

# FACT SHEET

Updated 03/24/2026

## Senate Bill (SB) 79

### Abundant and Affordable Homes Near Transit Act: What It Is and How Los Angeles Can Respond

#### What is SB 79?

Senate Bill (SB) 79, also known as the *Abundant and Affordable Homes Near Transit Act*, is a new California state law that encourages more housing near eligible public transit stops, such as heavy and light rail stations and high-frequency bus stops. The law is intended to increase the supply of housing, support the creation of affordable homes, and reduce long commutes by facilitating housing closer to transit, jobs, and services.

SB 79 was signed into law in October 2025 and will go into effect **July 1, 2026**.

#### Impact of SB 79

SB 79 reflects approaches the City of Los Angeles has advanced to guide equitable, transit-oriented growth through the Citywide Housing Incentive Program (CHIP) and related planning initiatives. Like CHIP, SB 79 aligns new housing with high-quality transit while supporting increased housing production alongside strong affordability requirements and tenant protections.

By expanding tools available to the City, SB 79 can further shape where housing is located, how building intensity is calibrated near transit, and how affordability is integrated into new development. These outcomes advance established citywide goals to increase housing supply, reduce displacement pressures, and improve access to jobs, services, and public transportation.

SB 79 does not mandate a single outcome. Instead, it gives Los Angeles flexibility to implement the law in a way that builds on existing policies, community planning priorities, and equity-focused strategies. The decisions made through this process will help strengthen the City’s long-term approach to housing and transit-oriented development.

## Where SB 79 Applies

SB 79 establishes statewide housing standards based on proximity to major transit rather than local zoning alone. The law applies broadly to any zone which permits residential uses, including single-family, multi-family, commercial, and light manufacturing zones.

SB 79 applies to sites that are:

- Situated in an urban transit county, including the City of Los Angeles
- Located within 200 feet, ¼ mile or ½ mile of an eligible Transit-Oriented Development (TOD) stop
- Zoned to allow residential uses

**Eligible transit stops are organized into two tiers based on transit type and service level:**

Tier 1 Stops	Tier 2 Stops
<ul style="list-style-type: none"><li>• Heavy rail transit</li><li>• Very high-frequency commuter rail (at least 72 trips per day)</li></ul>	<ul style="list-style-type: none"><li>• Light rail transit</li><li>• High-frequency commuter rail (at least 48 trips per day)</li><li>• Bus Rapid Transit (BRT)</li><li>• Bus routes with full-time dedicated lanes and 15-minute peak-period headways that qualify as Major Transit Stops.</li></ul>

Development incentives increase for sites located closer to Tier 1 and Tier 2 stops.

## Which Projects are Eligible?

A housing project is eligible to use SB 79 development standards if it:

- Proposes five or more housing units,
- Is located on an eligible site near a TOD stop, and
- Complies with SB 79 affordability requirements, labor standards, and tenant-protection rules.

While SB 79 is designed to apply broadly, certain sites are excluded. The law does not apply to projects:

