

**UNCODIFIED DELAYED EFFECTUATION
ORDINANCE RELATED TO
SENATE BILL 79**

City Council
June 8, 2026





Background

Planning & Community Development

- Introduced on January 15, 2025 by Senator Scott Wiener and signed by Governor Gavin Newsom on October 10, 2025.
- Provides for certain housing development projects when within 1/4 to 1/2 mile of a Transit-Oriented Development (TOD) stop.
- Allows a transit agency (Metro, Foothill Transit, etc.) to adopt its own TOD development standards for district-owned property within 1/2 mile of a TOD stop.
- Takes effect on July 1, 2026.



Housing, Homelessness, and Planning Committee

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- > May 7, 2026: Staff presented background information and options to implement SB 79.
- > Staff outlined a recommendation to adopt an Uncodified Delayed Effectuation Ordinance to temporarily exempt certain sites.
- > The Committee was supportive of Option 2, as recommended by staff, and directed staff to:
 - Provide additional variations as it relates to delaying implementation to RM zones, including:
 1. Not delaying implementation to any RM zones;
 2. Only delaying implementation for RM-12 and RM-16 zones; and
 3. Delaying implementation to all RM zones; and provide accompanying maps to demonstrate the variations; and
 - Determine if an Urgency Ordinance can be adopted.



Planning Commission Action

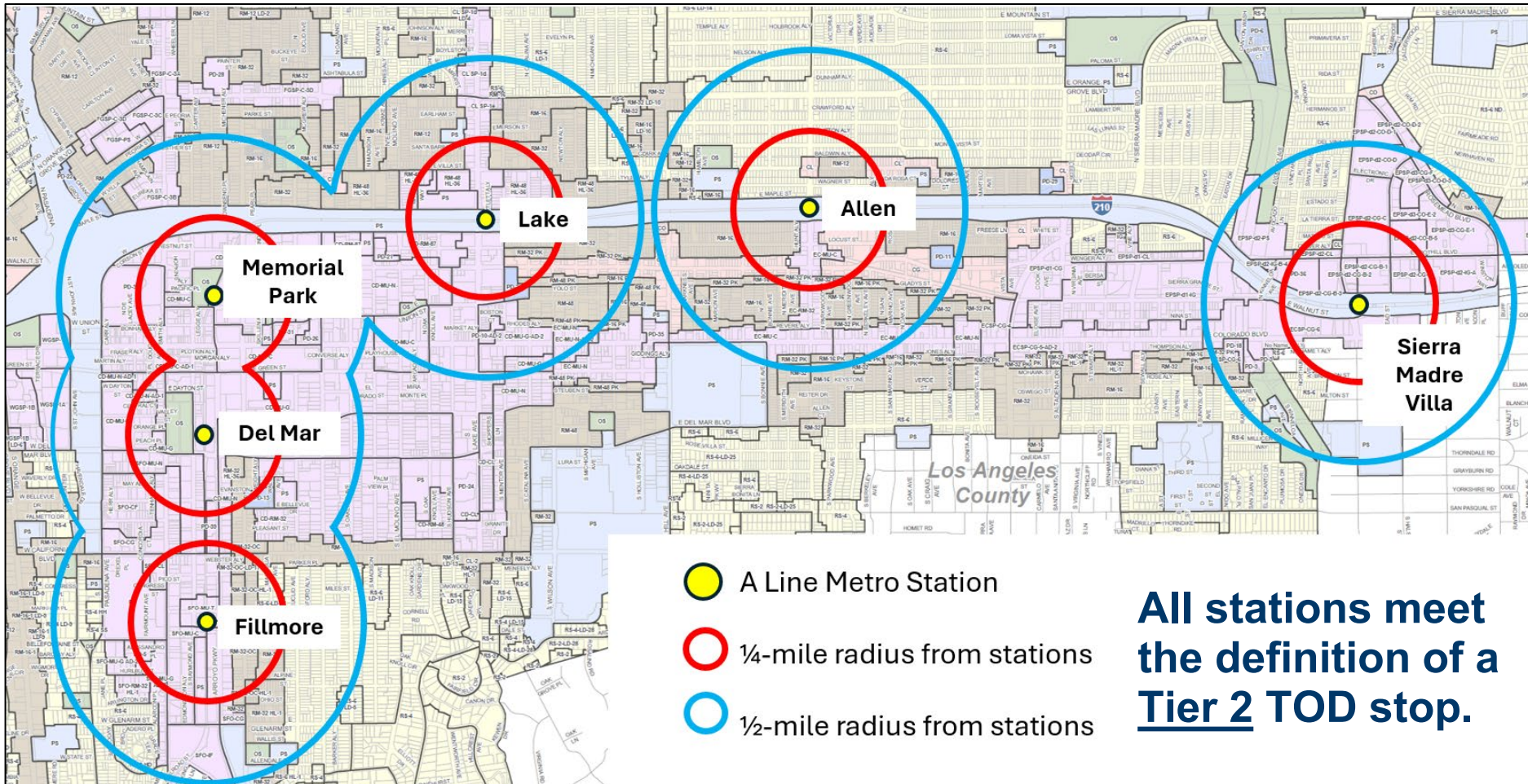
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- > May 13, 2026: Planning Commission considered the proposed Uncodified Delayed Effectuation Ordinance to implement the staff recommendation, Option 2;
- > The Commission considered the maps demonstrating the RM implementation options requested by HHPC; and
- > The Commission recommended, by a vote of 5-1, that the City Council approve the staff recommendation, including delaying implementation in all RM zones.
- > The Commission also asked staff to return with future discussions on preparing a Transit Oriented Development Alternative Plan (TODAP) and was generally supportive of a TODAP.
- > Staff is currently compiling data, conducting analysis, and tracking new legislation that would amend SB 79 to possibly prepare a TODAP.



TOD Stops: Metro A-Line

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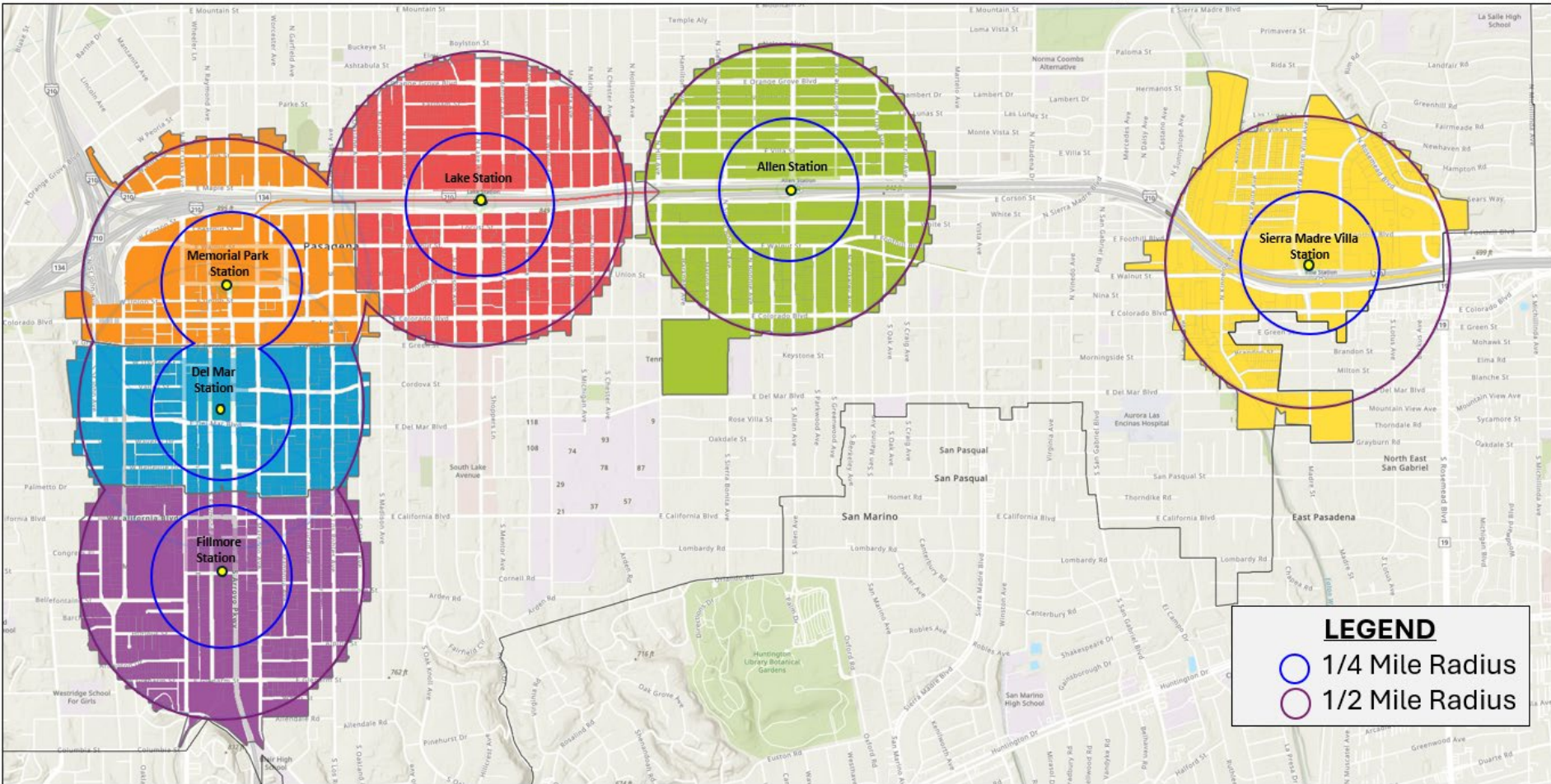
All stations meet the definition of a Tier 2 TOD stop.

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TOD Stops: Metro A-Line

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Eligibility Thresholds

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- Project site must be zoned for residential, mixed-use, or commercial development.
- Project shall include a minimum of five housing units.
- Project must have a minimum density of 30 dwelling units per acre (du/ac).
- Average proposed unit size shall not exceed 1,750 habitable square feet.
- For mixed-use projects, a minimum of 66% of the total square footage must be for residential purposes.



SB 79 Limitations

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- Cannot be applied to projects proposing any hotel, motel, or similar uses.
- Cannot be applied to a site containing more than two units where the development would require demolition of existing rent-or-price control units occupied by tenants within the past seven years.
- Cannot be applied to a site previously used for more than two rent-or-price controlled units that were demolished within seven years before submittal of SB 79 project application.
- Projects with 10 or more units must comply with the City's local inclusionary requirements.
- Imposes prevailing wage and other labor requirements on buildings over 85 feet in height.



SB 79 Limitations

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- Any proposed development would still remain subject to:
 - Development standards of the Zoning Code and any applicable Specific Plan.
 - City's Objective Design Standards (projects with more than 48 du/ac) and applicable City of Gardens Design Standards in RM zones.
 - City's Design Review process.
 - City's applicable demolition and anti-displacement standards. This would include complying with the Certificate of Appropriateness process and Tenant Protection Ordinance.
 - California Environmental Quality Act (CEQA).
 - All requirements of the California Building Code, Fire Code, etc.



SB 79 Development Standards

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Location	Tier 2 Development Standards per SB 79
Adjacent to a TOD stop (within 200 feet*)	<ul style="list-style-type: none">• Height: 85 feet• Density: 140 du/ac• Residential FAR: 4.0
Within ¼-mile* of a TOD stop	<ul style="list-style-type: none">• Height: 65 feet• Density: 100 du/ac• Residential FAR: 3.0
Between ¼- and ½-mile* of a TOD stop	<ul style="list-style-type: none">• Height: 55 feet• Density: 80 du/ac• Residential FAR: 2.5

* Distance measured from the pedestrian entrance(s) of a TOD stop.



Local Implementation Options

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- Various options to implement SB 79, including:
 1. No local action (implement SB 79 as-is).
 2. Adopt ordinance to delay effectuation of SB 79 for eligible sites.
 3. Adopt ordinance consisting of a Transit Oriented Development Alternative Plan.
- Ordinances need to be submitted to the Department of Housing and Community Development (HCD) for review.



Local Implementation Options

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- *Option 1: No Local Action - Implementation of SB 79:*
 - > No action to be taken by the City and implement in its entirety on July 1, 2026.
 - > City may adopt an ordinance codifying the SB 79 development standards.
 - > Avoids need for immediate action but does not pause eligibility for any sites.



Local Implementation Options

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- *Option 2: Delayed Effectuation for Eligible Sites:*
 - > Allows cities to temporarily exempt individual sites and TOD zones meeting certain criteria, effectively “delaying effectuation” up to one year following the adoption of the next Housing Element (approximately 2031).
 - > The following may be temporarily exempt:
 - An individual site in any TOD zone, if:
 - » The site’s current zoning permits at least 50% of total density and FAR;
 - » The site includes a historic resource designated as of January 1, 2025, on a local register.
 - Any individual site(s) within a specific TOD zone, if:
 - » At least 33% of sites in the TOD zone currently allow at least 50% of the density and FAR granted by SB 79; and
 - » All sites within the TOD zone cumulatively allow for at least 75% of the aggregate density allowed by SB 79.



Local Implementation Options

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- *Option 3: TOD Alternative Plan (TODAP)*
 - > City may be adopted via an ordinance, zoning overlay, adoption of specific plan, or adoption/implementation of the Housing Element at any time.
 - > TOD Alternative Plan may include:
 - Shifting capacity within a TOD zone and from one TOD zone to another provided the capacity is reduced by no more than 50% in any individual TOD zone and the overall capacity for all TOD zones within each jurisdiction is maintained;
 - Exempting sites with a historic resource designated as of January 1, 2025 on a local register, provided the sites do not cumulatively exceed 10% of the eligible area of any TOD zone;
 - Ensuring that the minimum density of individual sites shall not be less than 30 du/ac and the maximum shall not exceed 200% of what is permitted.



