used in combination with GCS 65915 for additional density and incentives. This option can be utilized citywide, at a specific station, or on certain sites.

While not required, the law further permits cities to adopt an ordinance to codify SB 79 development standards for the design of SB 79 projects. Adoption of a State SB 79 implementation ordinance with design standards requires HCD review but is not subject to CEQA. Separate from a delayed effectuation ordinance or Alt Plan, the bill permits two types of sites to be exempt from the bill by ordinance. This could be independent from or in conjunction with any other type of SB 79 implementation ordinance. Cities may exempt sites that are more than a one-mile walking distance from a TOD stop, and for cities with at least 15 TOD stops, designated "industrial employment hubs" may be exempted.

Approach B: Delayed Effectuation For Eligible Areas

The second local implementation pathway is delaying effectuation for those limited areas authorized by SB 79. SB 79 includes provisions that allow cities to temporarily exempt individual sites and TOD stops meeting certain criteria identified in the bill, effectively "delaying effectuation". The delay is intended to give cities which have significant local housing capacity, sensitive areas, and low resource communities time to prepare local Alt Plans. Cities may delay effectuation on these sites up until one year following the adoption of the seventh cycle of the Housing Element, which would be approximately 2030 for the City of Los Angeles. During delayed effectuation or at the expiration of the delay a city may adopt a local Alt Plan (GCS 65912.161(b)) to codify the SB 79 development standards. Establishing delayed effectuation requires the preparation of a model to analyze local development potential compared to SB 79; the adoption of a delayed effectuation ordinance; and HCD review of the model and ordinance.

Sites, low resource areas, and TOD stations may be eligible for delayed effectuation if they meet any of the following criteria:

- At a TOD zone level, delayed effectuation may be available when:
 - $\frac{1}{3}$ (33%) of the sites in a TOD zone currently allow at least 50% of the density and FAR granted by the bill, and
 - All sites in the TOD zone cumulatively allow for at least 75% of the aggregate density allowed

TOD zones in high opportunity areas of the city with high concentrations of low density zoning (e.g. R1, RD zones) are less likely to be eligible for delayed effectuation under this standard with today's zoning.

- At a site level, delayed effectuation may be available when sites meet any of the following:
 - Permit at least 50% the density and FAR granted by the bill
 - Are in Very High Fire Hazard Severity Zones (VHFHSZ)
 - Are in areas vulnerable to one foot of sea level rise
 - Contain historic resources designated before January 1, 2025 on a local register, including HPOZs and Historic-Cultural Monuments (HCM)
 - Are at least one-mile walking distance from the TOD stop
 - Are designated as an industrial employment hub as defined in the bill⁸
- In areas designated as "low resource" in the most recently adopted opportunity area maps published by the California Tax Credit Allocation Committee (TCAC), the following delays may be available:
 - At a citywide level, sites in TOD zones designated as "low resource" may be delayed if the City cumulatively allows for at least 50% of the density and floor area granted by the bill across all TOD zones
 - At a station level, sites within a TOD zone that is primarily comprised of sites designated as "low resource" and the TOD zone cumulatively allows at least 40% of the density allowed by the bill

The above exemptions offer the City some degree of flexibility in delaying the effectuation of SB 79 in eligible areas, provided one of the delayed effectuation criteria is met. At the same time, identifying sites eligible for delayed effectuation necessitates comprehensive site-level and station-level analysis. The complexity of analysis required for each criteria listed above will vary. Site-level analysis for sites located in VHFHSZs, sea level rise areas, and with local historic resources can be conducted using available data sources. However, station level capacity criteria and low opportunity area criteria will require more complex analysis and time to determine eligibility.

Approach C: Delayed Effectuation + New Upzoning Ordinance to Increase Capacity and Expand Eligibility to Delay

TOD stops and sites that do not meet any of the above exemption criteria will remain eligible for the bill's development standards and incentives, unless the city upzones to create additional capacity thereby meeting eligibility for delayed effectuation (or adopts a local Alt Plan, discussed further below). Active work efforts could assist in delaying effectuation, provided such efforts are completed ahead of the July 2026 effective date of the bill. However, modifying these work programs to meet SB 79 requirements is likely infeasible under the current SB 79 timelines, which require an ordinance

⁸ Paragraph (2) of subdivision (e) of GCS 65912.160 defines an industrial employment hub as a contiguous area of at least 250 acres dedicated to industrial uses and designated as such in the local jurisdiction's general plan as of January 1, 2025.

to be produced by March 2026. The city could also initiate an independent code amendment in conjunction with a delayed effectuation ordinance to increase the number of sites eligible for delayed implementation. This potential code amendment would include targeted density, height and floor area increases (upzoning) on single family and low density zoned sites that do not presently meet the delayed effectuation criteria described above, to facilitate delayed effectuation. While further analysis is needed to determine which stations are eligible for delayed effectuation and which are not, a code amendment upzoning single family parcels, particularly in higher and moderate opportunity areas where sites are likely not able to meet delayed effectuation criteria in the bill, could assist in establishing a citywide delay in effectuation. Note that any code amendment adopted would remain in effect, even if SB 79 were to be revised in the future and any future downzoning would be subject to SB 330 and AFFH analysis.