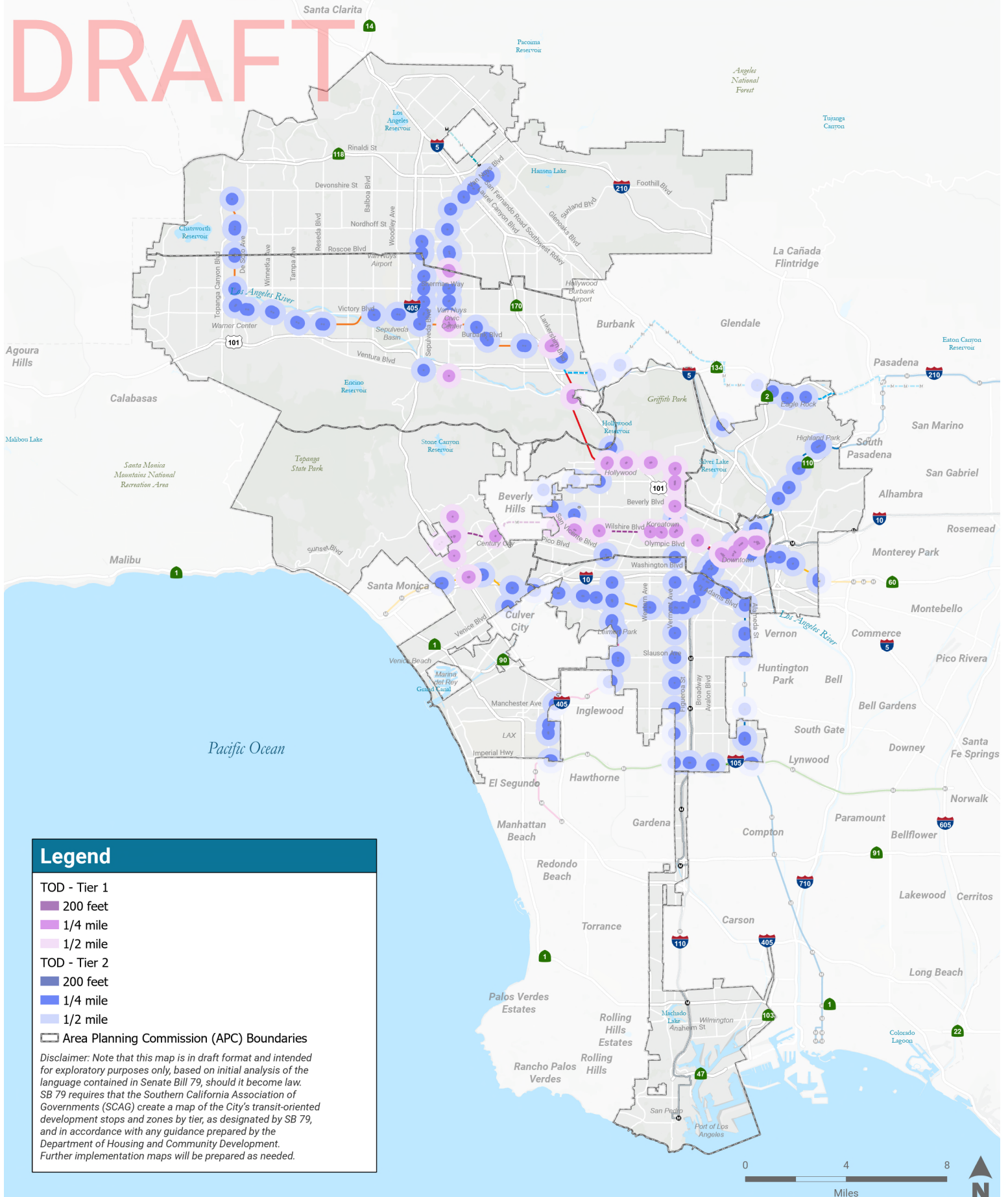
- On sites with more than two rent- or price-controlled units (including RSO units) that were occupied or demolished within the past seven years,
- On sites that are not zoned for residential uses, like heavy manufacturing zones, or
- Proposing hotel uses

See Draft Eligibility map below and explore the interactive [SB 79 Storymap](#) .