Staff Recommendation

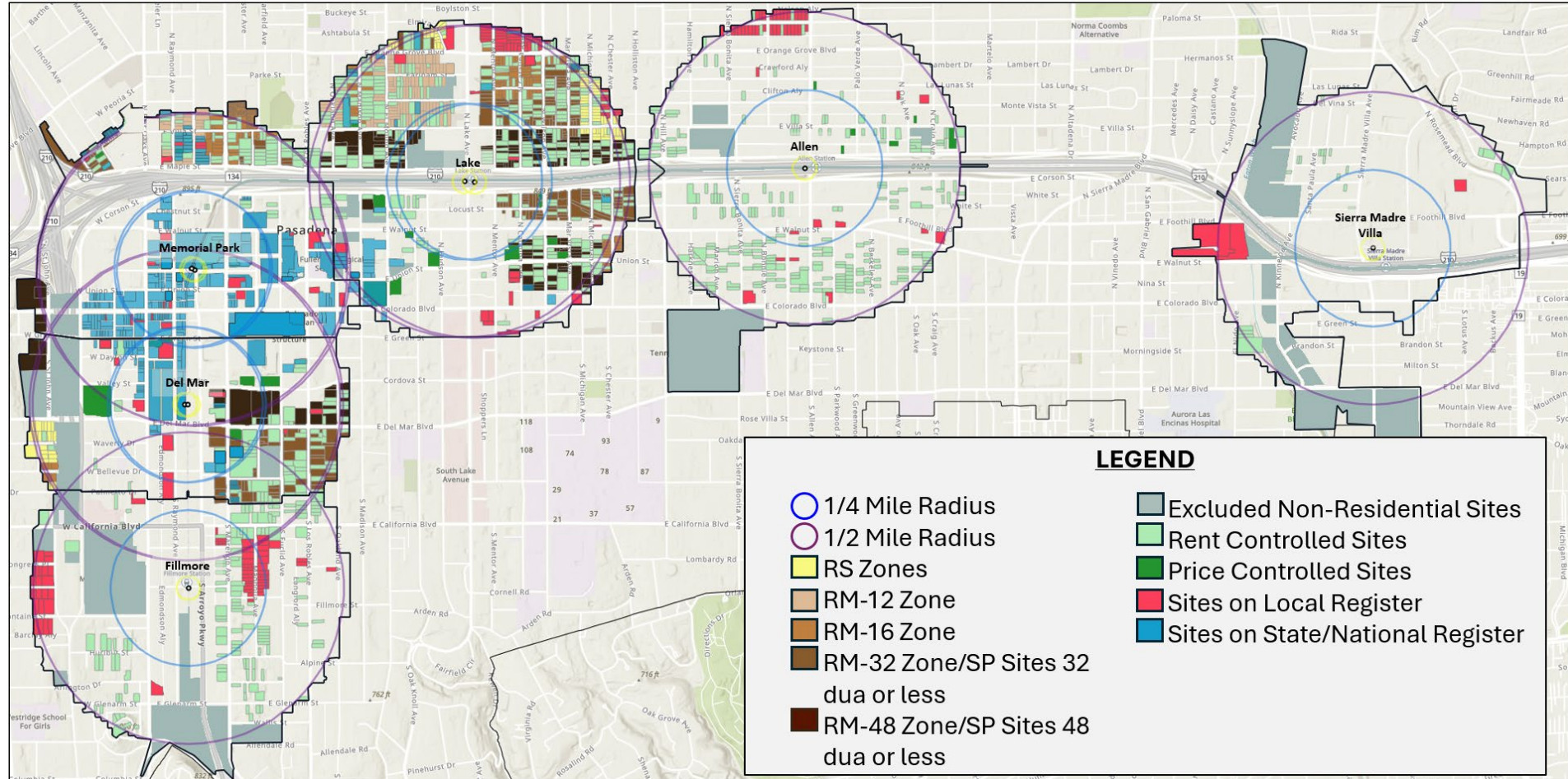
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- Staff recommends proceeding with Option 2 (Delayed Effectuation):
 - > An Uncodified Delayed Effectuation Ordinance to temporarily exempt the following sites from SB 79;
 - For all six TOD zones;
 - » Sites with historic resources designated as of January 1, 2025, on a local register.
 - Within the Memorial Park, Del Mar, and Lake TOD zones:
 - » Sites with historic resources designated as of January 1, 2025, on the state register.
 - » Sites zoned Multi-Family Residential (RM-12,-16, -32, and -48) and Single-Family Residential (RS).
 - » Sites located within specific plan areas with a density of 48 du/ac or less.



Option 2 – Delayed Effectuation and Excluded Sites + Rent/Price Controlled

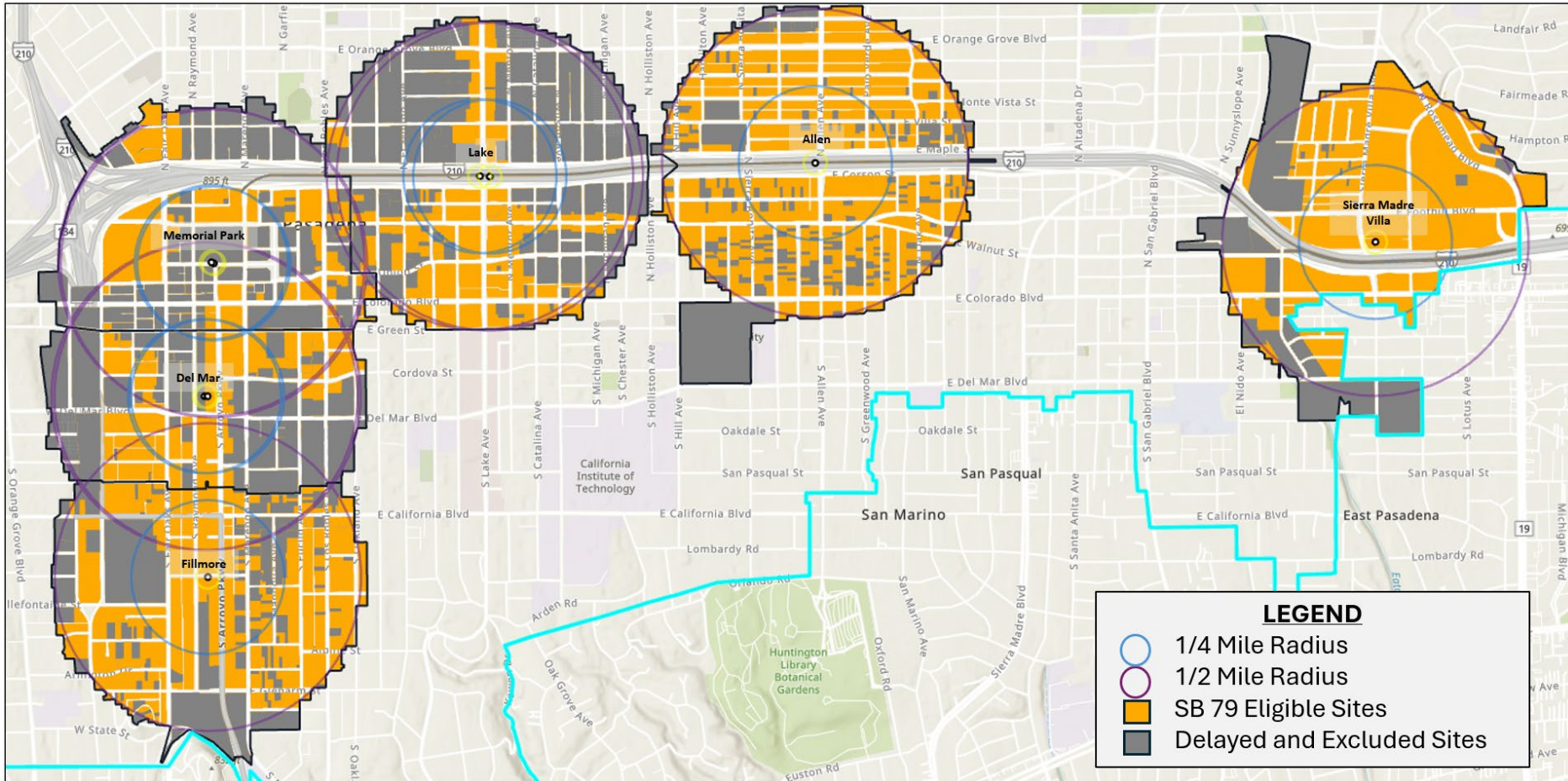
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Option 2 – Delayed Effectuation and Excluded Sites + Rent/Price Controlled

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Recommendation

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- It is recommended that the City Council:
 - > **Find** that the proposed action is exempt from CEQA;
 - > **Adopt** the Uncodified Delayed Effectuation Ordinance to delay implementation of SB 79 for sites identified in Option 2;
 - > **Conduct** first reading of the Uncodified Delayed Effectuation Ordinance; and
 - > **Adopt** the Findings for the Zoning Code Amendment.



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Next Steps and Timeline

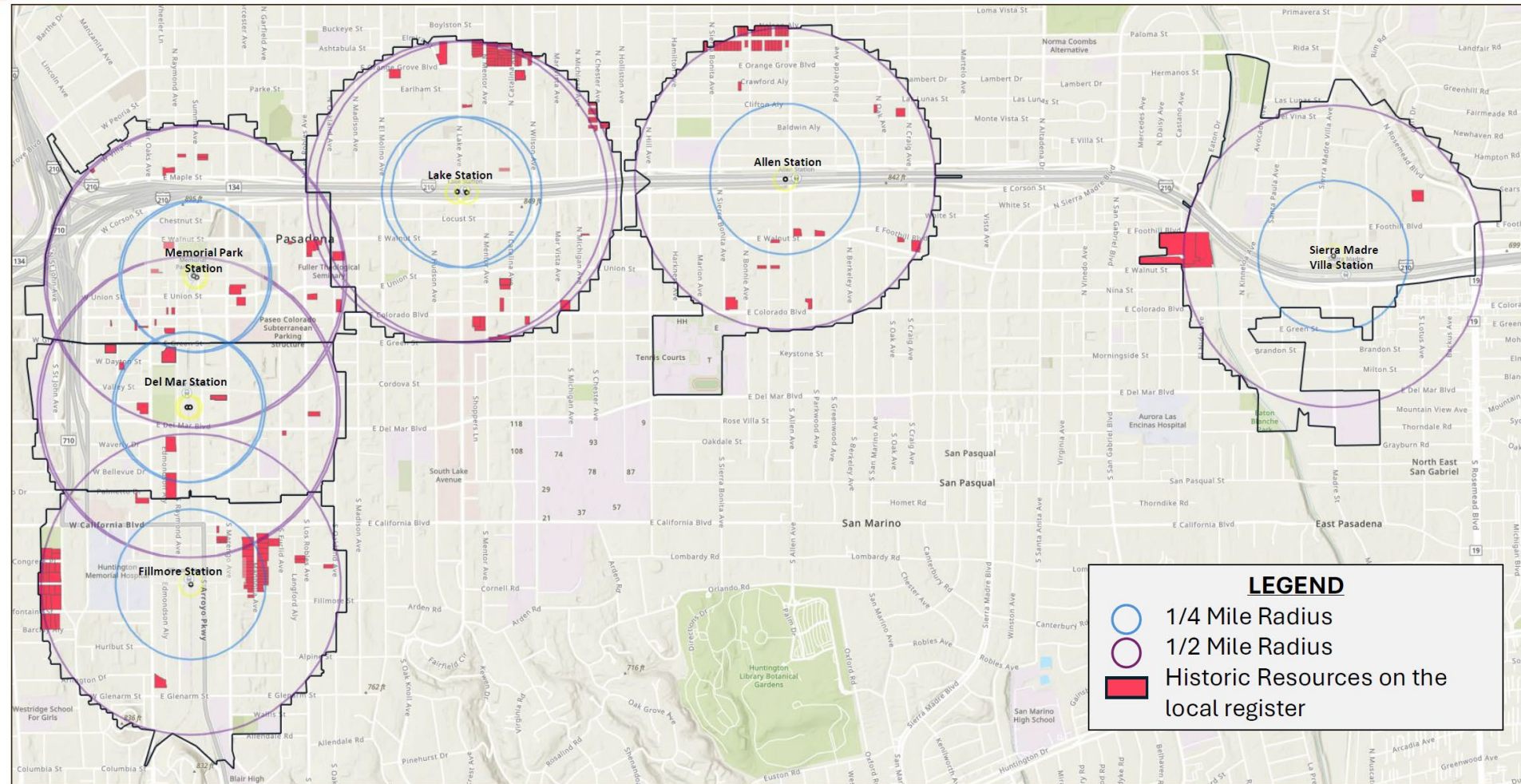
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- June 15, 2026, conduct second reading of the ordinance.
- June 18, 2026, effective date of Uncodified Delayed Effectuation Ordinance.
- July 1, 2026, effective date of SB 79.



Sites with Historic Resources on the Local Register

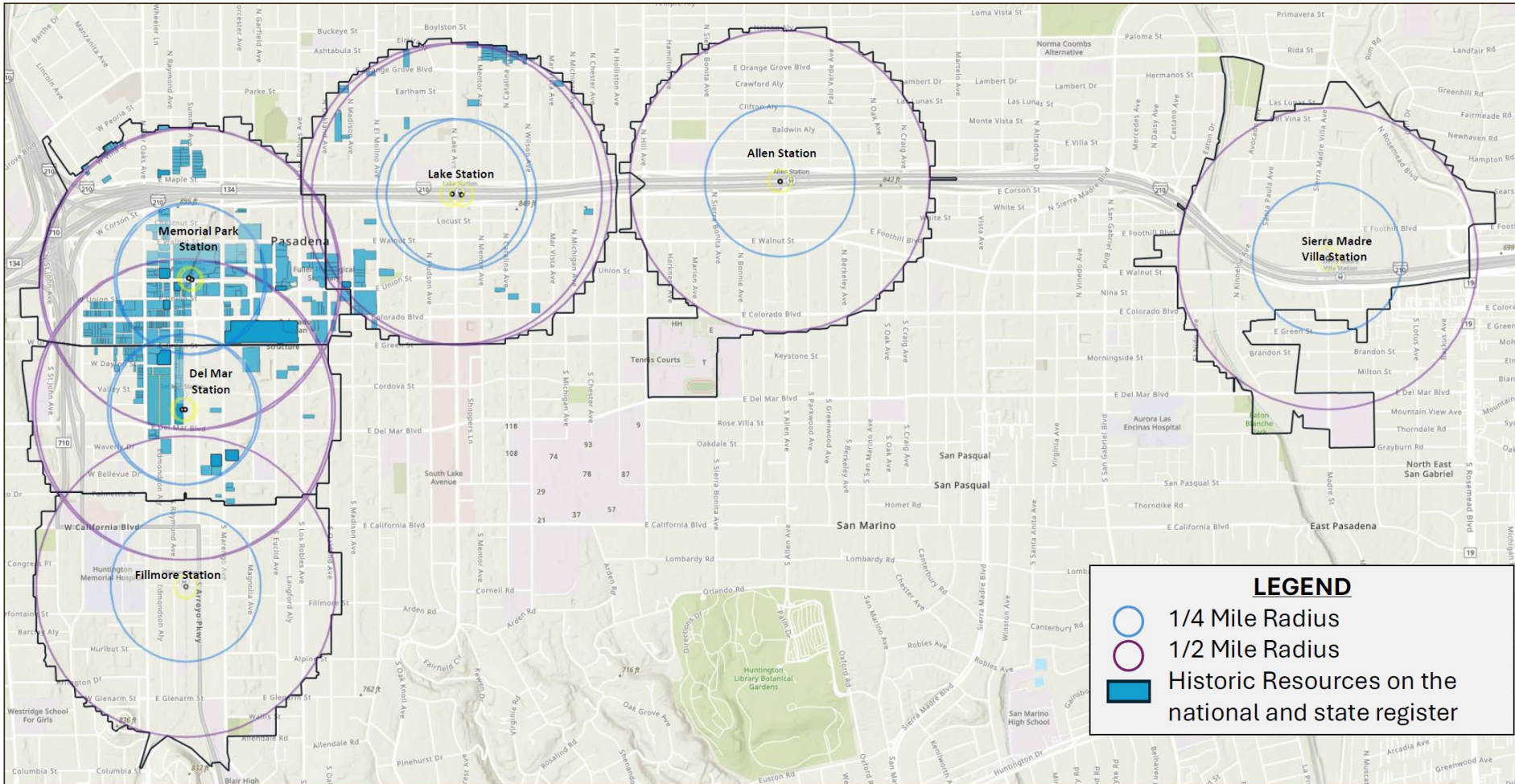
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Sites with Historic Resources on the State and National Register