In order to refine any recommendation related to implementing delayed effectuation, the Department of City Planning has issued a Task Order Solicitation⁹ to secure a contract for geographic information system (GIS) and modeling support needed to carry out the analysis discussed. Pending funding for this work, modeling could begin in early December and is expected to be completed in early 2026.

Approach D: Local TOD Alternative Plans

The fourth option for implementation in SB 79 provides cities agency to adopt an Alt Plan for a TOD stop, multiple stops, or at a citywide level as part of the Housing Element, a program of the Housing Element, a specific plan or overlay, or by other ordinance, subject to the approval of HCD. Alt Plans may consist of code amendments, zone changes, or a local incentive program, and give cities the limited ability to exempt certain limited sites and shift density within TOD zones so long as certain parameters related to increasing and decreasing citywide and TOD zone capacity are met, as regulated by SB 79's provisions (GCS 65912.161). While Alt Plans offer some limited amount of flexibility, they will require upzoning from today's zoning on single-family and low density multi-family zones, and in most cases it will not be possible for an Alt Plan to offer densities less than 5 units. Whereas the delayed effectuation provisions described above only offer temporary exemptions until approximately 2030, Alt Plans are valid through the seventh Housing Element cycle, approximately 2029-2037 (GCS 65912.161(d)), and then would need to be re-evaluated as part of subsequent Housing Element cycles.

Establishing an Alt Plan requires the preparation of a model to analyze local development potential compared to SB 79, the identification of all restrictions and limitations placed on the Alt Plan by the language of SB 79, the adoption of an Alt Plan ordinance, and HCD review of the model and ordinance. As such, adoption of an Alt Plan ordinance prior to the bill's effective date is likely infeasible. Alt Plan ordinances are not subject to CEQA, but are required per SB 79 to comply with the following provisions related to capacity at a site, station, and citywide level:

- At a citywide level, the plan must maintain the same total net zoned capacity for both total units and residential floor area across TOD stop areas as proposed by SB79. Net capacity

⁹ <https://www.rampla.org/s/opportunity-details?id=006QI00000UdB0vIAN>

must take into account the existing number of units and amount of developed floor area existing on a site.

- At a station level, the plan cannot reduce capacity of total units and residential floor area (as proposed by SB79) by more than 50%.
- At a site level, the plan cannot decrease density (of SB 79 levels) by more than 50% on any site (except under limited circumstances described further below) and any increase in density may only be counted up to 200%.
 - To support more missing middle homeownership opportunities, Alt Plans may reduce density on a site below 50% of what is allowed under SB 79 within the ¼ to a ½ mile distance from a Tier 2 stop, so long as the sites have a minimum density of 30 du/ac (approximately 1,450 square feet of lot area per dwelling unit) and an FAR of 1.0. Reduced capacity from these sites must be accounted for elsewhere in the Alt Plan. See Table 5 for more information.

Effectively, Alt Plans as regulated by SB 79, establish limitations on how much capacity can be redistributed on a site and station level. This framework allows rezoning at a lower density, with restrictions, when offset elsewhere in a station and in other stations in the city. With most residential lots in the city averaging a lot size between 5000 - 8000 square feet, SB 79 would permit approximately 9 - 29 units per typical lot depending on lot size and the distance from a station, as shown in Table 5 below. In most cases the maximum reduction at a site-level is 50 percent, equating to approximately 4 - 14 units per typical lot. For sites between a ¼ and ½ mile of a TOD Tier 2 reductions to approximately 3 - 5 units may also be possible, however going down in the ¼ - ½ mile buffer may require going up in the ¼ mile buffer to offset the more than 50 percent reduction and ensure compliance with other station-level criteria. Sites may also be increased in density beyond SB 79's base allowances, but increases greater than 200 percent cannot be counted towards station and citywide capacity requirements, as such, maximum increases approximate to 18-58 units per typical lot. Determining the appropriate capacity in an Alt Plan will depend both on priorities for that station area and citywide priorities for housing.