# Senate Bill (SB) 79 Citywide Potential Eligibility



# DRAFT

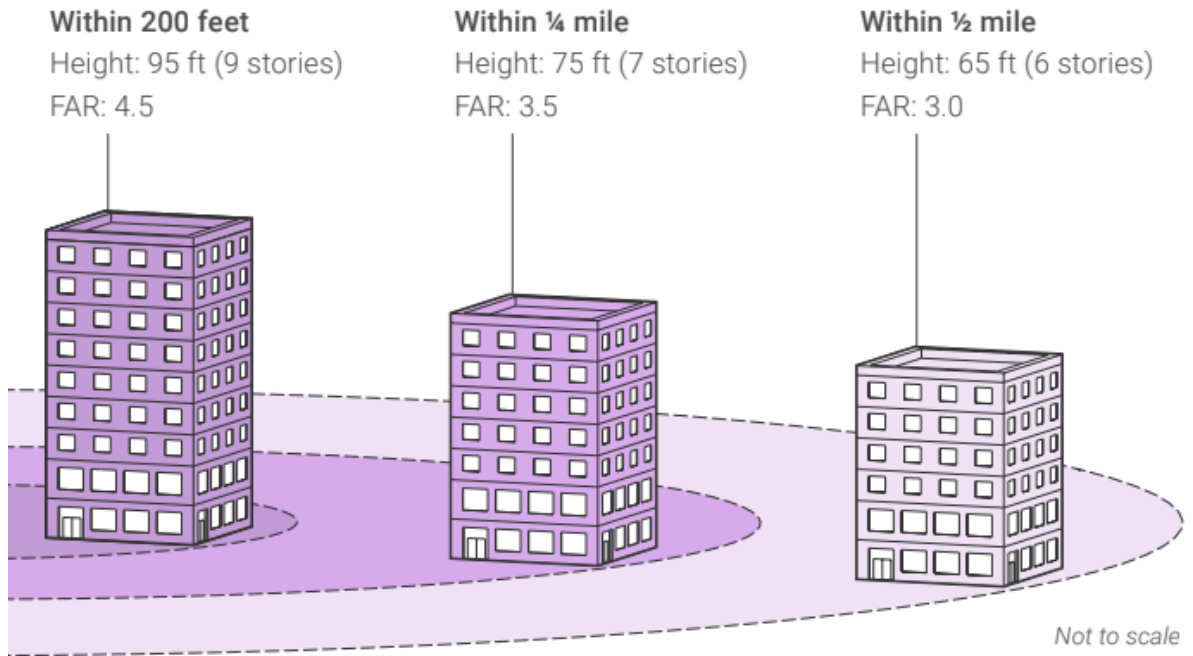


## Transit-Oriented Development (TOD) Development Standards

SB 79 establishes statewide standards for housing near major transit and limits the ability of cities to apply local regulation that would prevent eligible projects from achieving the height, density, or floor area allowed by the law. Housing projects with five or more units located near transit are entitled to specific development standards based on their distance from a transit stop, with more housing allowed closer to transit. These standards apply broadly, including in single-family and low-density zones and within existing specific plans and overlays.

The bill also includes an *adjacency intensifier*, which allows additional height, density, and floor area for projects located within 200 feet of a pedestrian access point to a transit stop, further encouraging housing immediately next to stations. In practice, cities may need to grant relief from zoning requirements such as setbacks, lot coverage, or transitional height limits if those rules would otherwise block an eligible project. Beginning in 2027, denying an SB 79 eligible project in a high-resource area would generally violate state housing law unless there is clear evidence of a health or safety risk. Projects that use the tallest height allowances must also comply with state labor requirements, including paying prevailing wages and using a skilled and trained workforce. The details of these standards are visualized below:

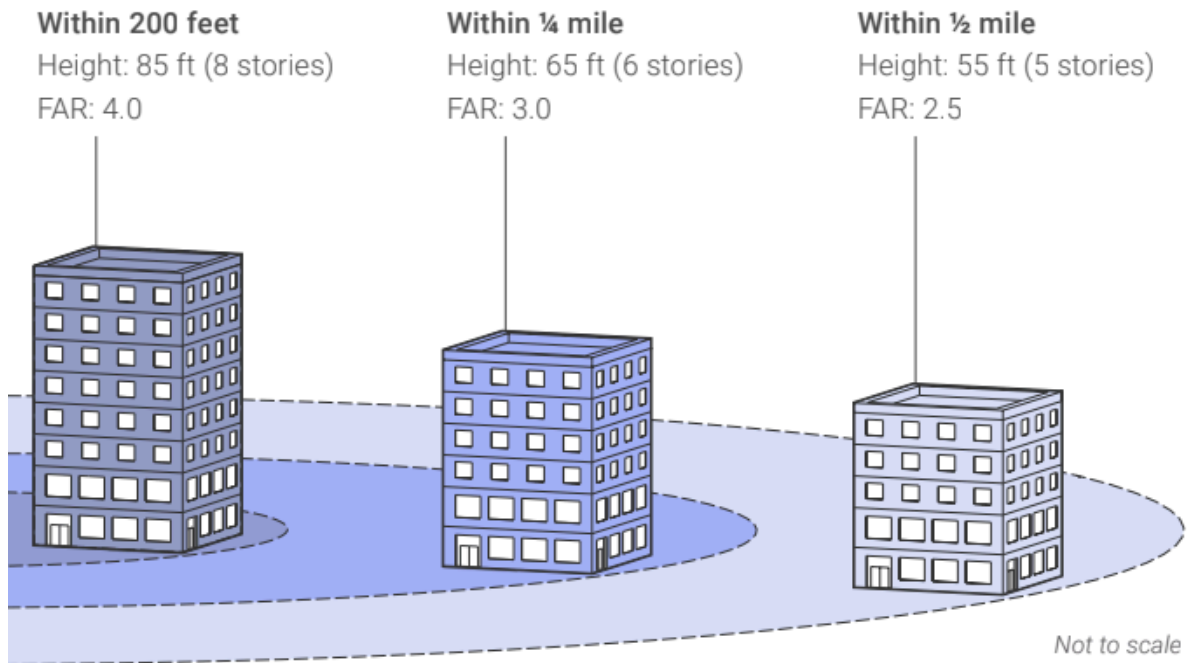
## TOD Tier 1 (Heavy Rail or Very High Frequency Commuter)



Tier	<i>within 200 ft</i>	<i>within 1/4 mile</i>	<i>within 1/2 mile</i>
<b>Height*</b>	95 ft (9 stories)	75 ft (7 stories)	65 ft (6 stories)
<b>Density</b>	160 dwelling units/acre	120 dwelling units/acre	100 dwelling units/acre
<b>Density per Lot Equivalency</b>	272 sq ft lot area / dwelling unit	363 sq ft lot area / dwelling unit	436 sq ft lot area / dwelling unit
<b>Floor Area Ratio (FAR)</b>	4.5	3.5	3.0

\* Height in stories is approximate and based on average floor height for multifamily residential buildings.

## TOD Tier 2 (Light Rail, High Frequency Commuter, BRT, Eligible Bus Only Lanes)



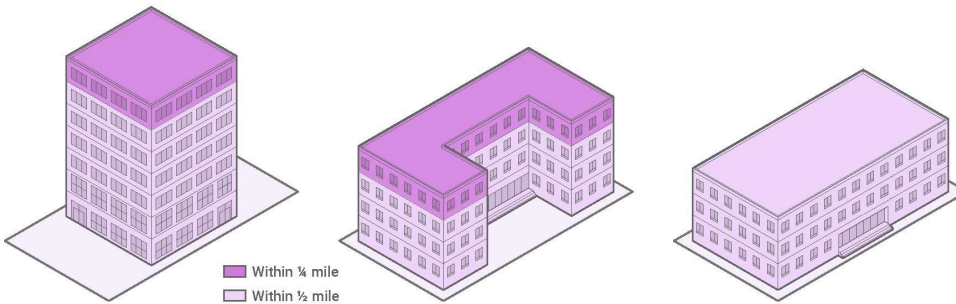
Tier	<i>within 200 ft</i>	<i>within 1/4 mile</i>	<i>within 1/2 mile</i>
<b>Height*</b>	85 ft (8 stories)	65 ft (6 stories)	55 ft (5 stories)
<b>Density</b>	140 dwelling units/acre	100 dwelling units/acre	80 dwelling units/acre
<b>Density per Lot Equivalency</b>	311 sq ft lot area / dwelling unit	436 sq ft lot area / dwelling unit	545 sq ft lot area / dwelling unit
<b>Floor Area Ratio (FAR)</b>	4.0	3.0	2.5

\* Height in stories is approximate and based on average floor height for multifamily residential buildings.