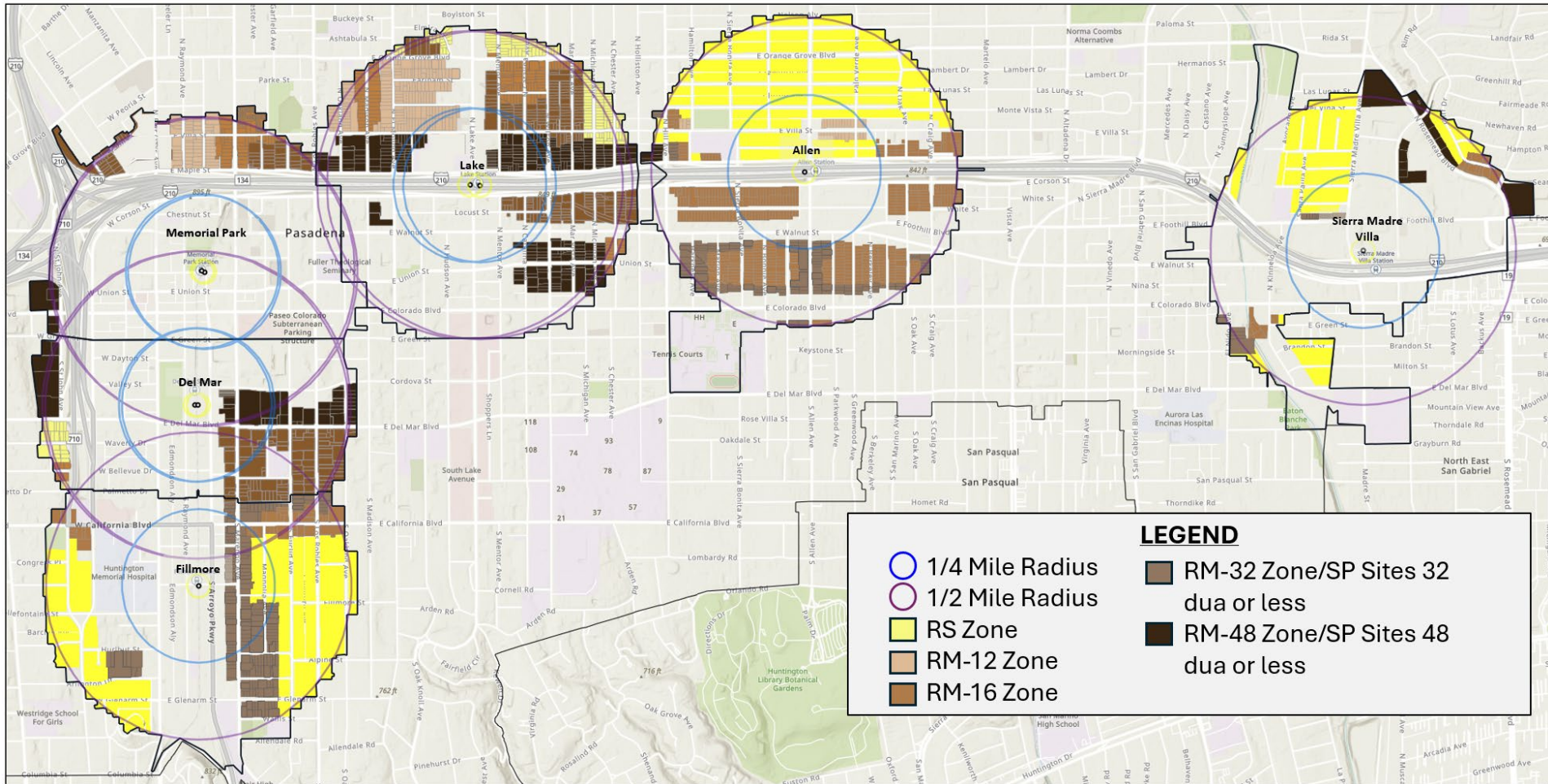
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Sites Zoned RS, RM, and SP

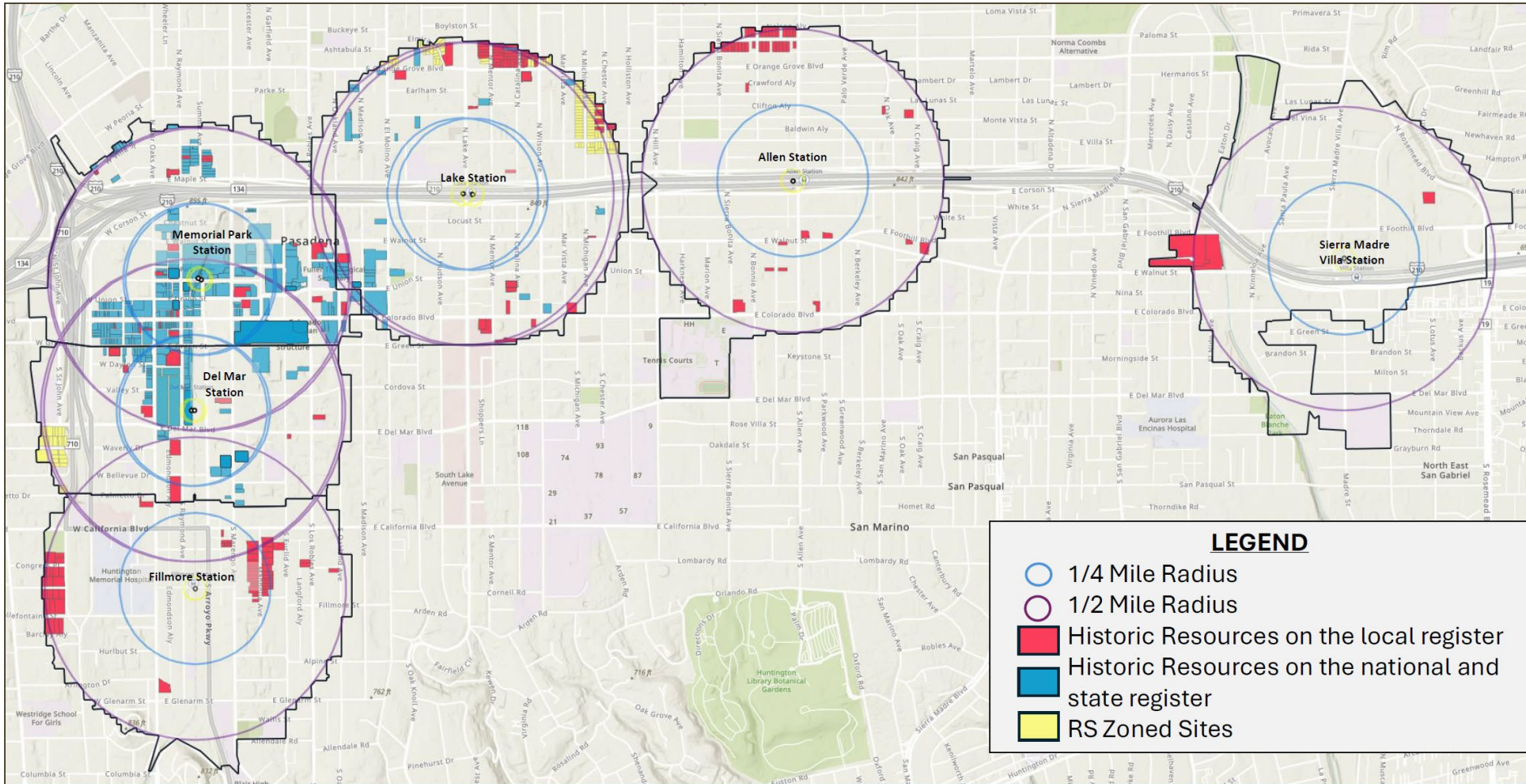
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Option 2

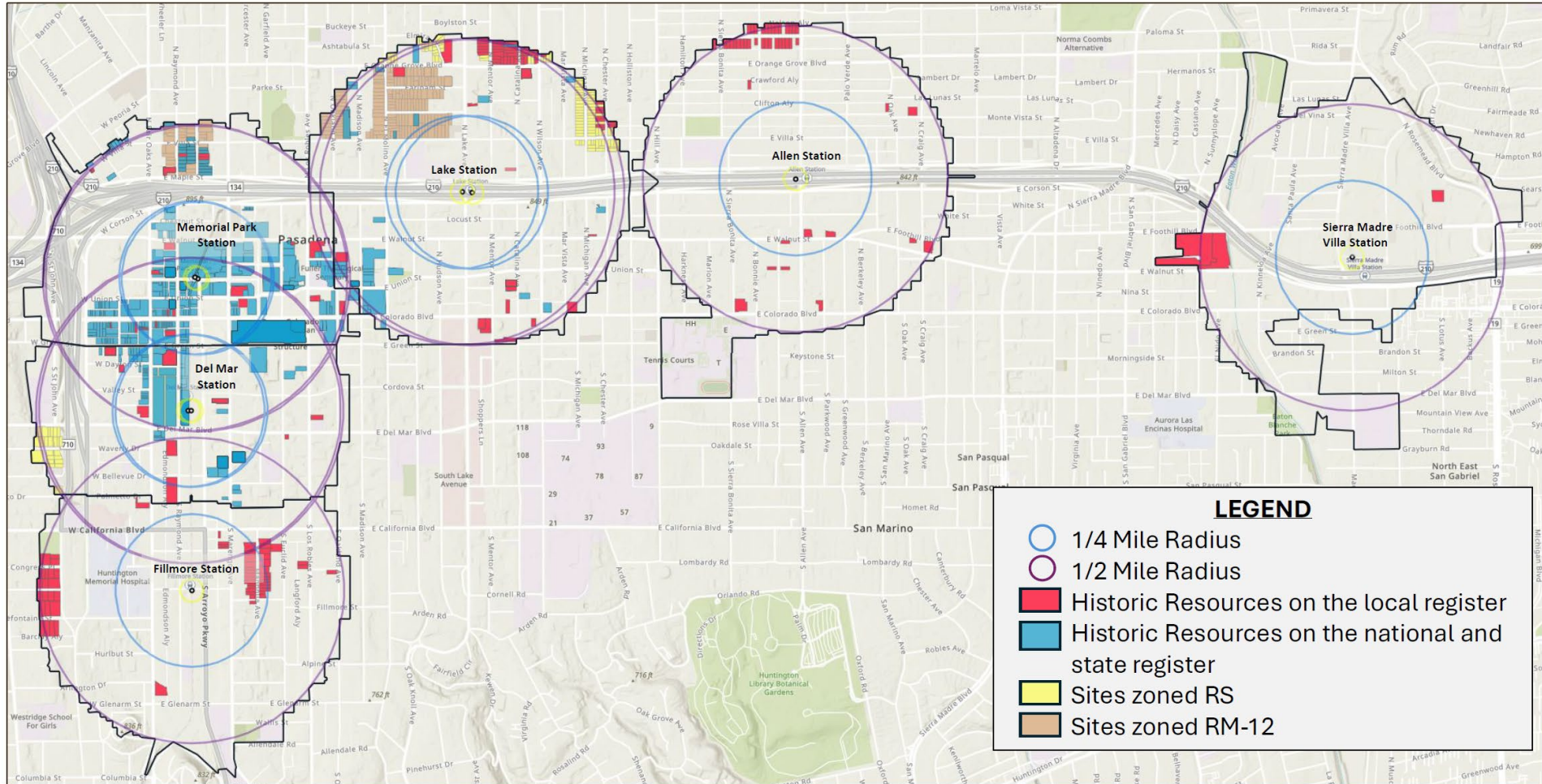
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Option 2

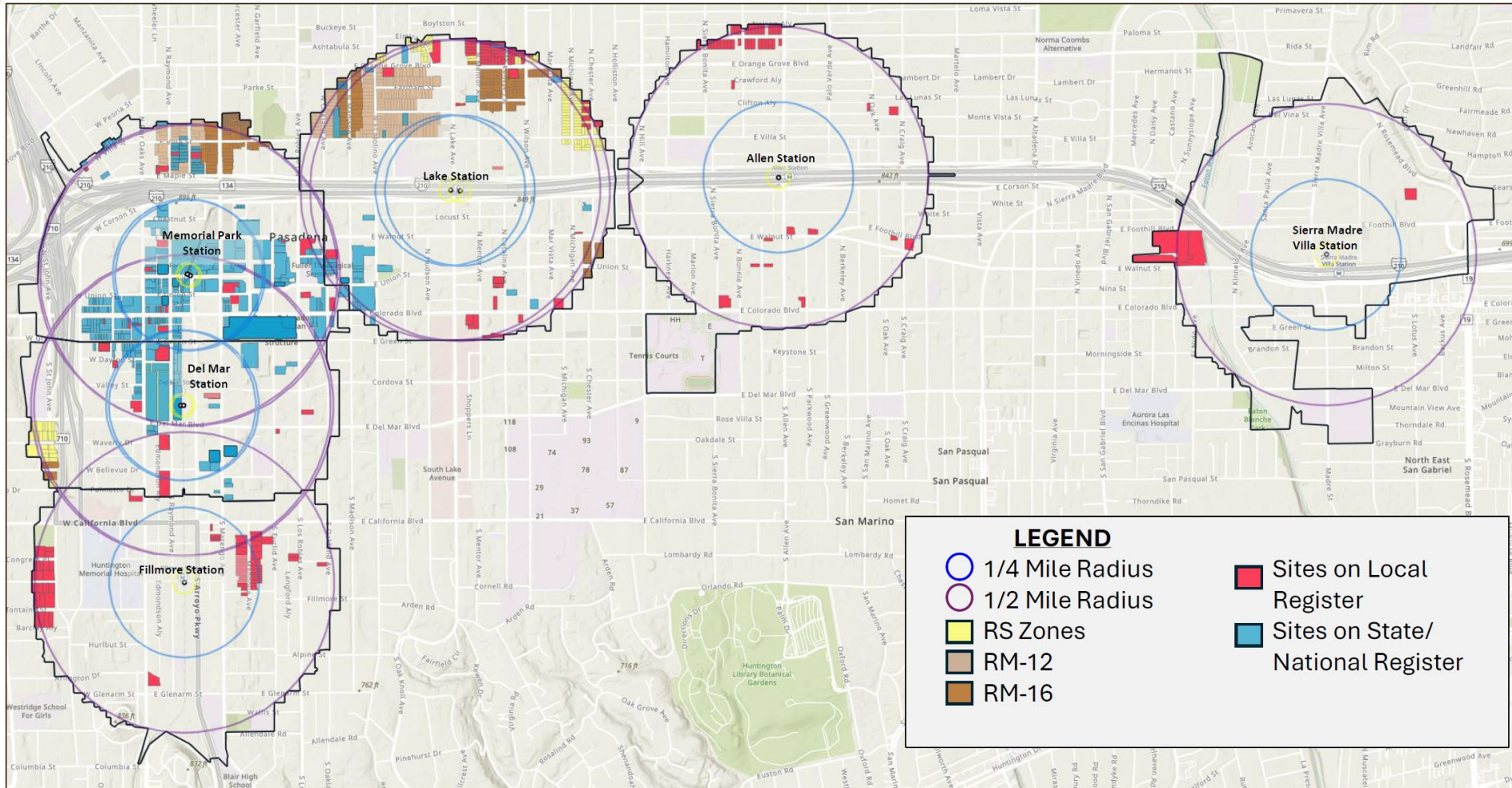
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Option 2