Table 5: Units Per Lot 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 Plan¹⁰	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

In limited circumstances, the bill allows cities to reduce capacity by more than 50%. On these sites, reductions in capacity do not count towards the capacity metrics described above. These sites include:

- Sites within VHFHSZs as designated by the state
- Sites vulnerable to one foot of sea level rise
- Sites with a locally designated historic resource (i.e. HPOZ) so long as these sites do not cumulatively exceed 10% of the station area (note: many City of Los Angeles station areas include larger proportions of historic resources)
- Sites more than a one-mile walking distance from the TOD stop¹¹
- Sites that are designated as an industrial employment hub as defined in the bill¹²

SB 79 becomes effective in July 2026 but does not impose a deadline for Alt Plans, which allows jurisdictions to develop local plans separately or in parallel with local Housing Element updates. Alt plans may be pursued after the adoption of a delayed effectuation ordinance or after State SB 79 Implementation is effective. If proposed as part of a Housing Element update, sites identified as part of an Alt Plan may be utilized on the inventory of land suitable for residential development (pursuant to GCS 65583), provided the Alt Plan is included in the first draft submittal of the Housing Element update to HCD (approximately 2028). If the City opts to pursue a delayed effectuation ordinance and an Alt Plan is not in place upon its expiration, SB 79 would go into effect in its entirety in 2030. With

¹⁰ A site may be zoned for more than a 200% increase, but capacity over 200% is not counted towards required allocations.

¹¹ GCS 65912.160(e)

¹² GCS 65912.160(e)

the significant number of stations in Los Angeles, if local Alt Plans are desired, it will be necessary to standardize their implementation and limit the variations within these plans to meet SB 79 mandated timeframes.

Citywide Framework for Local Implementation

SB 79, much like the 2021-2029 Housing Element, prioritizes expanding housing access near transit, but lacks the same nuance; applying unilaterally on all eligible stations regardless of whether they are the destination or end of the line; are in healthy or hazardous places; or are in areas with displacement pressures, vulnerable communities, and past zoning injustice. In particular, the 2021-2029 Housing Element, informed by several years of public engagement, commits the City of Los Angeles to plan for housing in a way that addresses past patterns of discrimination and exclusion and strives for greater affordability, equity, and sustainability citywide through prioritizing growth in high opportunity areas and encouraging infill development with enhanced access to jobs, transit, amenities, and neighborhood services. As both delayed effectuation and Alt Plans will inform where development happens in the City and when, the Department of City Planning recommends that City Council instruct staff to develop a citywide framework for Alt Plans, so that, in addition to consistency with SB 79 regulations, local implementation is consistent with citywide goals and priorities for housing, including priorities to affirmatively further fair housing.

VI. LOCAL IMPACTS

The Department of City Planning continues to analyze the provisions of SB 79 to ensure that key stakeholders, constituents, and public agencies understand the bill's framework and components given its potential to meaningfully inform future development patterns in the near and long term. This section provides a high level overview of potential impacts to areas in the city including those with special environmental considerations, neighborhoods vulnerable to displacement pressures, and sites with historic resources; and addresses potential impacts to ongoing local planning efforts, including Community Plan updates. The analysis included herein is reflective of the Department's current understanding of SB 79 and its requirements, interpretations may evolve based on future HCD guidance as well as coordination efforts with internal and external agencies. Additionally, the Department will have a firmer understanding of citywide impacts when SCAG releases the legally binding map of eligible TOD stops in the region.

Environmentally Sensitive Areas

Generally, the bill is broadly applicable to sites zoned for residential, mixed, or commercial uses within the TOD zones and does not carve out or exempt environmentally sensitive areas. However, as discussed, certain types of environmentally sensitive areas may be eligible for delayed effectuation of the bill or for exemption through a local Alt Plan. The plan identifies VHFHSZs as determined by the California Department of Forestry and Fire Protection (CAL FIRE) and areas vulnerable to one foot of sea level rise as areas where cities may have flexibility in delaying implementation or exempting in an Alt Plan. CAL FIRE released new fire severity maps earlier this year, which expanded the VHFHSZ areas. The Los Angeles Fire Department (LAFD) is currently

working to revise local fire hazard maps based on the most recent CAL FIRE data. Based on initial mapping analysis of potentially eligible TOD stations, the City has six potential TOD zones located primarily or wholly within the VHFHSZ, and nineteen potential stations located partially within the VHFHSZ.¹³ Affected stations are primarily located in Eagle Rock, Highland Park, Mount Washington, and the Southeast Valley. Additional analysis is needed to determine the number of potential stations located within areas vulnerable to one foot of sea level rise¹⁴. The bill does not exempt sites located in the Coastal Zone, flood zones, or Tsunami Hazard Areas. The Department of City Planning is conducting additional analysis on how the bill impacts these areas, if at all, and will share the results of this analysis in a forthcoming report.