## Range of Building Typologies

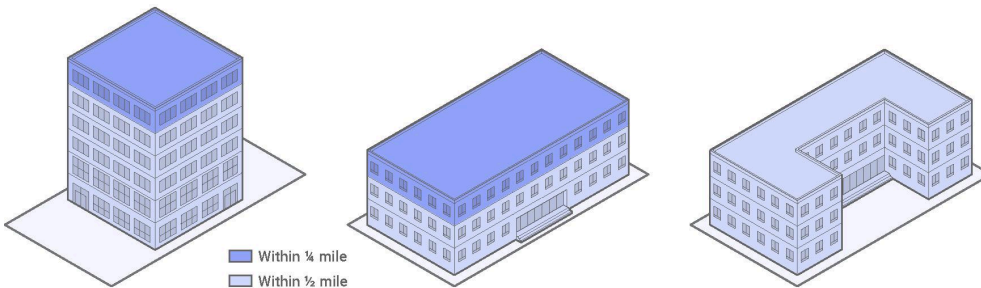
### within $\frac{1}{4}$ and $\frac{1}{2}$ mile of a **Tier 1** TOD Stop

Height: 75 ft (7 Stories) | FAR: 3.5



### within $\frac{1}{4}$ and $\frac{1}{2}$ mile of a **Tier 2** TOD Stop

Height: 65 ft (6 Stories) | FAR: 3.0



## Relationship to Density Bonus Law

SB 79 development standards may be combined with the State Density Bonus Law and local density bonus programs to allow additional housing and incentives. In Los Angeles, the Citywide Housing Incentive Program serves as the local implementation of state density bonus law, meaning SB 79 incentives can be stacked with CHIP incentives.

While SB 79 projects may access additional incentives through the Density Bonus program, cities are generally not required to grant extra height beyond SB 79's limits except for one hundred percent affordable housing projects. The number of incentives available depends on which CHIP program is used, with the greatest flexibility available under the Affordable Housing Incentive Program. Projects seeking additional incentives must also meet minimum density thresholds, which vary by transit tier and generally equate to approximately 9 to 14 units on a typical 6,500 square-foot lot. Note CHIP eligibility limitations are still applicable.

## Special Eligibility for Transit-Agency-Owned Land

SB 79 includes specific provisions for housing and mixed-use projects on land owned by transit agencies. These projects must be at least 50 percent residential and provide a minimum of 20 percent affordable units for lower-income households, while also complying with state labor standards and anti-displacement requirements. The bill allows a transit agency's governing board, such as Metro's Board of Directors, to adopt transit-oriented development zoning standards for agency-owned land following a public hearing and environmental review. These standards may set rules for height, density, floor area, and uses, but density cannot be lower than what SB 79 allows or exceed 200 percent of the bill's limits. If transit agency zoning conflicts with local zoning, cities may adopt ordinances to align with those standards, and additional analysis is underway to evaluate how these provisions could support housing development on publicly owned transit land.

## Local Implementation Options

Under California Senate Bill 79, local jurisdictions may pursue several implementation options. Beginning July 1, 2026, cities may allow the development standards of SB 79 to go into effect or they may temporarily pause where SB 79 applies to allow additional time to prepare a local Transit-Oriented Development (TOD) alternative plan. Cities must adopt an ordinance that is enacted before July 1, 2026 in order to temporarily pause the development standards of SB 79.

The development of TOD Alternative Plans allow cities to tailor SB 79 to local conditions but requires detailed site, station, and citywide analysis, as well as coordination with final station mapping from the Southern California Association of Governments (SCAG). For Los Angeles, a Local TOD Alternative Plan must be in effect within one year following the 7th revision of the housing element, or approximately 2030.