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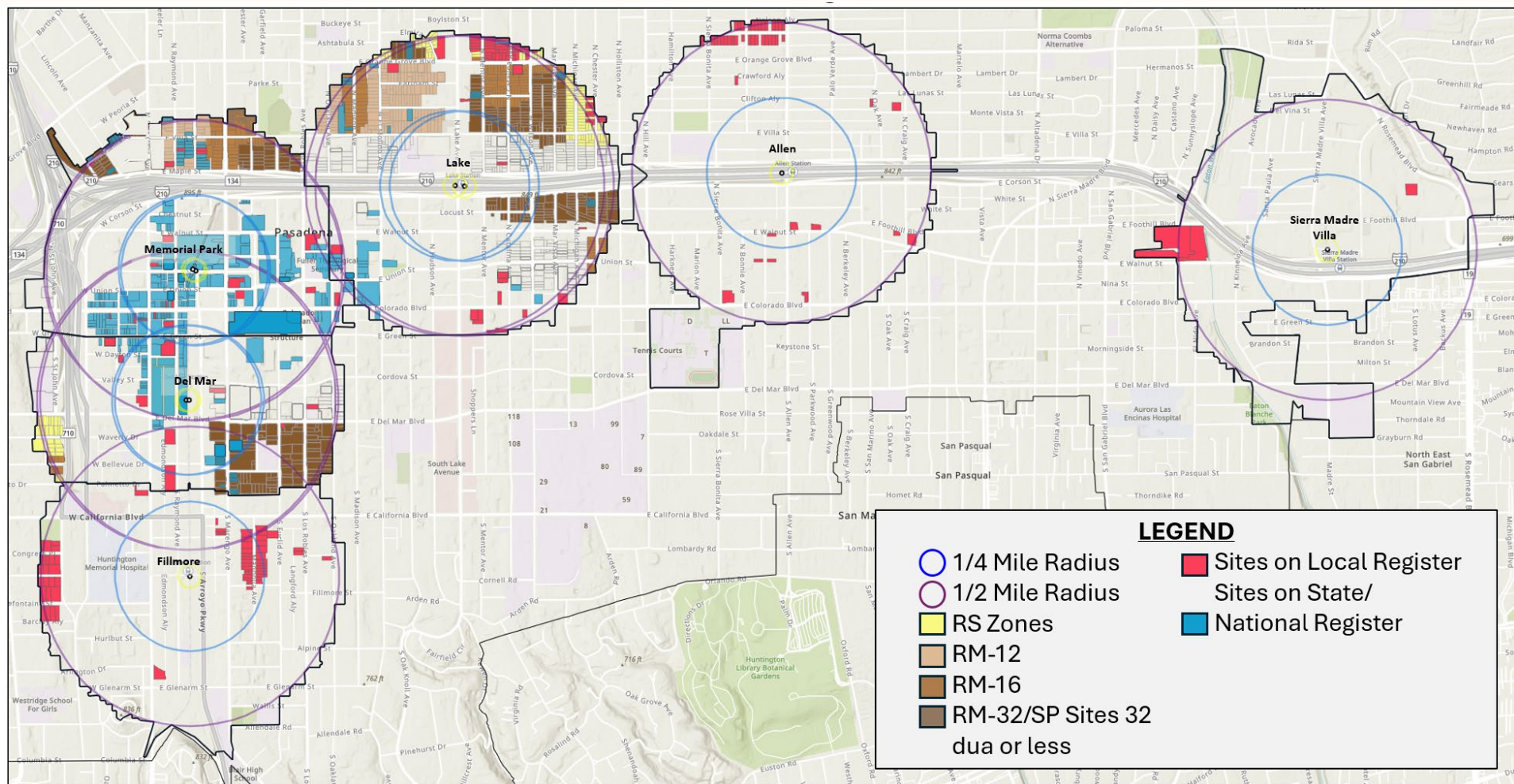
LEGEND

- 1/4 Mile Radius
- 1/2 Mile Radius
- RS Zones
- RM-12
- RM-16
- Sites on Local Register
- Sites on State/National Register



Option 2

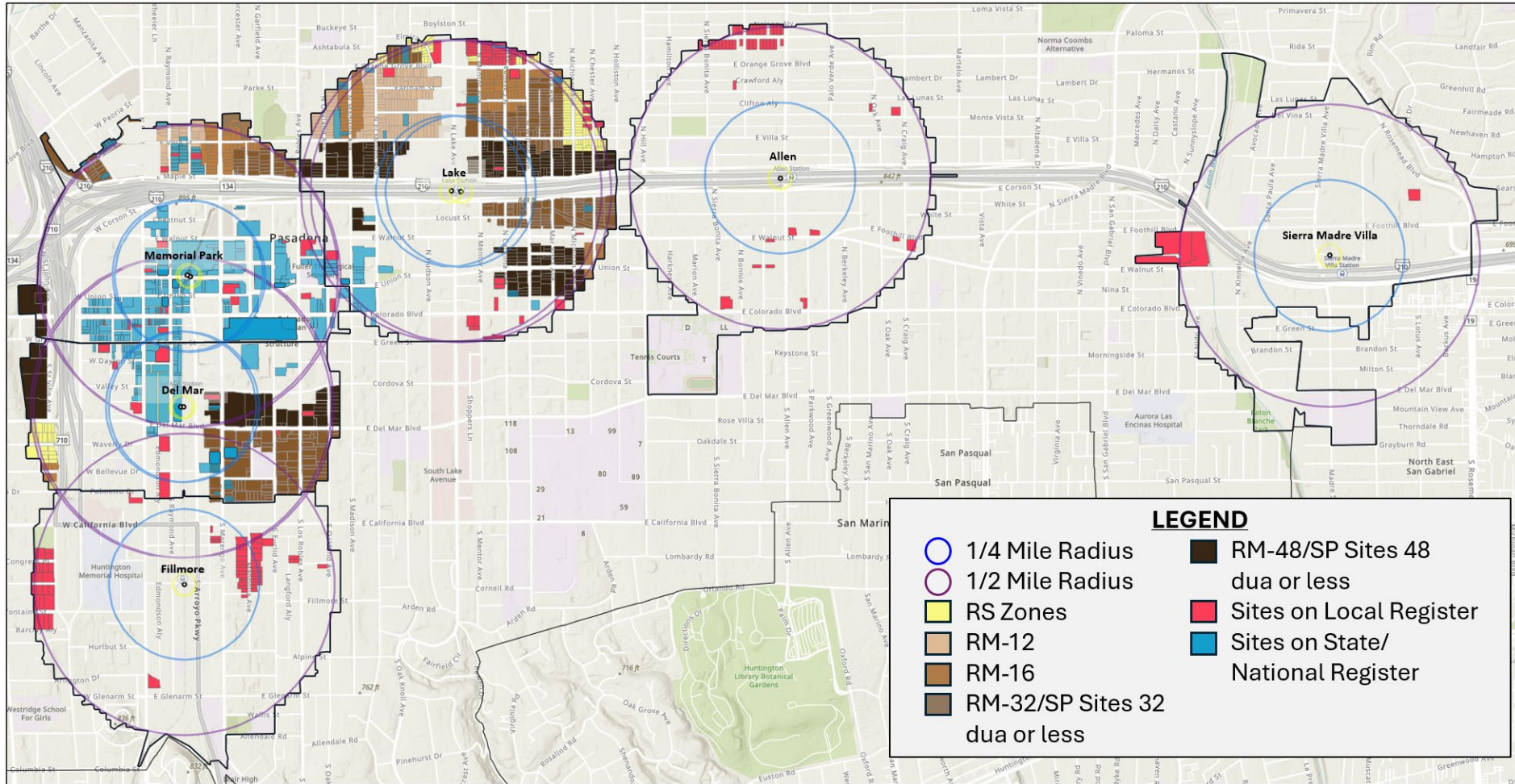
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Option 2 – Delayed Effectuation

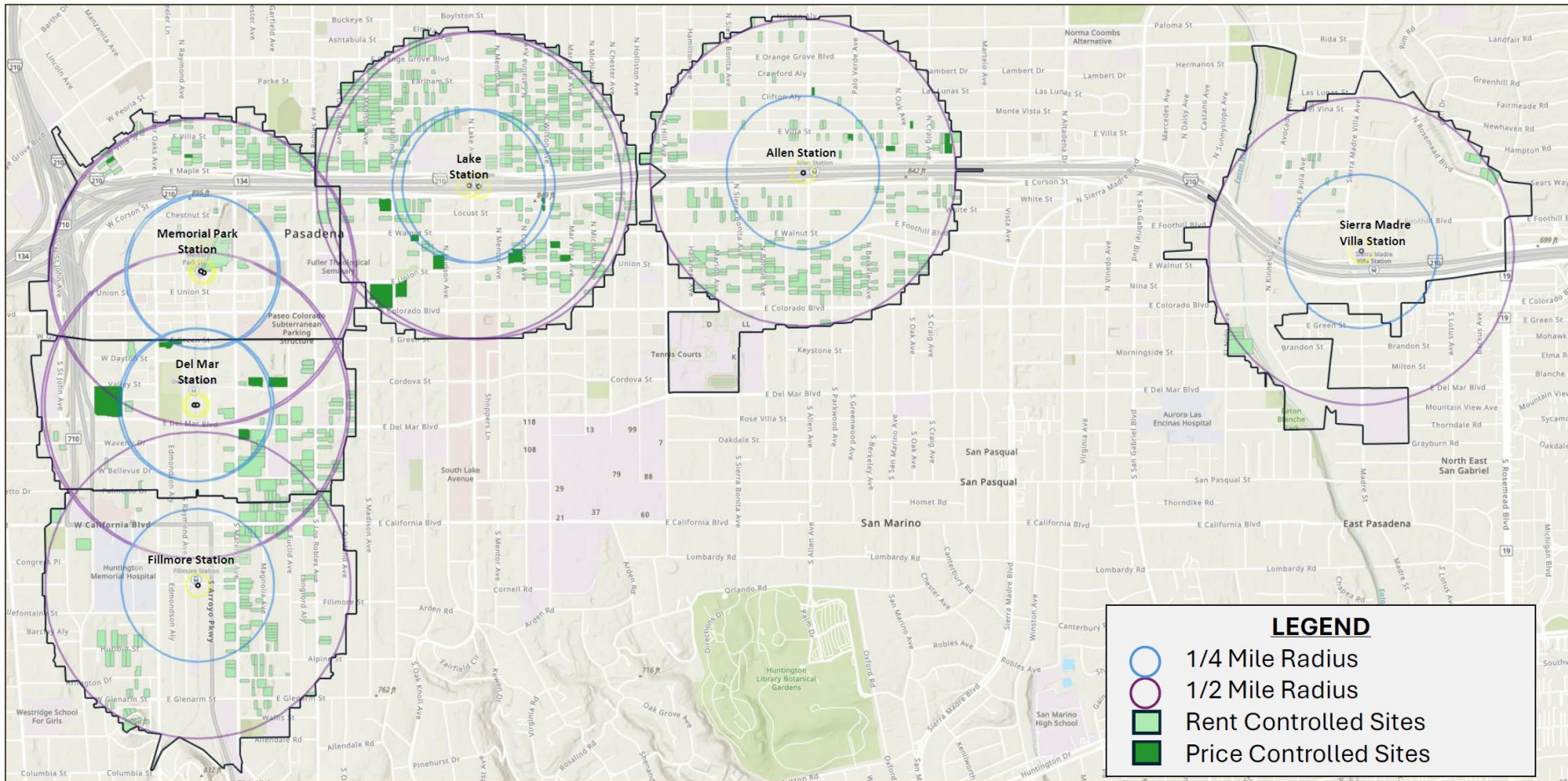
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Rent and Price Controlled Sites

