

**APPENDIX 2:**  
**SB 79 StoryMap**

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CPC-2026-1798-MS, CPC-2026-1797-CA

For consideration by City Planning Commission

May 14, 2026

## Appendix 2 - SB 79 STORYMAP

The SB 79 StoryMap was created by the Department to provide detailed information on the bill's eligibility, requirements, and interactions with existing zoning in the City of Los Angeles. It also includes various interactive draft maps to understand where specific parcels would be impacted and what kind of incentives would be available, if applicable. Please note that this information is in draft format and is intended for exploratory purposes only. As the City's implementation method develops, the StoryMap is refined to reflect these changes.

For more information, please see the link below:

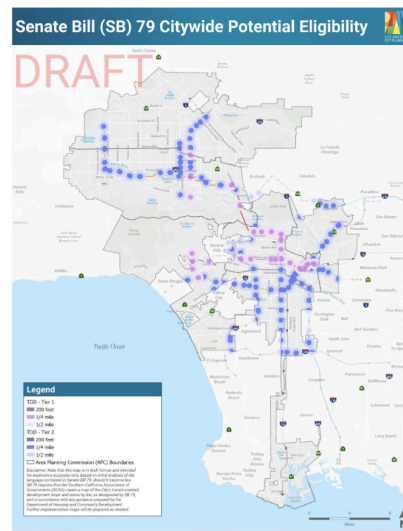
<https://storymaps.arcgis.com/stories/480791d9b665485ea798986dcad61e86>



### Senate Bill (SB) 79

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

Published: February 20, 2026



# Appendix 2 - SB 79 STORYMAP

## Bill Overview

Senate Bill (SB) 79 has been signed by the governor and will become effective on July 1, 2026. This Bill is designed to increase housing density near transit by introducing new by-right development standards for residential and commercial zoned parcels located near defined Transit-Oriented Development (TOD) stops. The bill's TOD stops are categorized into two tiers with scaled development standards for properties located within ¼ mile and ½ mile, creating TOD zones, with Tier 1 granting more permissive development standards than Tier 2. All sites within the station area or TOD zone will be eligible for the bill except for manufacturing zones and sites containing more than two units subject to the Rent Stabilization Ordinance (RSO) that have been occupied by tenants within the past seven years.



In Los Angeles, heavy rail transit lines Metro B and D may qualify as Tier 1 TODs while light rail transit and bus rapid transit (BRT) lines Metro A, C, E, K, and G may qualify for Tier 2 TODs, subject to meeting SB 79 service and eligibility criteria. SB 79 allows for the inclusion of certain planned routes identified in the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) with a preferred alternative, provided those routes meet the bill's eligibility requirements. As such, the draft map includes the Sepulveda Transit Corridor (Tier 1) and East San Fernando Valley Transit Corridor (Tier 2). On March 26, 2026, the Metro Board voted on a Locally Preferred Alternative (LPA) for the K Line Northern Extension. The draft eligibility map below has been updated to reflect TOD stops in the LPA. Metrolink stations with high frequency may also be eligible, including the Glendale stations. Station information is available in the searchable map included below.

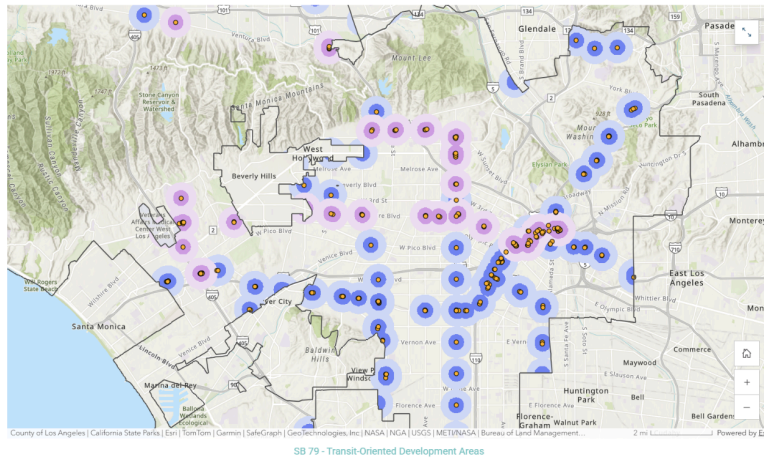
SB 79 establishes new zoning conditions for sites within a ½ mile of a TOD stop, providing new density, Floor Area Ratio (FAR), and height standards, as described in the graphic below. These new development standards will be available for all eligible projects, including sites with more restrictive zoning, and sites located in Specific Plans and other Overlays. SB 79 requires projects with more than 10 units to set aside either 7% of units for Extremely Low Income (ELI) households, 10% of units for Very Low Income (VLI) households, or 13% of units for Low Income (LI) households. Local inclusionary rules and fees including the Affordable Housing Linkage Fee are still valid where applicable. The bill also establishes labor standard requirements for buildings over 85 feet in height.

SB 79 also includes provisions to allow for potential delayed implementation and the development of local TOD alternative plans. The Los Angeles City Council recently adopted a motion on November 4, 2025 directing Los Angeles City Planning to prepare recommendations for the implementation of SB 79, as directed by Council File [25-1083](#). This report is available [here](#). For updates, please click the "subscribe via email" button at the top of the web page.