After consideration of a report prepared by City Planning, the City Council instructed the Department to prepare options for the City to pursue to be eligible for a citywide temporary pause of SB 79 regulations. Preliminary modeling results of SB 79 and the City's current capacity demonstrate that the city will also need to adopt a second ordinance to add housing capacity on certain low density parcels that are located within ½ mi of a proposed SB 79 TOD Zone. This initial analysis (see CF 25-1083) demonstrated that about 88% of eligible sites are located in lower-opportunity areas and could qualify for delayed effectuation, meaning roughly 12% would be immediately subject to SB 79 provisions beginning in July. In response to City Council's direction, the Department developed three options that would add housing capacity to targeted Opportunity Stations, which are TOD stations that are primarily composed of parcels in Higher Opportunity areas, and allow additional time citywide to develop an SB 79 Local Alt Plan. These options have been described as Upzoning Options in the Department's report dated February 18, 2026; however, this

“upzoning” does not propose to change the underlying zoning designation of any properties. Instead, it would make sites eligible for increased development incentives such as additional density, height, floor area, or streamlined approvals that facilitate housing near transit. Because many eligible TOD areas today include a significant number of parcels that have low-density zoning, some increases in permitted density are necessary to achieve a citywide delay of SB 79, while many commercial and multifamily corridors near transit already provide density levels consistent with the bill.

## Frequently Asked Questions (FAQ)

### What happens if the City does not pursue a local implementation option?

SB 79 is state law and will take effect automatically. Unless the City adopts a state-approved delayed effectuation plan or a compliant local alternative plan, the bill’s provisions will apply as written beginning July 1, 2026.

### If the City only delays effectuation on sites currently eligible, what areas of the city would be subject to SB 79 in July?

If the City adopts a delayed effectuation plan limited to sites that are currently eligible, SB 79 would still take effect in July in all Transit Oriented Development (TOD) zones citywide, except on parcels included in the approved delay area. In other words, any TOD zone not specifically covered by the delayed effectuation would be subject to SB 79 standards beginning in July.

### How does SB 79 affect historic resources and historic districts?

SB 79 provides limited flexibility for sites with locally designated historic resources, including properties within Historic Preservation Overlay Zones (HPOZs) and designated Historic-Cultural Monuments. Through a local alternative plan, the City may temporarily delay implementation or apply tailored standards to certain locally designated historic sites. However, these properties are not automatically exempt from SB 79, and all existing historic review requirements and environmental protections would continue to apply.

### How will single family zones be impacted?

SB 79 permits multi-family housing near major transit in areas that are currently zoned for single-family use, as long as projects meet the bill’s eligibility criteria. Put simply, single-family parcels within ¼ mile or ½ mile of a qualifying transit stop may be able to build more housing than current zoning allows. Projects must comply with SB 79’s affordability

requirements, density, and tenant protection standards. Additionally, depending on the City's chosen implementation approach, some single-family parcels may be phased into SB 79's required density, if eligible.

## What are the limitations of an alternative local plan?

While a local alternative plan offers flexibility to tailor how housing is built near transit, there are still limitations in place by state law. First, any alternative plan must maintain the same overall housing capacity required by SB 79 and cannot significantly reduce density at the citywide or station level without offsetting increases elsewhere. Additionally, reductions at individual sites are generally capped at 50% to ensure capacity is distributed throughout a station. Ultimately, upzoning in single-family and low-density areas will still be required in a local alt plan, and all plans must be approved by the the Department of Housing and Community Development (HCD). As a result, local alternative plans offer customization on how development is distributed citywide, but not an opt-out from SB 79's housing capacity requirements all-together.

## What are SB 79's tenant protection measures?

SB 79 includes strong tenant protections to reduce displacement and preserve existing housing. Projects using SB 79 must comply with local demolition and anti-displacement ordinances, including Los Angeles' Resident Protections Ordinance. The bill also makes sites ineligible if they contain more than two rent or price-controlled units, including Rent Stabilization Ordinance units, that were occupied or demolished within the past seven years, with ongoing analysis to clarify how state price-controlled units are treated.