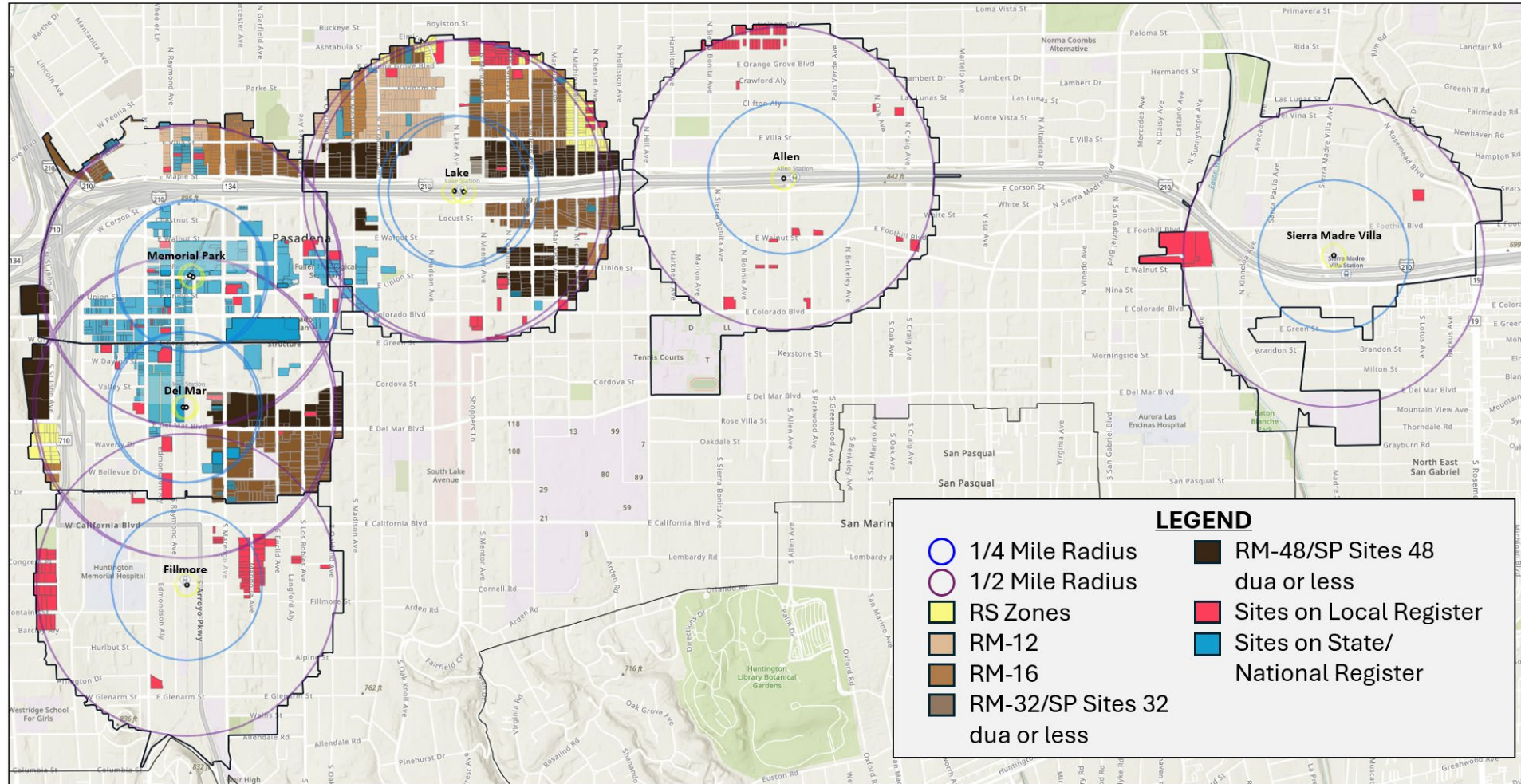
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Option 2 – Delayed Effectuation

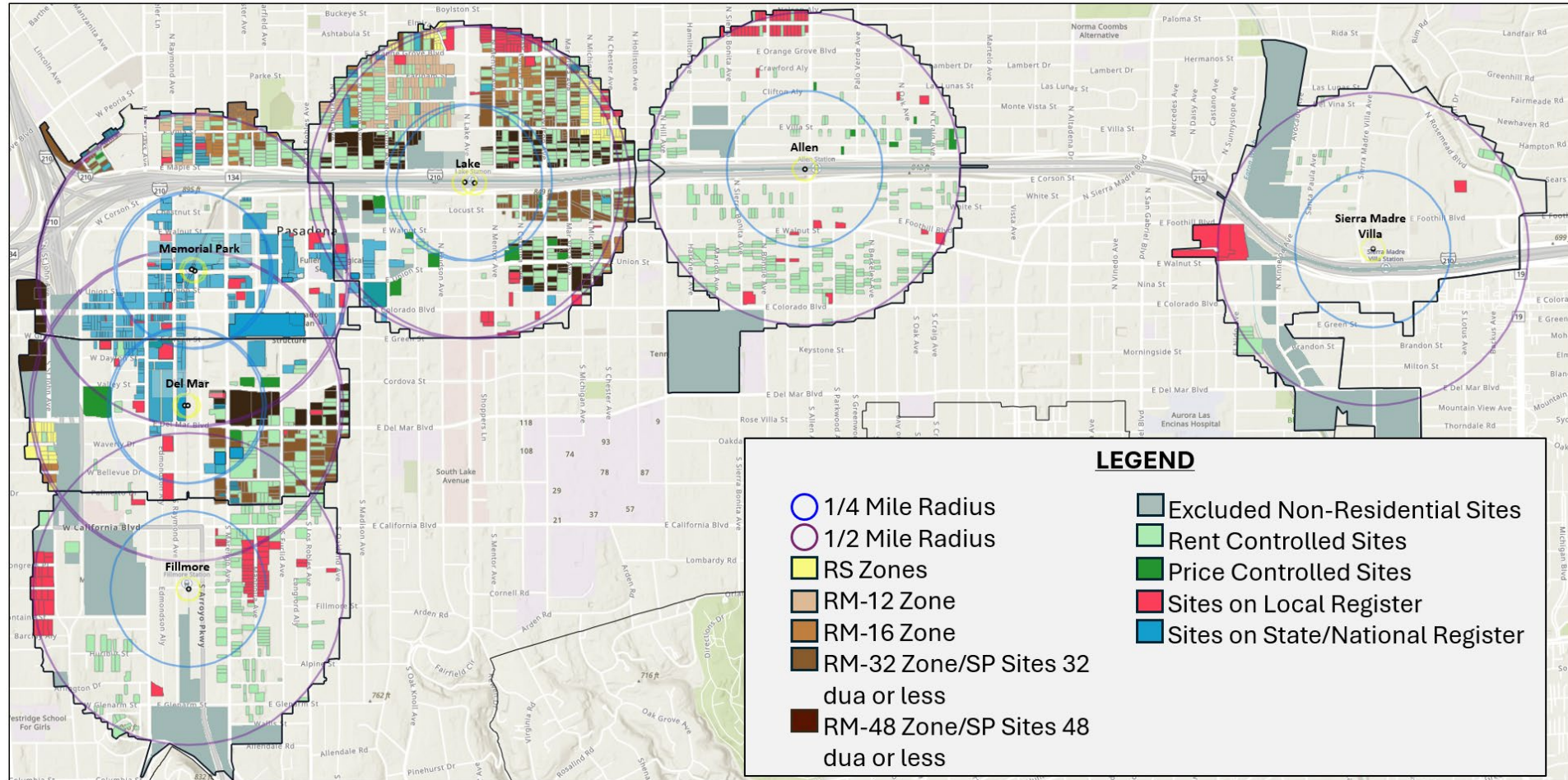
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Option 2 – Delayed Effectuation and Excluded Sites

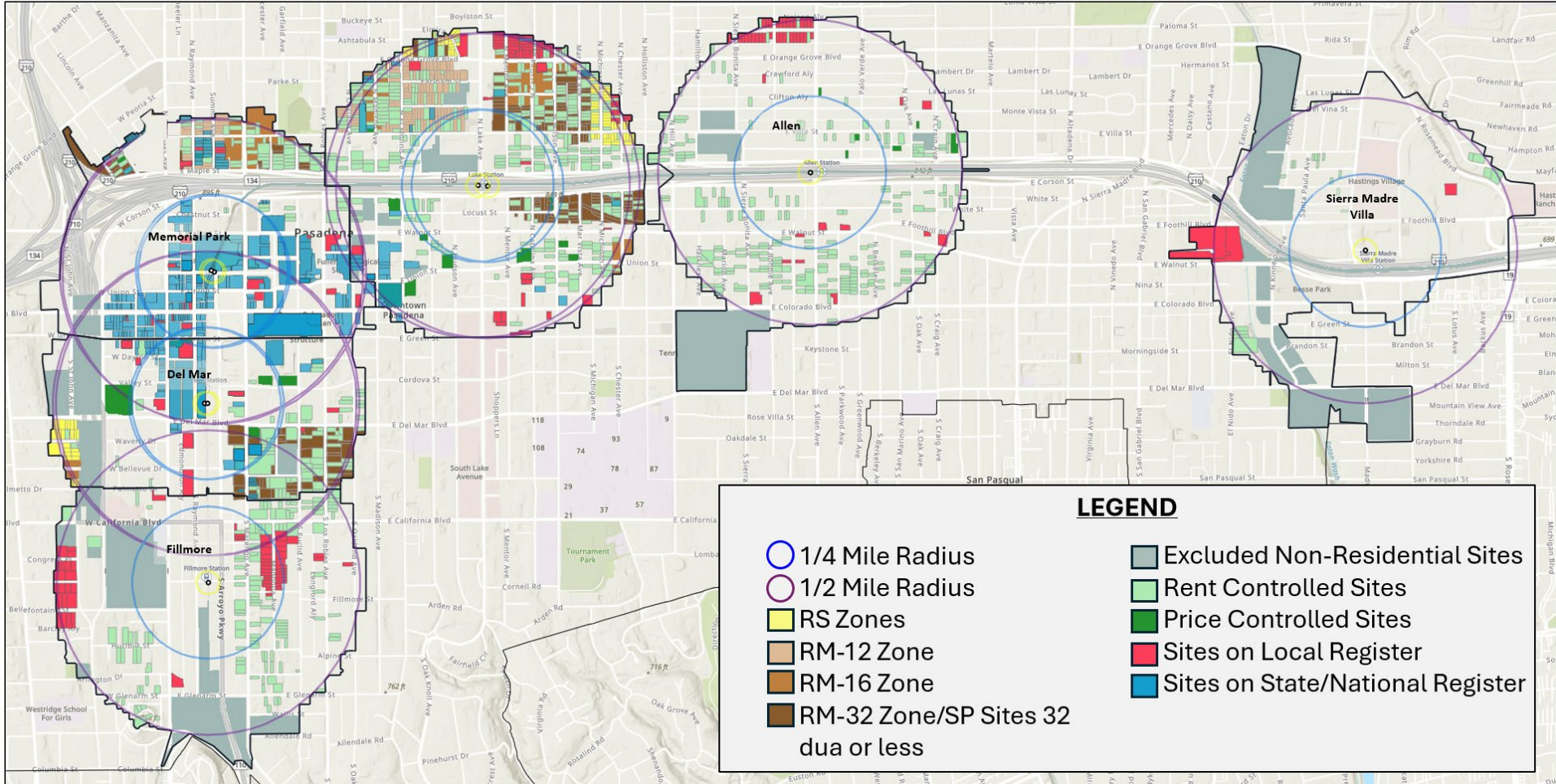
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Option 2 (Excluding RM-48) – Delayed Effectuation and Excluded Sites

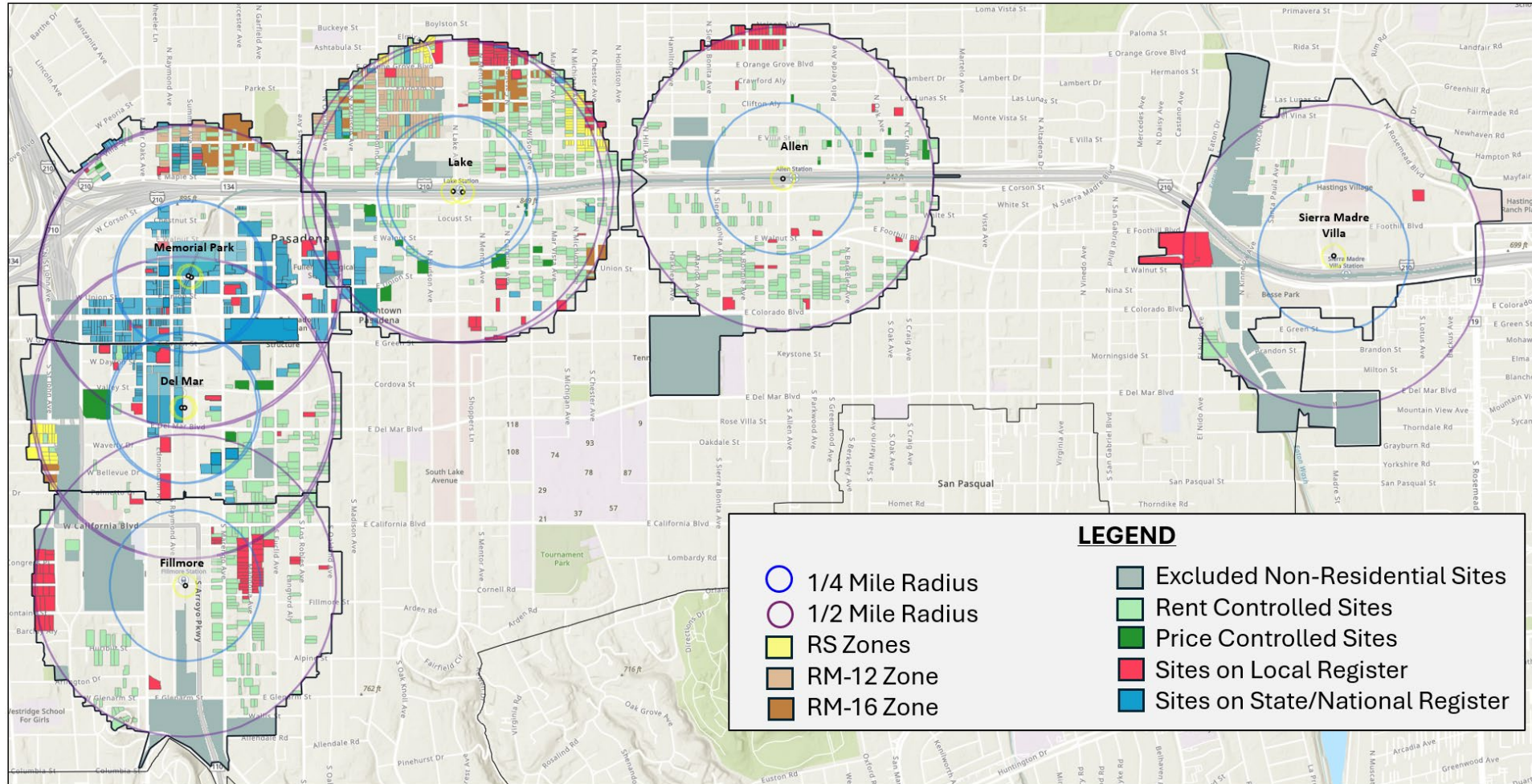
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Option 2 (Excluding RM-32 & RM-48) – Delayed Effectuation and Excluded Sites

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Density Examples (48-60 du/ac)

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Villa Gardens – 842 E. Villa St. (50 du/ac)



The Maryland Apts. - 80 N.
Euclid Ave. (52 du/ac)



250 S. De Lacey Ave. (58 du/ac)

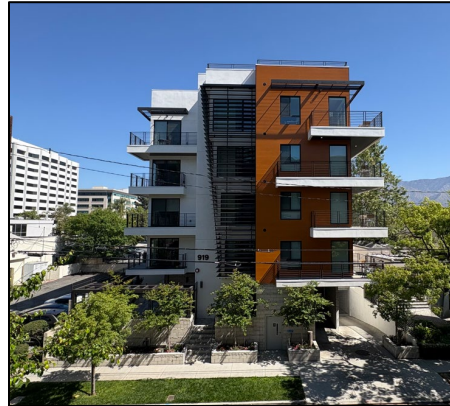


Density Examples (60-87 du/ac)

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Bell Pasadena – 3330 E. Foothill Blvd. (66 du/ac)