# Appendix 2 - SB 79 STORYMAP

## Summary of SB 79 Development Standards



Senate Bill (SB) 79

Bill Overview Draft Eligibility Map Local Implementation Site Considerations Archive

### Delayed Effectuation

SB 79 offers various pathways to temporarily pause effectuation of the bill on qualifying sites and TOD zones until one year following the adoption of the next Housing Element, approximately 2030 for the city of Los Angeles. In particular, the bill allows cities to postpone implementation in TOD zones that currently permit significant housing capacity or on sites that already allow at least half of the building potential allowed under SB 79. Sensitive sites meeting certain criteria are also eligible for delayed effectuation, including sites in Very High Fire Hazard Severity Zones (VHFHSZ), areas vulnerable to one foot sea level rise, industrial employment hubs, and sites with locally designated historic resources including Historic Preservation Overlay Zones (HPOZs) and Historic-Cultural Monuments (HCMs). Furthermore, cities have the option to delay implementation of SB 79 on individual sites or in TOD zones that are predominately designated as "low resource" in the most recently adopted opportunity area maps published by the California Tax Credit Allocation Committee (TCAC). See Site Considerations section below to learn more. Additional information on delayed effectuation is available in GCS 65912.161.(b).

It is important to note that, in order to delay effectuation, a local jurisdiction must adopt an ordinance subject to review and approval by the California Department of Housing and Community Development (HCD). Following adoption of a delayed effectuation ordinance, HCD has up to 120 days to review the ordinance and issue a finding on the city's compliance. If HCD determines the City's ordinance is not in compliance with SB 79, the City must either revise the ordinance or make findings explaining why it believes the ordinance complies with the statute. A delayed effectuation ordinance would need to be effectuated before July 1, 2026.

Adoption of a standalone delayed effectuation ordinance through Option B could temporarily pause SB 79 in many parts of the city, but based on initial analysis of the delayed effectuation criteria, TOD zones in higher 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. While some of the

Senate Bill (SB) 79

Bill Overview Draft Eligibility Map Local Implementation Site Considerations Archive

### Proposed Citywide Upzoning

Adoption of a standalone delayed effectuation ordinance (Option B) could secure a temporary pause in SB 79 in many parts of the city, but would leave many single-family and low density areas subject to the bill in July. As such, the City Council directed planning to prepare recommendations on rezoning options which would permit a citywide delay in effectuation and role out a phased implementation of a SB 79 Alt Plan locally. These Upzoning Options are described in Section IX of the report, applying to single-family and low-density parcels in both TOD stations that are composed of majority moderate and higher opportunity areas termed **"Opportunity Stations"** and in higher and moderate opportunity census tracts that are not eligible for delayed effectuation. It is important to note that Opportunity Stations include some lower and moderate opportunity census tracts. Amendments would occur through the Mixed Income Incentive Program (MIIP), ensuring sites meet the capacity thresholds required for delayed effectuation citywide while directing growth within and near higher opportunity areas best served by transit and infrastructure.

Single-family and lower density zones are currently non-eligible or eligible for limited incentives in the City's existing incentive programs. By increasing allowable density, height, and floor area, these sites could accommodate additional housing capacity, qualify for delayed effectuation under SB 79, and support long-term housing production goals.

#### Using MIIP to Implement SB79

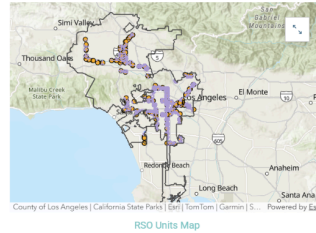
City Planning has developed options for the City Council's consideration that propose upzoning certain single family and low density parcels through the Mixed Income Incentive Program (MIIP), which was adopted in 2025 as part of the Citywide Housing Incentive Program (CHIP) Ordinance and the Housing Element Rezoning Program. MIIP applies to multi-family and commercially zoned parcels near transit and includes the following two incentive programs:

### Site Considerations

To understand the many factors shaping the application of SB79 incentives across the city, we must highlight key site-level considerations including current zoning constraints, historic sites, environmentally sensitive areas, and Rent Stabilization Ordinance (RSO) constraints. Below you will find a centralized map visualizing where these factors may limit, delay, or shape the application of SB 79 incentives across the city.

#### RSO Units

The map visualizes parcels that have more than two units subject to the City's Rent Stabilization Ordinance (RSO). Sites containing more than two RSO units that have been occupied or demolished in the last seven years are ineligible for SB 79. Citywide, approximately 15% of sites within SB 79 TOD zones are ineligible due to the presence of three or more RSO units. RSO units are distributed across TOD zones but are more prevalent in lower opportunity areas. Majority of lower opportunity TOD zones have the highest share of sites with one to two RSO units, ranging from 16% to 36%, and are primarily located in South Los Angeles, Southeast Los Angeles, and Boyle Heights. TOD zones with the highest concentrations of sites containing three or more RSO units, ranging from 26% to 50% of the zone, are generally located in lower opportunity areas such as Koreatown and East Hollywood.



To view the map in full screen, click the arrows in the top right of the map. To search for an address,

### Site Considerations Overview Map

The map below combines the layers from the previous maps into **one centralized map**. To view the map in full screen, click the box with arrows in the top right of the map. To search for an address, use the address search bar on the top left of the map. To modify transparency and map features, click the three dots to the right of the feature name. To view the map legend, click the list icon at the bottom left of the map.

*Disclaimer: Note that this map is in draft format and intended for exploratory purposes only, based on initial analysis of the language contained in Senate Bill 79. SB 79 requires that the Southern California Association of Governments (SCAG) create a map of the City's transit-oriented development and stops and zones by tier, as designated by SB 79, and in accordance with any guidance prepared by the Department of Housing and Community Development. Further implementation maps will be prepared as needed.*