Historic Resources

The bill includes limited tools cities can use to tailor SB 79 provisions to sites containing certain types of historic resources. Additionally, through an ordinance, cities may postpone implementation of the bill on sites containing historic resources designated before January 1, 2025 on a local register, including HPOZs and HCMs (GCS 65912.161(b)(1)(F)). Furthermore, using an Alt Plan, cities may exempt sites with locally designated historic resources so long as those sites do not exceed 10% of a TOD zone. The City of Los Angeles has station areas where historic resources account for a greater proportion of parcels than authorized for exemption under an Alt Plan. If a ½ mile buffer area surrounding a TOD stop contains HPOZs and HCMs that exceed 10% of the buffer's area, the Alt Plan may ultimately need to increase capacity elsewhere in the TOD zone, including on sites with locally designated resources, in order to comply with SB 79's 10 percent limit and requirement that the Alt Plan maintain at least the same net zoned capacity. City Planning foresees that evaluating locally designated historic resources and assessing which sites should be exempt from or eligible for SB 79 incentives through an Alt Plan will be difficult to achieve given the strict limitations of SB 79.

Additionally, it is important to note that, in contrast to the CHIP Ordinance, historic resources listed on the California Register of Historical Resources and the National Register of Historic Places are not exempt from SB 79, through either delayed effectuation or local Alt Plans, as the bill only provides flexibility for locally designed resources. Sites with federal and state historic resources will therefore be subject to SB 79 requirements. Existing local processes for historic resources will continue to be in effect, and environmental review will still be required for projects with negative impacts to a designated resource. Surveyed historic resources (sites that have been identified as appearing eligible for local, state, or national designation through a historic resource survey) will also be impacted by the provisions of SB 79. These provisions, combined with new statutory CEQA exemptions for projects involving infill housing (AB 130), could significantly impact neighborhoods with larger networks of intact eligible historic resources that have not been locally designated, such as the Leimert Park neighborhood in South Los Angeles.

¹³ A map of VHFHSZ and potential SB 79 TOD zones is available in a StoryMap on the Department's website here: <https://storymaps.arcgis.com/stories/480791d9b665485ea798986dcad61e86>.

¹⁴ The Department of City Planning's analysis on areas vulnerable to one foot level sea level rise will likely be informed by data provided by the National Oceanic and Atmospheric Administration (NOAA) and available here: <https://coast.noaa.gov/slr/>.

Low Resource Neighborhoods

In alignment with goals to AFFH statewide, the California TCAC developed the Opportunity Area Map¹⁵ to score census tracts as either highest resource, high resource, moderate resource, or low resource, based on access to opportunity. The term “access to opportunity” refers to an individual’s ability to access places with characteristics linked to positive economic, educational, and health outcomes. SB 79 offers delayed effectuation citywide on sites that are designated as low resource if the city’s zoning permits half of the bill’s total capacity and FAR across all TOD zones. The bill also allows delayed effectuation of a TOD zone that is primarily composed of low resource designated sites, if its existing capacity permits an aggregate 40% of the density allowed under SB 79. If delayed effectuation for low resource areas is not pursued, SB 79 will apply to low resource areas and will increase density, height, and FAR on single-family and low density sites. As low resource areas often have higher concentrations of multi-family dwellings subject to the RSO, there will likely be greater parcel by parcel variations in eligibility due to the bill’s standards related to sites subject to rent control. Consistent with the priorities outlined in the Housing Element, postponing implementation of SB 79 in low resource neighborhoods as authorized by SB 79 would ensure new housing development continues to be prioritized according to AFFH priorities and provide time for localized discussions on rezoning through consideration of a local Alt Plan as limited by SB 79.

Community Plan Updates and Other Local Plans

The bill’s provisions may have impacts on active neighborhood-level, long range planning efforts throughout the city, including Community Plan updates and new Transit Neighborhood Plans. There are currently 13 Community Plan updates in various stages of development and adoption across the City (Southwest Valley [3], Southeast Valley [3], Westside [4], Harbor [2], and Boyle Heights[1]), and initial mapping analysis shows potential SB 79 TOD zone eligibility in 11 of those plan areas. There are also two Transit Neighborhood Plans (TNP) in progress (Orange (G) Line and East San Fernando Valley) that would be impacted. These plans serve as the means for the ongoing rollout of the new Chapter 1A zoning code, and the Department will need to conduct careful analysis to ensure new zoning and land use tools are consistent with SB 79 regulations as applicable. New work programs will be needed to evaluate local Alt Plan options and develop Alt Plans where desirable, subject to the strict limitations of SB 79. Delayed effectuation would provide more time to evaluate Alt Plan options and consider approaches in areas with and without active community plan updates in progress. With stations in over 20 Community Plan Areas, development of Alt Plans will substantially impact the community planning program and require a reprioritization of planning efforts and resources.