913 Boston Court (80 du/ac)



Heritage Square South – 710 N. Fair Oaks Ave. (63 du/ac)



75 W. Walnut St. (74 du/ac)



Density Examples (87-100 du/ac)

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The Brantwood – 88 N. Oakland Ave. (90 du/ac)



The Barcelona – 85 N. Madison Ave. (92 du/ac)



Density Examples (100+ du/ac)

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164 Chestnut St. (104 du/ac)

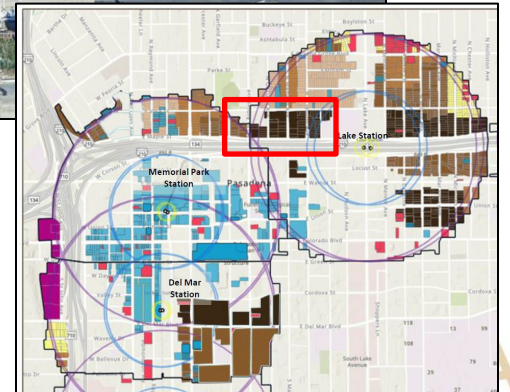


277 N. El Molino Ave. (106 du/ac)



Lake Station: RM-48

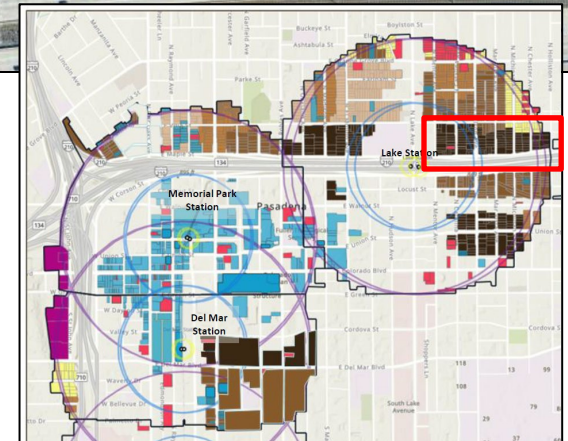
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Lake Station: RM-48

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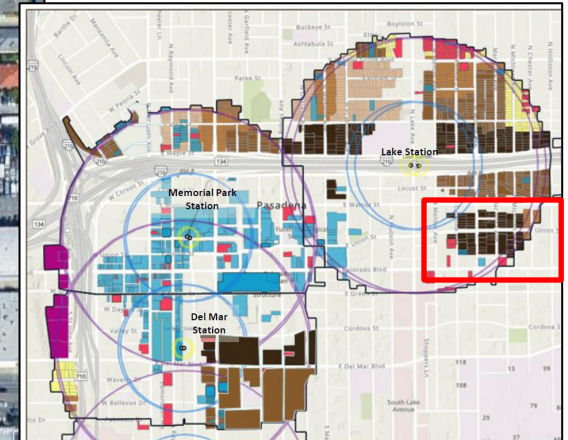
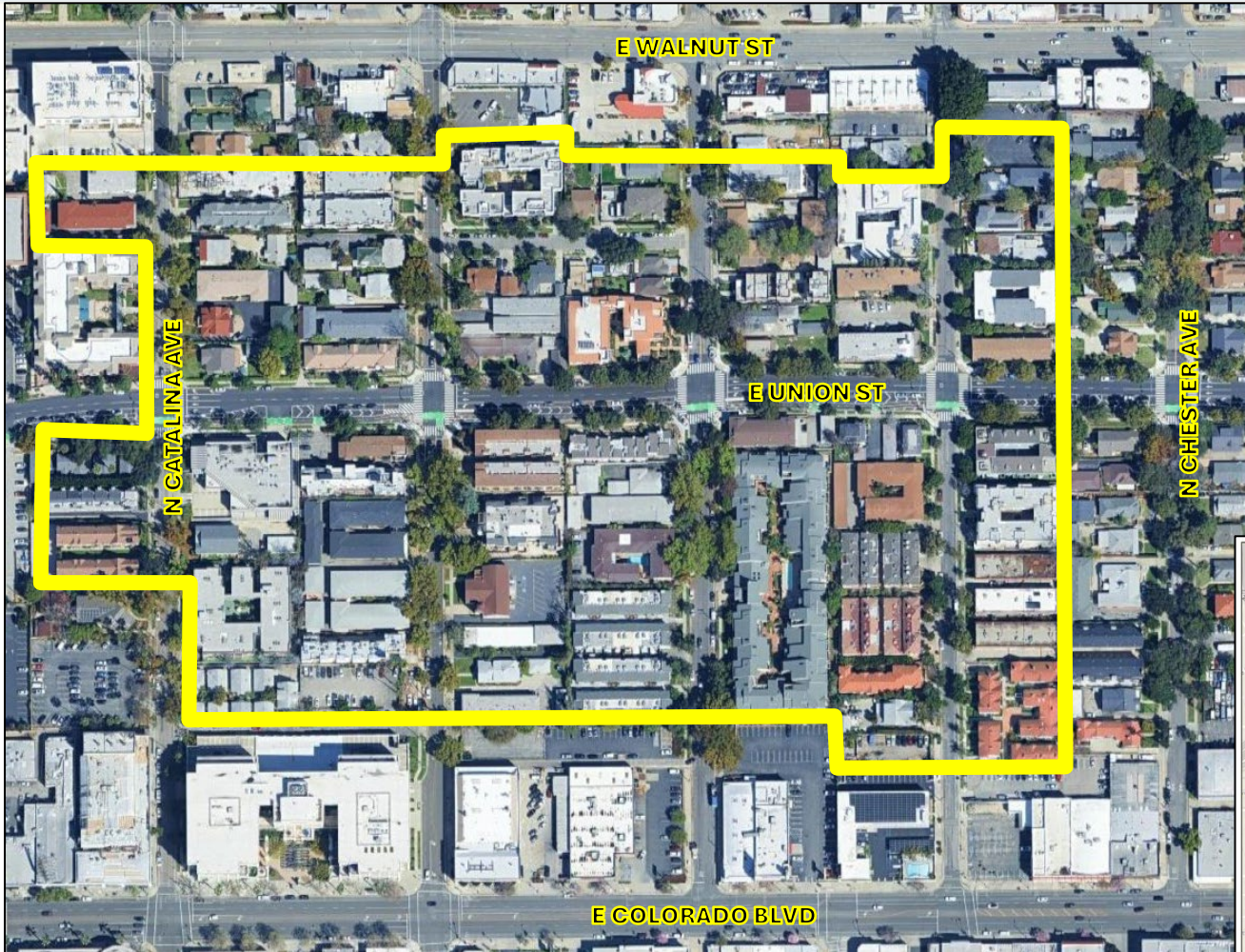


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Lake Station: RM-48

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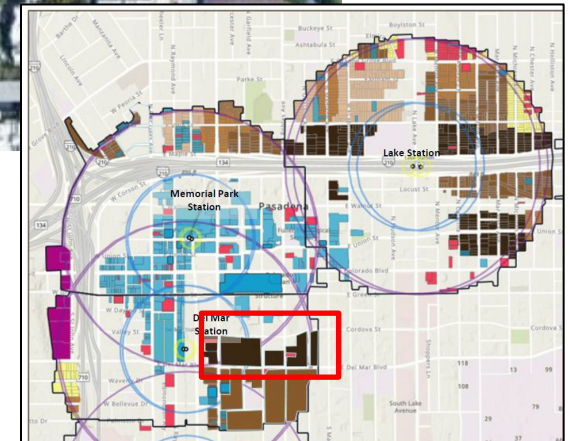
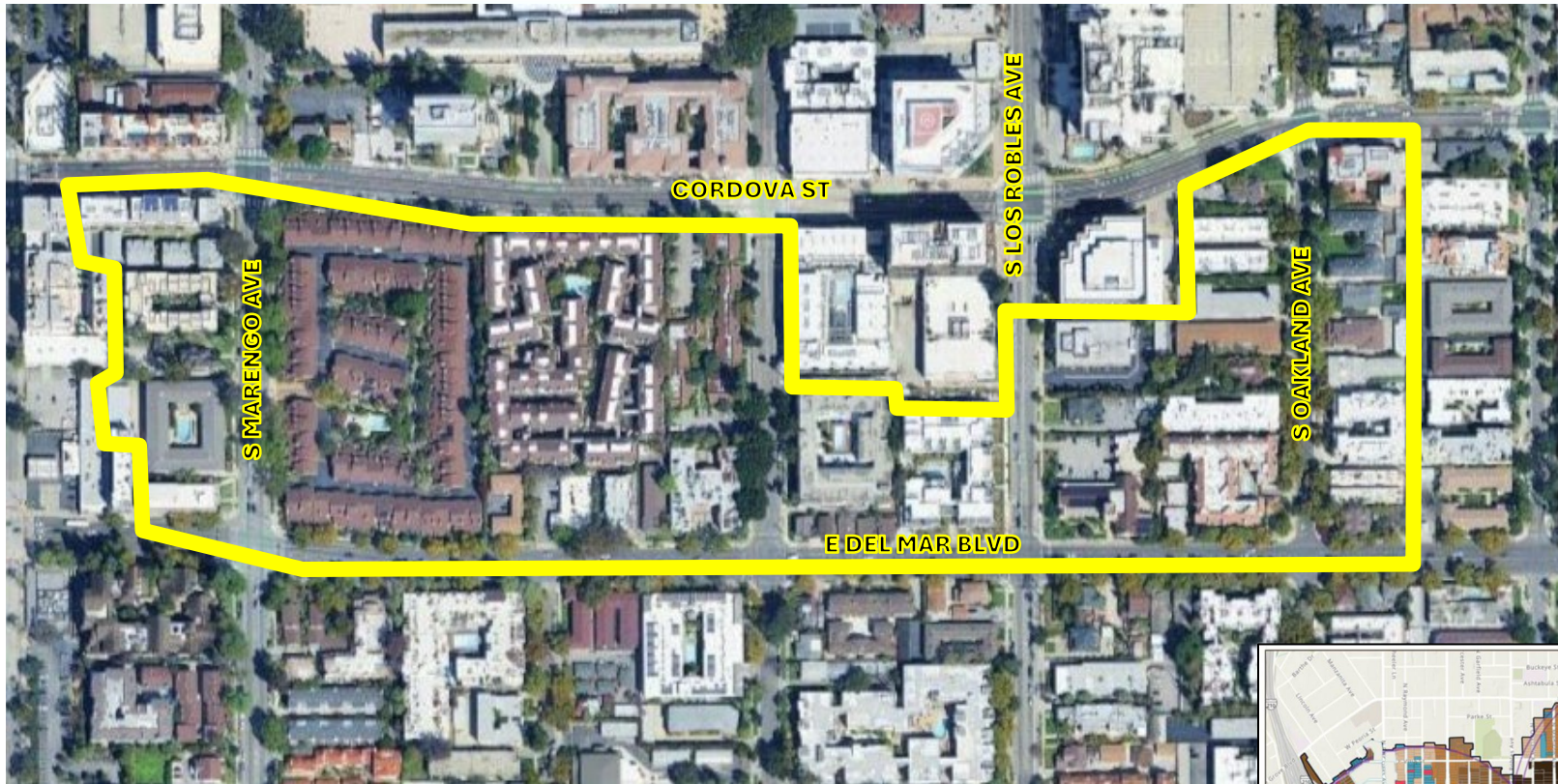


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Del Mar Station: RM-48

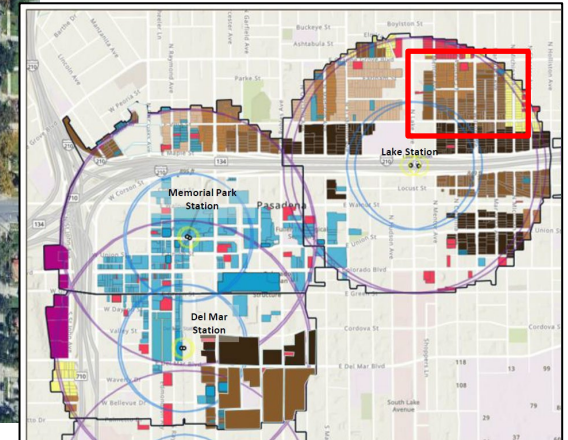
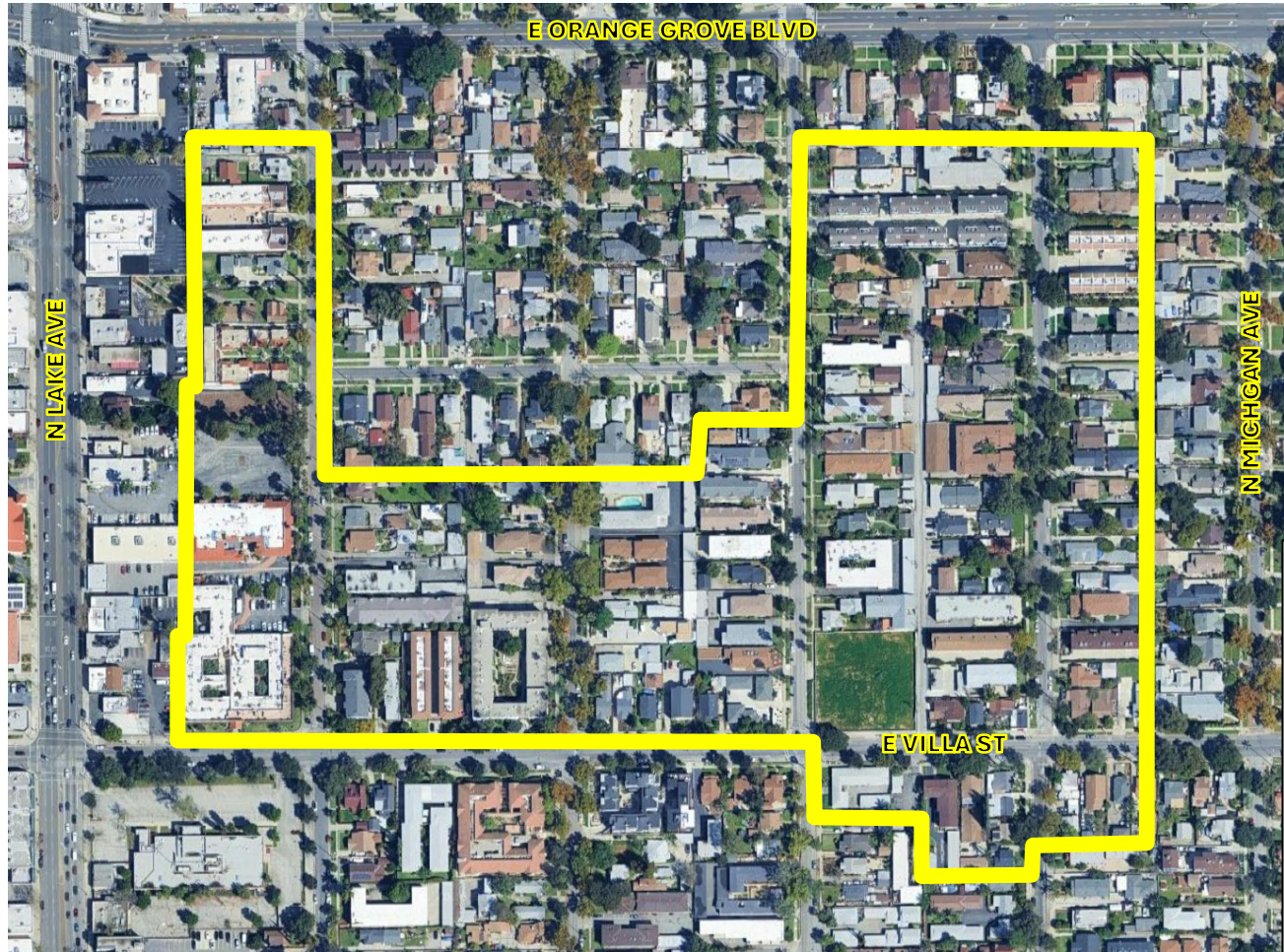
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Lake Station: RM-32