For projects that propose demolition, SB 79 requires compliance with state anti-displacement law, which prohibits the net loss of housing units and ensures that existing tenants can remain in their homes until six months before construction begins, with advance notice of displacement. If a project does not move forward and units return to the rental market, tenants must be allowed to return at their prior rent. If redevelopment occurs, lower-income households are entitled to relocation assistance and the right of first refusal for comparable units in the new development, consistent with existing local tenant protection requirements.

## Additional Resources

[SB 79 Webpage](#)

[Council File Updates](#)

## Glossary

### California Tax Credit Allocation Committee (TCAC) Resource Areas

The California TCAC is overseen by the California State Treasurer Office and helps to administer the federal and state Low-Income Housing Tax Credit Programs which enable private investment in rent-restricted affordable housing for low-income residents. The California TCAC Opportunity Areas maps are a tool designed to visually represent how “access to opportunity” varies from place to place. “Access to opportunity” refers to a person’s ability to access places with characteristics linked to critical life outcomes such as educational attainment, earnings from employment, and economic mobility. “Low resource areas” have less access to opportunities that lead to positive life outcomes. More information on the California TCAC Opportunity Maps can be found [here](#).

### Floor Area Ratio (FAR)


The ratio of habitable floor area to the size of a lot. For instance, if a 1,000 square foot lot has a FAR of 3:1, the building on that lot would be permitted 3,000 square feet. In Los Angeles, the FAR of the City’s Chapter 1 zoning code is based on net lot size (lot area minus required yards). In SB 79 and the City’s new Chapter 1A zoning code, FAR is based on gross lot size.

### Lower Income Households

A Lower Income Household earns 80% of an area’s median income (typically the median income of a county). Subcategories of Lower Income Households include Very Low Income Households defined as earning 60% of an area’s median income and Extremely Low Income Households defined as earning 30% of an area’s median income. More information can be found [here](#).

### State Density Bonus Law

State Density Bonus Law (found in [California Government Code Section 65915-65918](#)) is a state law that allows applicants to seek development bonuses in exchange for the provision of deed-restricted affordable housing. In projects providing market rate units, these low income units tend to be provided without public subsidy. As part of State Density Bonus, projects are offered a certain number of development incentives based on how many



affordable units they provide, and can request unlimited waivers of development standards that physically preclude a project so long as certain health and safety findings can be made. The City of Los Angeles implements State Density Bonus through its [Citywide Housing Incentive Program](#) (CHIP) as part of the [2021-2029 Housing Element Rezoning](#).

### **Transit-Oriented Development Stop/Zone**

SB 79 categorizes Transit-Oriented Development Stops into two tiers. Tier 1 transit stops are served by heavy rail transit or very high frequency commuter rail and Tier 2 are served by light rail, high frequency commuter rail, or by high quality bus service. Stations may be built or included as locally preferred alternatives pursuant to various regional plans as referenced in the bill. While Tier 2 stops must have been planned or built prior to January 1, 2026, Tier 1 stops developed in the future may be added to SB 79 applicability areas.

A Transit-Oriented Development Zone is the area within a half-mile of a Transit-Oriented Development Stop. Some capacity guardrails in SB 79 refer specifically to thresholds within Transit-Oriented Development Zones, so that each zone retains some increased capacity even if capacity shifts among zones.

### **Zoning Capacity**

The number of housing units that can be constructed using zoning regulations and incentive based programs. Sites that are zoned for higher density have more zoning capacity compared to lower density sites. Zoning capacity can be highly theoretical (maximum number of units allowed) or may be based on more realistic development considerations, depending on the purpose and requirements under state and local law. SB 79 will require detailed zoning capacity analysis and authorizes the [California Department of Housing and Community Development](#) (HCD) to procure standards for such analysis.