Case Studies

The Department of City Planning has prepared a case study in an appendix at the end of this report to evaluate how the development standards of SB 79 may apply on single-family and multi-family zoned sites within a ½ mile of one potential TOD Zone at the intersection of Venice Boulevard and

¹⁵ A map of TCAC Opportunity Areas and potential SB 79 TOD zones is available in a StoryMap on the Department’s website here: <https://storymaps.arcgis.com/stories/480791d9b665485ea798986dcad61e86>.

Overland Avenue. The case study explores what standards and affordability would apply to project sites if no delayed effectuation or local alternative programs are adopted and consider how SB 79 projects may be used in combination with GCS 65915 and the CHIP's State Density Bonus Program and Mixed Income Incentive Program. These draft scenarios are for exploratory purposes only and do not guarantee any development rights.

VII. NEXT STEPS

Based on City Planning's analysis and understanding of the provisions of SB 79, there are a range of options for implementation that City Planning can further evaluate for City Council's consideration. Without adopting a local ordinance, the City could allow the full scope of SB 79 development standards within all TOD zones to take effect on July 1, 2026 (Approach A). Alternatively, the City could adopt an ordinance to pursue delayed effectuation of SB 79, where permitted, until 2030 prior to adopting any local Alt Plan(s) (Approach B). The City could delay effectuation in more areas, by upzoning single-family and low density zones (Approach C). The City may also seek to adopt Local Alt Plans, which would not be completed prior to July 1, 2026 and would also require the rezoning of single-family and low density residential sites (Approach D). These options require further analysis to determine which local implementation pathway, as strictly limited by SB 79 regulations, will best serve the City's goals and objectives for citywide growth. As such, it is recommended that, in addition to City Planning conducting further GIS-informed mapping and modeling, the City Council instruct the Department of City Planning to guide any local SB 79 implementation that is consistent with AFFH objectives and the goals of the 2021-2029 Housing Element to support growth in transit rich high opportunity areas of the city, create well-connected, livable, and sustainable neighborhoods, and ensure housing stability for all Angelenos.

The transformative level of development potential created by SB 79 necessitates thoughtful analysis for the purpose of ensuring that local implementation efforts continue to align with Los Angeles' local land use and equity goals, which may differ from other jurisdictions statewide. In addition to increasing housing near transit, the 2021-2029 Housing Element and Los Angeles' Rezoning Program prioritized shifting development to be consistent with AFFH goals and reduce displacement pressures, steer growth away from hazardous areas, and protect historic areas. With this in mind, the Department recommends conducting further analysis, informed by GIS mapping and modeling, to examine how these goals can still be achieved through the various SB 79 implementation pathways.

Furthermore, with the robust scope of an SB 79 work program, the Department estimates staffing needs and priorities will continue to evolve as implementation approaches develop, particularly priorities for local alternative plans. As a preliminary assessment, in order to prepare the requested analysis and reporting in CF 25-1083, the department estimates the following staffing will need to be reprioritized from other work programs temporarily until July 2026 for modeling and mapping, report and ordinance preparation, and public outreach coordination. A total of 16 existing staff will need to shift work to focus on this effort, including, Geographic Information System (GIS) staff, graphics staff, system support staff, and housing policy staff. In addition to full time staff reallocation, analysis to

understand consequences or intersection on dozens of current draft planning efforts underway will be necessary.

Preliminarily, the Department estimates an immediate need for contractual service funding to procure the software and technical support needed to execute the level of mapping and modeling required to put forth a recommendation on how best to implement SB 79 in a manner consistent with the bill's provisions and informed by local goals and priorities, as described in Recommendation 1. Technical capabilities and experience in GIS, database management, and programming are necessary to create a scalable data model and program. Due to the short time constraint needed for this analysis, Contractual services is the recommended avenue to obtain resources with the experience and capability to achieve this goal. The Department anticipates sharing these results in the report due in early 2026. Contractual resources would include:

- One GIS Developer
- One Database Administrator
- One Application Developer
- One Programmer (with knowledge of map integration with Planning's Zone Information and Map Access System)

In addition to the above, if the development of an Alternative Plan is launched, additional resources and staffing will be required and may be considered during the budget process. The interim restructuring above through July 2026 will result in delays to existing work programs across citywide and community planning long range policy work programs. Additional programmatic needs will be evaluated in a following report.

Sincerely,



VINCENT P. BERTONI, AICP
Director of Planning

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APPENDIX

The following case study highlights the Venice Boulevard/Overland Avenue Potential Transit Oriented Development (TOD) Zone to demonstrate Senate Bill (SB) 79's potential impact on a station area. The case study includes two maps with one showing the TOD Zone with underlying zoning and one map with the TOD zone and sites with three or more RSO units. Following the maps, two tables are provided showing how SB 79 may apply on a single-family and multi-family zoned parcel.