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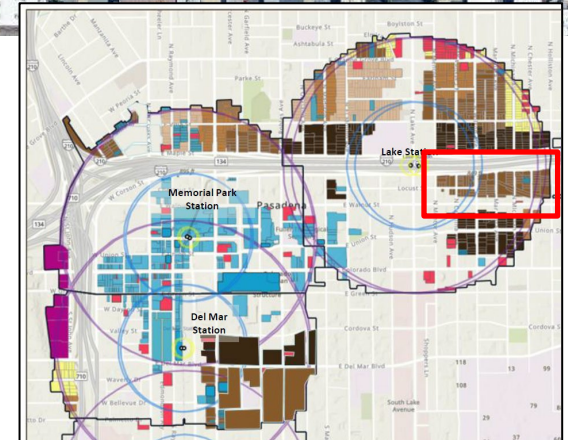


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Lake Station: RM-32

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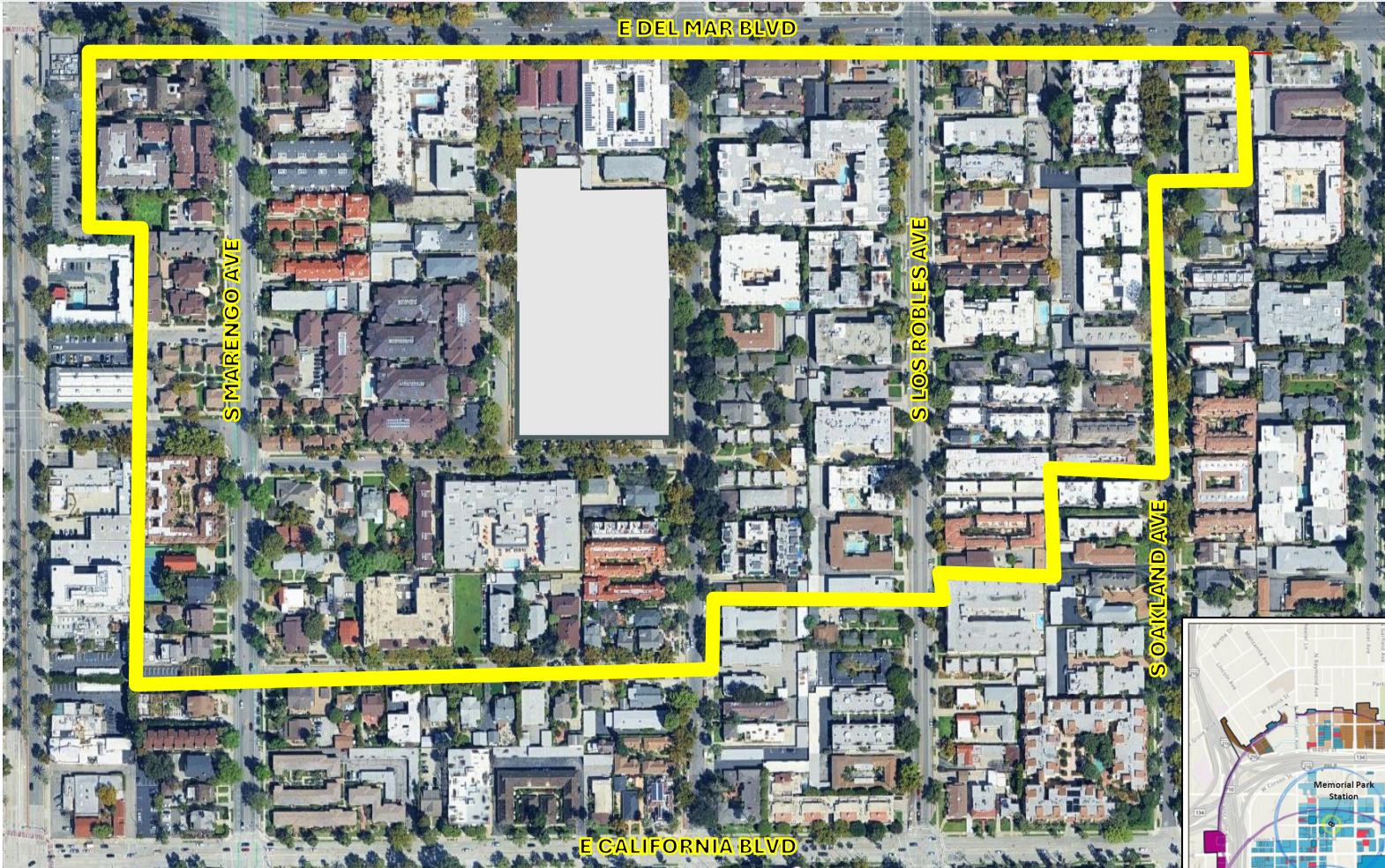


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Del Mar Station: RM-32

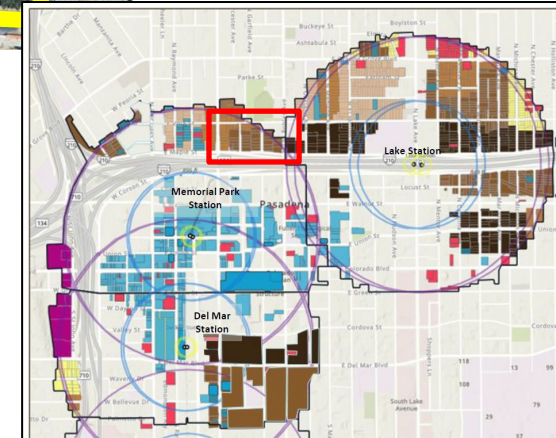
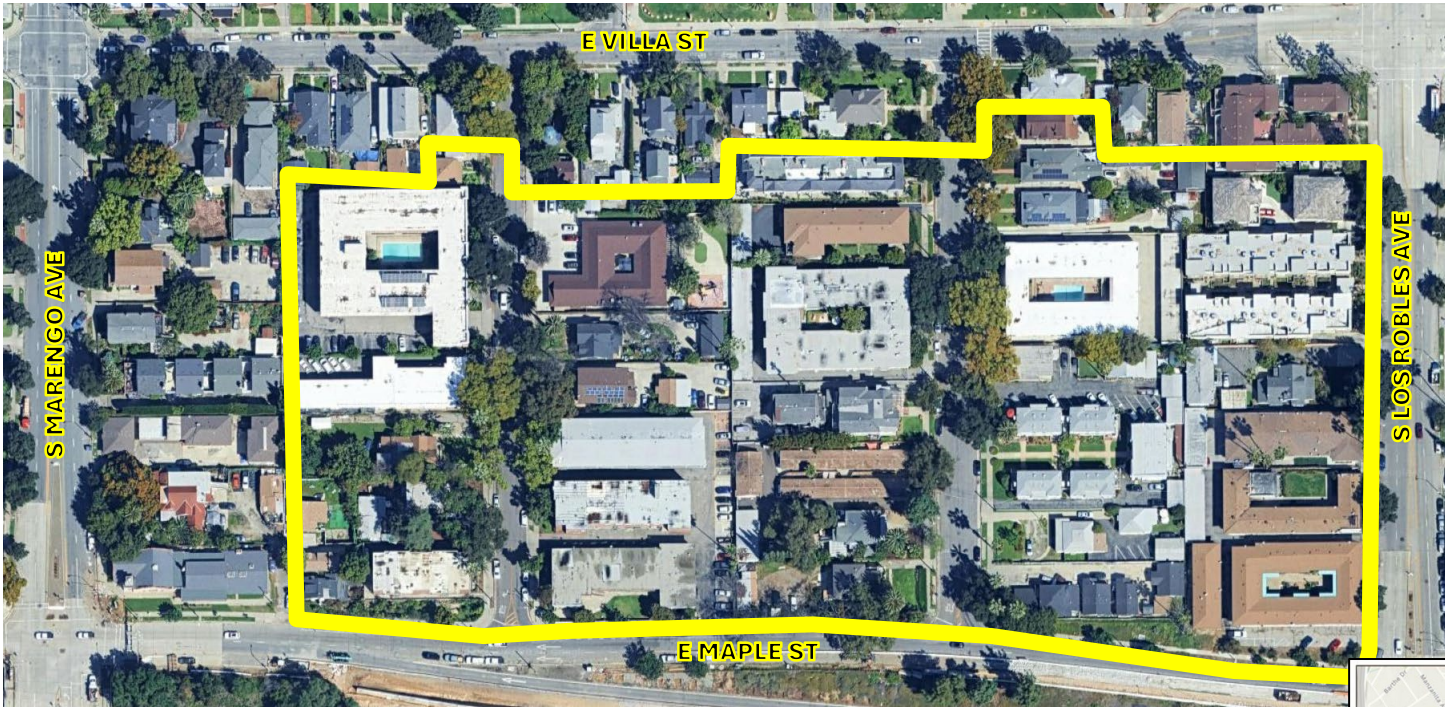
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Memorial Park Station: RM-32

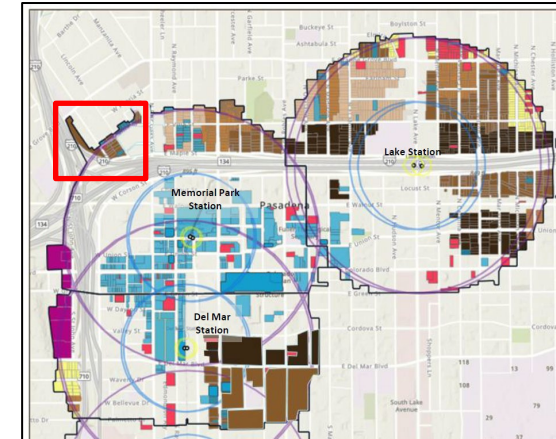
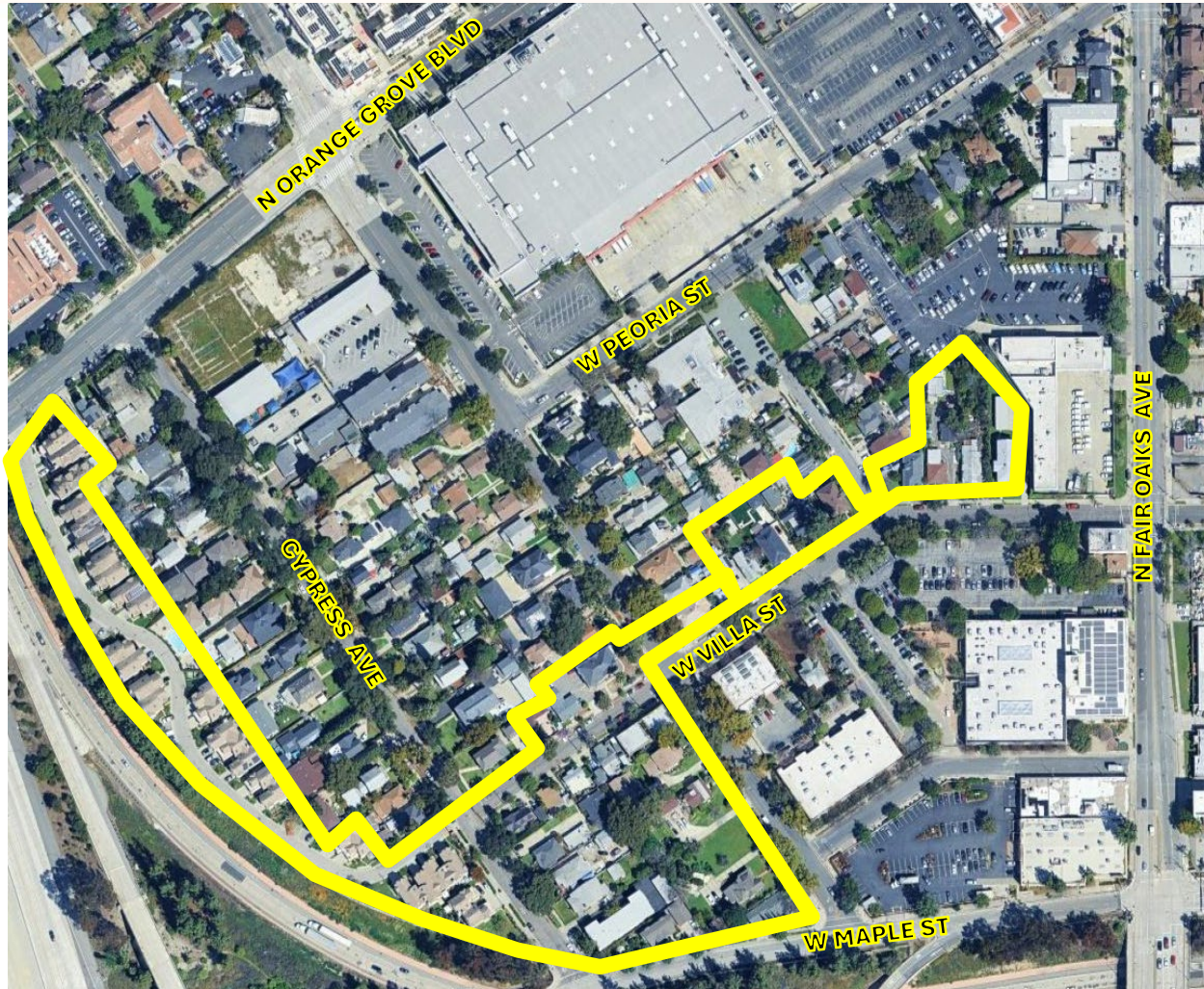
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Memorial Park Station : RM-32

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Existing and Required Unit Capacity

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Station Area	Fillmore	Del Mar	Memorial Park	Lake	Allen	Sierra Madre Villa	Total
General Plan	12,324	17,898	22,409	26,757	9,881	17,629	106,898
SB79 (SB79 DU - Excluded Properties)	28,369	21,947	24,461	30,590	34,218	31,629	171,214
Gap (GP-SB79)	(16,045)	(4,049)	(2,052)	(3,833)	(24,337)	(14,000)	(64,316)
75% capacity	21,277	16,460	18,346	22,943	25,664	23,722	128,411

Excluded Properties	Fillmore	Del Mar	Memorial	Lake	Allen	Sierra Madre Villa	Total
Local Historic Property	2,834	945	852	1,865	1,400	1,551	9,448
Rent Stabilized	5,084	3,172	3,184	10,611	5,764	897	28,712
Affordable Units	-	1,270	53	1,205	238	-	2,766
Historic + Rent Stabilized + Affordable	-	115	-	-	-	-	115
Historic Property + Rent Stabilized	36	41	34	213	142	-	466
GP = Institutional	-	42	-	284	-	-	326
GP = Open Space	-	-	-	-	-	203	203
Z=PS	-	-	-	40	-	-	40
Z=OS	-	-	-	-	-	-	-
Total	7,954	5,586	4,123	14,218	7,544	2,651	42,076

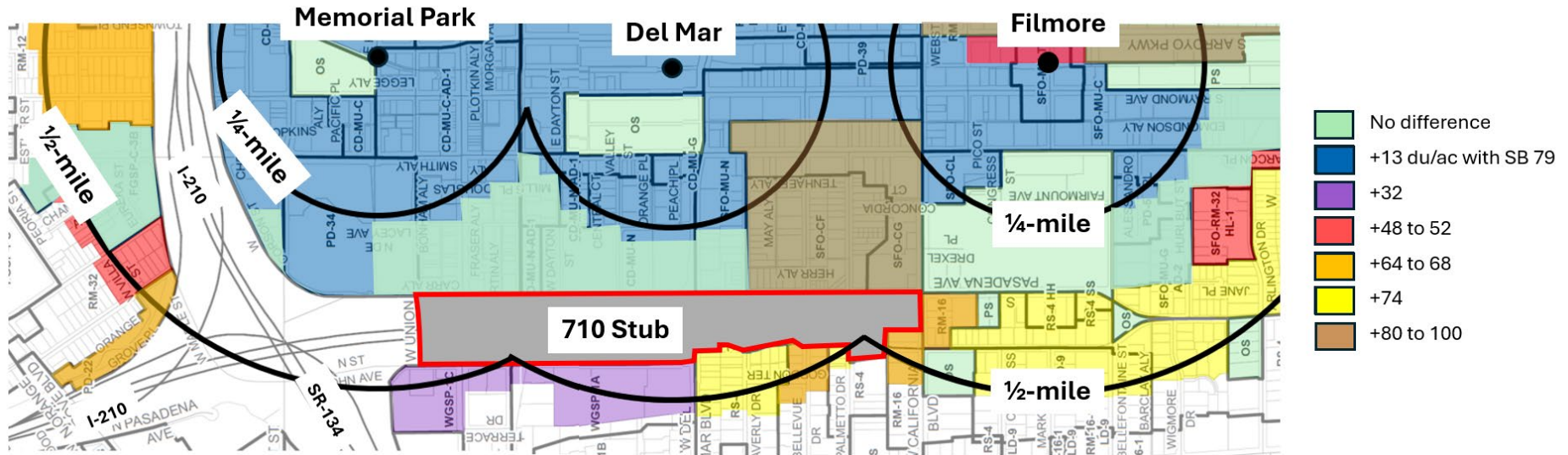


SB 79 and 710 Stub

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SB 79 – DENSITY MAP

DIFFERENCE:
SB 79 COMPARED TO GENERAL PLAN/ZONING

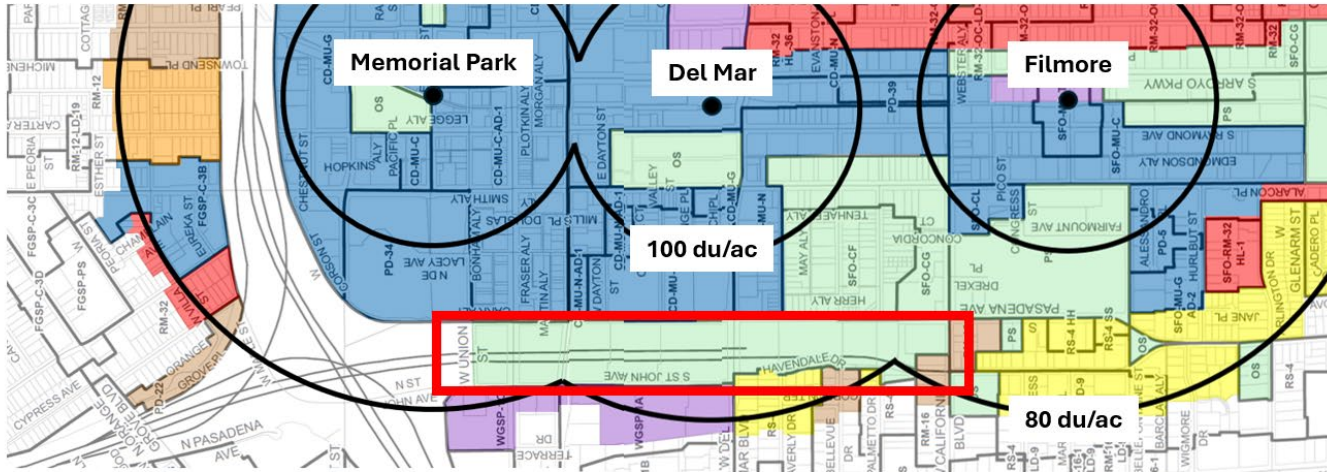




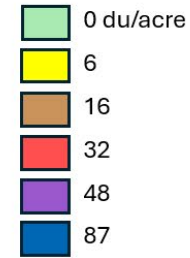
SB 79 and 710 Stub

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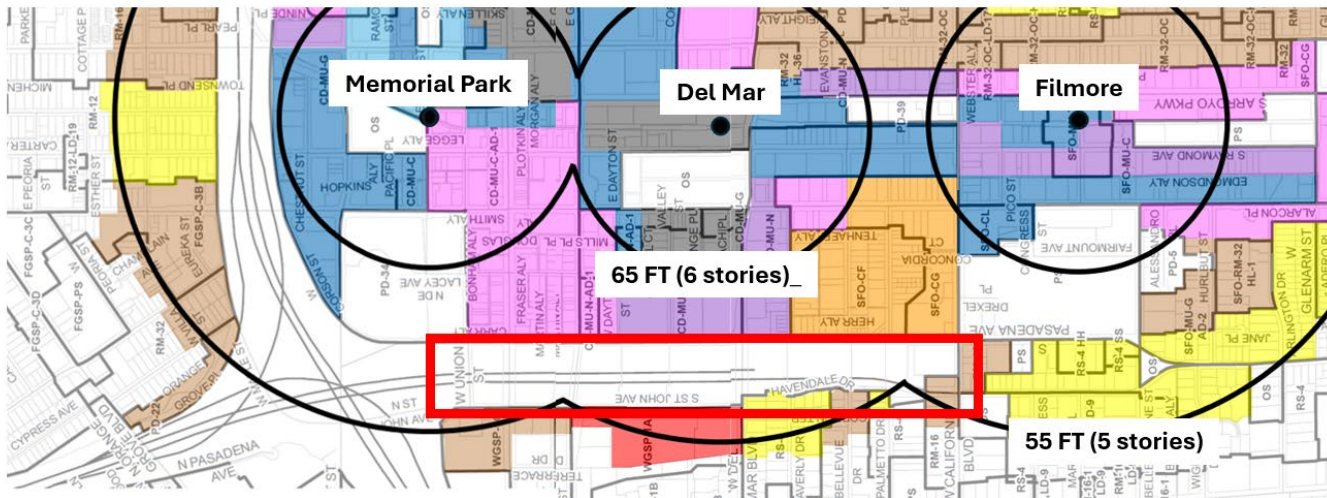
SB 79 – DENSITY MAP



CURRENT MAXIMUM DENSITY



SB 79 – HEIGHT MAP



CURRENT MAXIMUM HEIGHT



* Extra story permitted with height averaging



Eligibility Thresholds

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- The project must be within ½ mile of a Tier 1 or Tier 2 TOD stop to be eligible for SB 79:
 - > Tier 1: a TOD stop within an urban transit county served by heavy rail transit or very high frequency commuter rail.
 - None in Pasadena.
 - > Tier 2: a TOD stop within an urban transit county served by light rail transit, by high-frequency commuter rail, or by bus rapid transit stations.
 - All six Metro A Line stations are Tier 2.
 - The North Hollywood to Pasadena Transit Corridor (BRT) rapid transit stops proposed in Pasadena does not qualify.



Background – Additional Legislation

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- Related bills introduced clarify and provide technical changes:
 - > SB 677 (Wiener) - clarifying language related to definition for “high-frequency commuter rail.”
 - > AB 2576 (Harabedian) - excludes a contributing site within a historic district included on the State Historic Resources Inventory designated before January 1, 2025, and a parcel individually listed as a historical resource included on the State Historic Resources Inventory designated before January 1, 2025.
- Both bills are currently in the State Legislature and have not been signed by the Governor.



Background

Planning & Community Development

- **Actions by the City:**
 - > April 28, 2025 – Opposition letter sent to Governor Newsom.
 - > September 16, 2025 – Second letter sent to Governor Newsom.
 - > December 30, 2025 – Third letter sent to Governor Newsom.
- **Local Efforts:**
 - > Informational items at Legislative Policy Committee (June 3, 2025 and August 20, 2025).
 - > Informational items at Planning Commission (August 13, 2025 and February 11, 2026).
 - > Ongoing working group with the cities of Burbank and Glendale.
 - > Discussions with staff from Cities of Los Angeles and South Pasadena.
 - > Monthly meetings with the San Gabriel Valley Council of Governments.



Development Standards – Transit Agencies

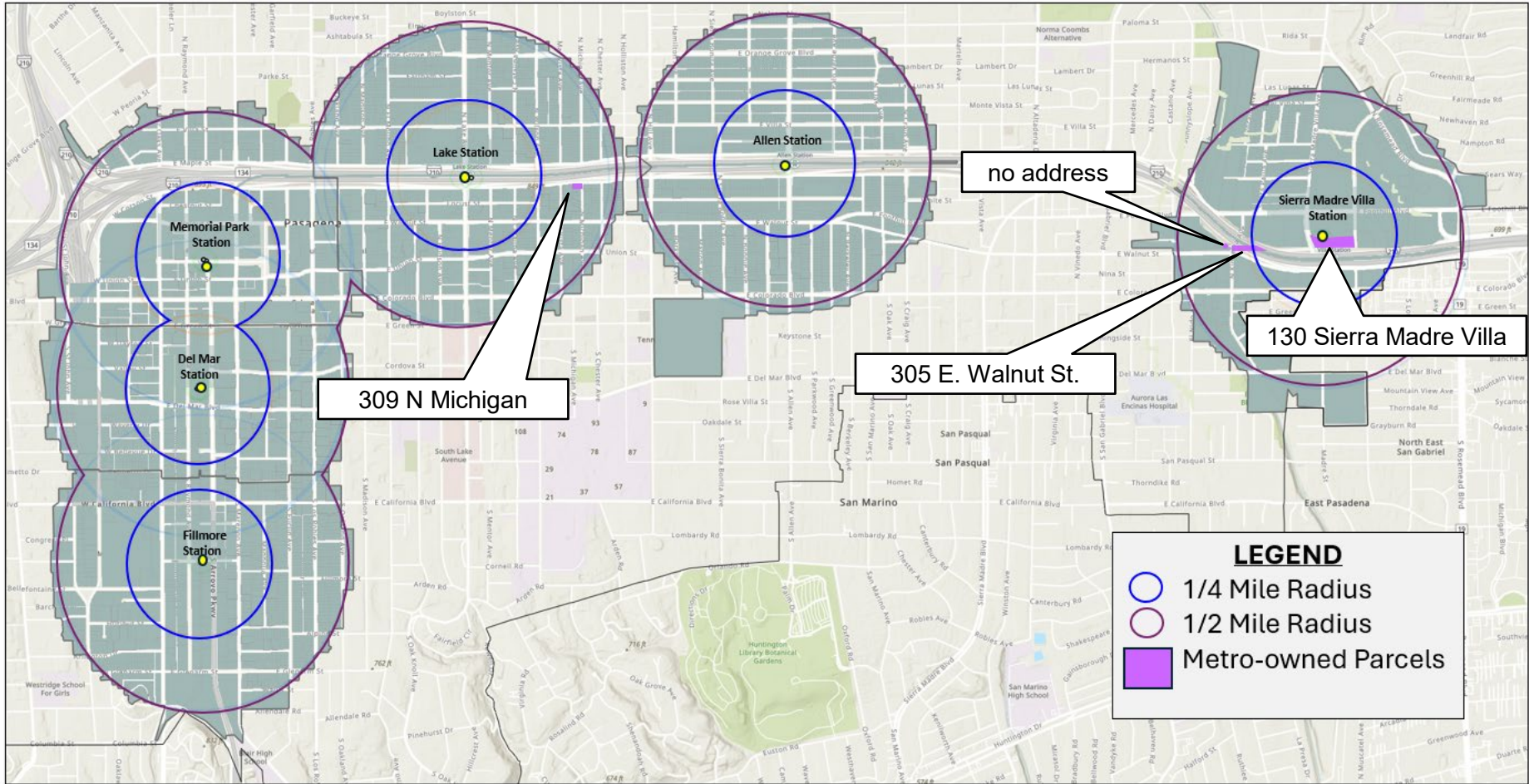
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- Transit agency may propose an SB 79 project on land they own within ½-mile of a TOD Station, subject to the following:
 - > Project site is adjacent to or within ½ mile of a TOD stop it operates and was owned by the agency prior to January 1, 2026.
 - Parcels were acquired through eminent domain prior to July 1, 2025.
 - > Minimum of 50% of total square footage must be for residential purposes. No portion may include a hotel or similar use.
- May adopt zoning standards consistent with SB 79.
 - > Minimum and maximum requirements for density, height and FAR and a list of approved residential and nonresidential uses.
 - > Minimum density shall not be less than 30 du/ac and the maximum shall not exceed 200% of what is permitted under SB 79.



Transit Agencies – Metro-Owned Parcels

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State Density Bonus Law

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Location	Minimum Density for Additional Concessions	Additional Concessions
Within ¼-mile* of TOD stop	75 du/ac	<ul style="list-style-type: none">• 3 additional concessions for projects with extremely low-income housing• 2 for projects with very low-income housing• 1 for projects with low-income housing
Within ¼ and ½ mile* of TOD stop	60 du/ac	

* Distance measured from the pedestrian entrance(s) of a TOD stop.