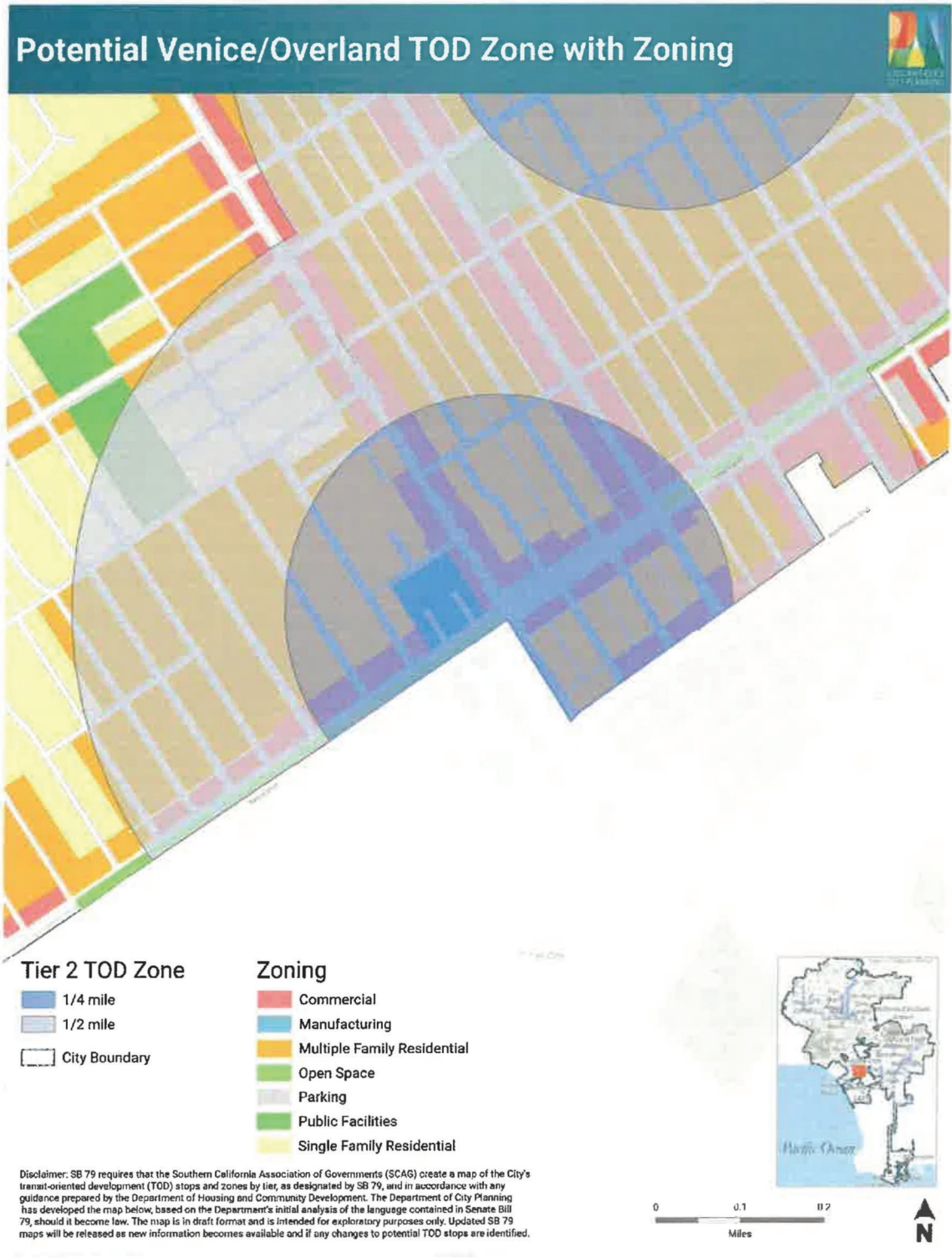
The Venice Boulevard/Overland Avenue Transit Oriented Development (TOD) Zone was identified as a potential TOD Zone due to the stop's full time dedicated bus only lane, 15-minute bus headway, and classification as a major transit stop. The potential TOD Zone is divided between the City of Los Angeles and Culver City. The TOD zone is predominantly composed of multi-family housing, with many sites containing more than three existing Rent Stabilization Ordinance (RSO) units, making them ineligible for the bill. In general, parcels in this station area range between 5,000 - 8,000 square feet. As shown in Example 1, a 6,000 square foot single-family site would be eligible for increases up to 10 units with a 55-foot height limit. A project could propose up to 20 units when combined with state density bonus incentives, would not be eligible for Mixed Income Incentive Program (MIIP) incentives, but could pursue a one hundred percent affordable project through the Affordable Housing Incentive Program (AHIP).

As demonstrated in Example 2, an R3 site is currently permitted to build 10 units and a height of 45-feet through its base zoning, or approximately 31 units and a height of 67-feet using the MIIP's Transit Oriented Incentive Area bonuses. SB 79 would offer a higher base of 15 units and 55-feet, but would likely result in fewer units when coupled with MIIP if the 55-foot height limit was imposed.

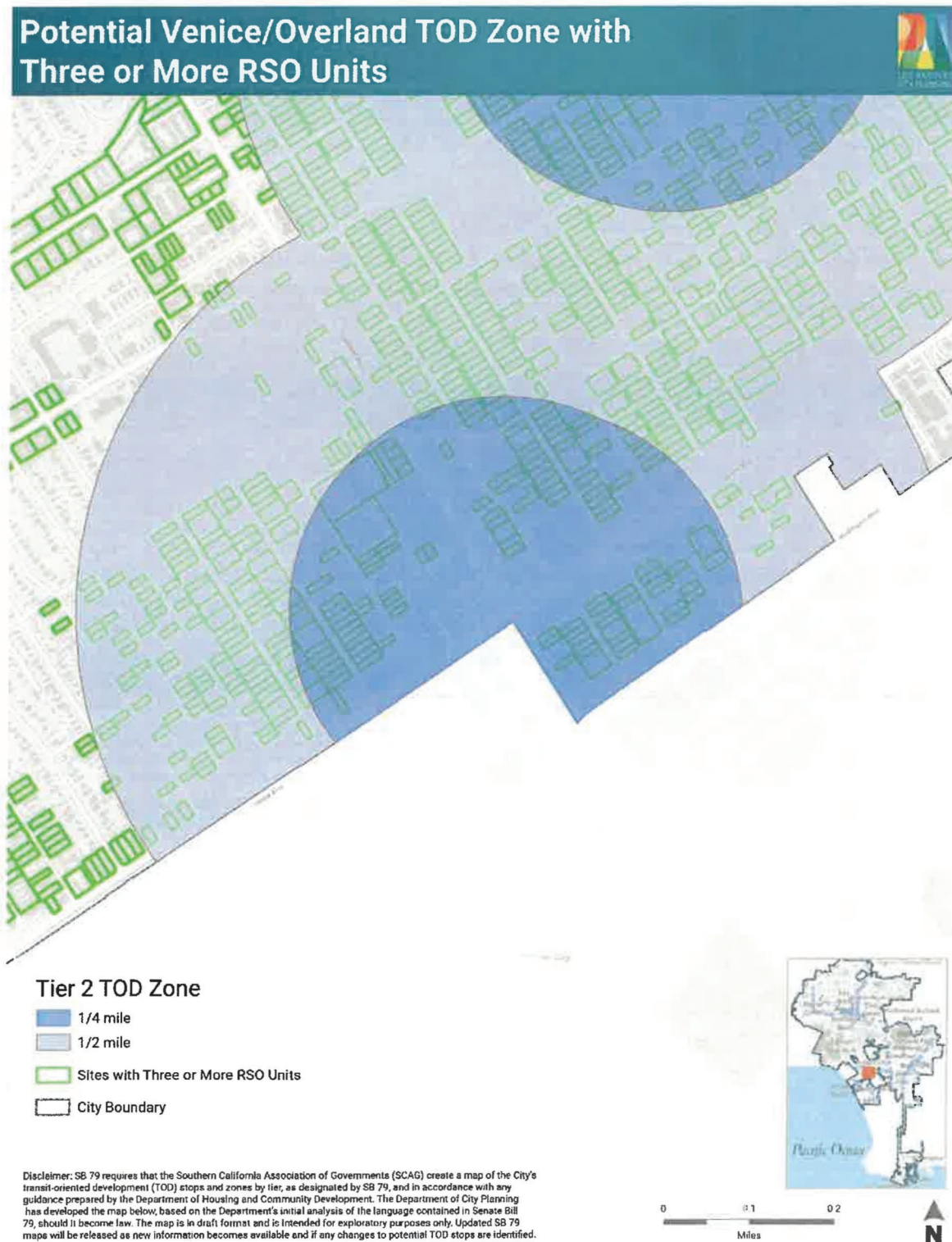
Examples 1 and 2 demonstrate parcels most impacted by SB 79 are those with low density zoning and reduced building volumes, including sites with single family (R1) and low density (R2 and RD) zoning. While higher density parcels like R3, R4, and commercial zones may see higher base development standards, depending on the site's location, their overall building potential will not vary significantly from what is available in the MIIP.

As the Venice Boulevard/Overland Avenue potential TOD Zone is largely developed with multi-family zones eligible for local housing incentive programs in MIIP, it is likely eligible for delayed effectuation, though modeling is needed to confirm.

Appendix Map 1:



Appendix Map 2:



Appendix Example 1. Single-family Zoned Property, High Opportunity and High Market Area

Opportunity Area	Zone	General Plan Land Use	Lot Size	Senate Bill (SB) 79 Designation
High Opportunity	R1-1	Low Residential	6,000 sf	½ Mile of Tier 2
SB 79 vs Citywide Housing Incentive Program Comparison				
	Density	Height	Floor Area Ratio	Affordability¹⁶
Base Conditions	1 unit	Unlimited, subject to encroachment plane	Residential Floor Area: 0.45	N/A
State Density Bonus Allowance	Not Eligible			
Mixed Income Incentive Program Allowance	Not Eligible			
SB 79 1/2 Mile Tier 2 (by-right) Allowance	11 units (80 dwelling units per acre)	55 feet	2.5	7% ELI: 1 unit
				10% VLI: 2 units
				13% LI: 2 units
Potential Stacked Scenario (SB 79 + State Density Bonus)	22 units (100% Density Bonus)	55 feet ¹⁷	2.5	15% VLI: 2 units ¹⁸ , 15% MI: 2 units ¹⁹
				24% LI: 3 units, 15% MI: 2 units
Potential Stacked Scenario (SB 79 + Mixed Income Incentive Program)	N/A (Single Family Zoned sites not eligible for MIIP)	N/A	N/A	N/A

¹⁶ Affordability requirements are listed by income level including for Extremely Low Income (ELI), Very Low Income (VLI), Low Income (LI), and Moderate Income (MI) households.

¹⁷ A local agency may limit height increases beyond those allowed under SB 79 for mixed-income projects.

¹⁸ Affordability calculated from the SB 79 by-right allowance.

¹⁹ Stacked affordability calculated pursuant to LAMC 12.22 A.37(e)(1)(ii) and AB 1287 (2024).

Appendix Example 2. Multi-family Zoned Property, High Opportunity and High Market Area

Opportunity Area	Zone	General Plan Land Use	Lot Size	Senate Bill (SB) Designation
High Opportunity	R3-1	Medium Residential	8,000 sf	½ Mile of Tier 2
SB 79 vs Citywide Housing Incentive Program Comparison				
	Density	Height	Floor Area Ratio	Affordability ²⁰
Base Conditions	10 units	45	3.0	N/A
State Density Bonus Allowance	100% Density Bonus: 20 units	56 feet	4.1	15% VLI: 2 units ²¹ , 15% MI: 2 units ²²
				24% LI: 3 units, 15% MI: 2 units
				44% + 15% MI: 7 units
Mixed Income Incentive Program Allowance (TOIA T-2)	Limited by Floor Area: Approx. 31 units depending on unit size	67 feet	4.5	13% ELI: 5 units ²³
				17% VLI: 6 units
				27% LI: 9 units
SB 79 1/2 Mile Tier 2 (by-right) Allowance	80 dwelling units per acre: 14 units	55 feet	2.5	7% ELI: 1 unit
				10% VLI: 2 units
				13% LI: 2 units
Potential Stacked Scenario (SB 79 + State DB)	100% Density Bonus: 30 units	55 feet ²⁴	3.4	15% VLI: 3 units ²⁵ , 15% MI: 3 units
				24% LI: 4 units, 15% MI: 3 units
Potential Stacked Scenario (SB 79 + Mixed Income Incentive Program (T-2))	Limited by Floor Area: 26 units	55 feet ²⁴	3.6 ²⁶	13% ELI: 4 units ²³
				17% VLI: 5 units
				27% LI: 8 units

²⁰ Affordability requirements listed by income level: Extremely Low Income (ELI), Very Low Income (VLI), Low Income (LI), and Moderate Income (MI) households.

²¹ Affordability calculated from the base density.

²² Stacked affordability calculated pursuant to LAMC 12.22 A.37(e)(1)(ii) and AB 1287 (2024).

²³ Affordability calculated from the total units for the Mixed Income Incentive Program.

²⁴ A local agency may limit height increases beyond those allowed under SB 79 for mixed-income projects.

²⁵ Affordability calculated from the SB 79 by-right allowance.

²⁶ This FAR is based on a 45% increase from the SB 79 base FAR, to symbolize how the SB 79 development standards relate to MIIP bonuses. Department guidance on stacking when a site's base development standards are higher than SB 79 will be prepared as needed.