THE CITY OF SAN DIEGO

M E M O R A N D U M

DATE: February 13, 2026

TO: Honorable Council President Joe LaCava and Members of the City Council

FROM: Heidi Vonblum, City Planning Department Director
via Casey Smith, Chief Housing and Community Development Officer

SUBJECT: Senate Bill 79 Overview and Compliance Options

In 2025, the State of California approved Senate Bill 79 (SB 79) with the intent to address the State's housing shortage, create homeownership opportunities, and build more homes near transit. SB 79 requires counties and cities to approve certain housing development projects within a specified radius of existing or currently proposed major transit-oriented development stops (TOD Stops) on sites zoned for residential, mixed, or commercial development.

SB 79 will take effect on July 1, 2026. The City has options to implement an alternative plan consistent with the bill's requirements or take no further action which will result in SB 79 default requirements taking effect. SB 79's requirements are generally consistent with policies included in the City's General Plan, including its Housing Element, calling for more housing options throughout the City, and the City's Climate Action Plan, calling for more homes and jobs located near transit. To ensure that local jurisdictions can tailor its requirements to address local conditions, SB 79 provides some flexibility and discretion on its implementation. This memorandum is intended to summarize these options to implement SB 79 in a manner that best meets San Diego's needs, while still ensuring compliance with State law. These options will each require amendments to zoning and the Land Development Code, General Plan, and Community Plans.

The California Department of Housing and Community Development (HCD) has not yet issued guidance on SB 79. In the absence of statewide guidance, the City Planning Department has coordinated with SANDAG and other large California cities to determine the available options for implementing SB 79.

I. SUMMARY OF SB 79 REQUIREMENTS

SB 79 requires cities and counties to approve residential development projects up to a specified height, density, and floor area ratio on land zoned for residential, mixed-use, and commercial land near rail and bus rapid transit stops that meet specified criteria. Government Code § 65912.157(a). The rail and bus rapid transit stops that meet the definition are called Transit Oriented Development (TOD) Stops and are divided into two tiers. Tier 1 TOD Stops consist of heavy rail transit or very high-frequency commuter rail stops, while Tier 2 TOD Stops consist of light rail transit and high-frequency commuter rail

stops, and bus rapid transit stops that meet certain criteria. Government Code § 65912.156(n)-(o). Only Tier 2 TOD Stops exist in the City of Diego. Specifically, SB 79 applies to the City's trolley stops, as the City has no eligible bus rapid transit stops. The bill only applies to areas 0.5 miles around TOD Stops. The 0.5-mile areas are calculated as a straight line distance or "as the crow flies" and are referred to as TOD Zones. Government Code § 65912.156(m). The following analysis is based on the requirements for TOD Zones around Tier 2 TOD Stops defined in SB 79 as shown in Attachment 1. Table 1 provides an overview of SB 79's requirements to allow additional multifamily housing development.

Table 1
Summary of SB 79 Requirements

Criteria	Requirement
Location[1]	Within 1/2 mile of a TOD Stop
TOD Stops[2]	Rail stations and bus rapid stations
Zones[3]	Applies in all zones that allow residential, mixed-use, and commercial uses
Required Minimum Density, FAR, and Allowed Height: Within 200 feet of TOD Stop[4]	140 dwelling units per acre Floor Area Ratio (FAR) 4.0 85 feet in height
Required Minimum Density, FAR, and Allowed Height: Within ¼ mile of TOD Stop[5]	100 dwelling units per acre FAR 3.0 65 feet in height
Required Minimum Density, FAR, and Allowed Height: ¼-½ mile of TOD Stop[6]	80 dwelling units per acre FAR 1.0 55 feet in height
Other Requirements[7]	Must comply with local inclusionary housing requirements (see SDMC Chapter 14, Article 2, Division 13); average unit size limit of 1,750 square feet net habitable space; anti-displacement measures; certain labor standards if 85+ feet high

[1] Government Code § 65912.157(a)(4)-(5).
[2] Government Code § 65912.156(o)-(p). Stops are subject to confirmation from SANDAG maps of designated TOD Stops per Government Code § 65912.160(f), anticipated to become available in early 2026.
[3] Government Code § 65912.157(a).
[4] Government Code § 65912.157(e). Floor Area Ratio or FAR means the numerical value obtained by dividing the gross floor area of all buildings on a premises by the total area of the premises on which the buildings are located. A higher allowable FAR means more building area is allowed.
[5] Government Code § 65912.157(a)(5).
[6] Government Code § 65912.157(a)(6).
[7] Government Code § 65912.157(a)(2), (c), (g), (k).

II. APPLICATION IN SAN DIEGO

To identify to what extent SB 79 exceeds the City's current zoning capacity, the City Planning Department has calculated the number of homes required in TOD Zones in the City, as shown in Table 2.[8] See Attachment 1 showing the City's TOD Zones.

Calculating all parcels zoned for residential, commercial, or mixed-use development in the City's TOD Zones at the densities required under SB 79, the City is required to have capacity for approximately 771,600 homes. The base zones in the City's TOD Zones currently allow for 461,200 homes. This means SB 79 requires the City to increase capacity for approximately 310,400 additional homes than are currently allowed.[9] As shown in Table 2, the City's existing base zones in TOD Zones already allow for approximately 60 percent of the SB 79 required home capacity. Options to achieve the remaining home capacity are outlined below.

Table 2
SB 79 Required Zoning Capacity in City of San Diego TOD Zones

	Estimated Home Capacity
SB 79 Required Home Capacity	771,600
Existing Base Zone Home Capacity	461,200
Additional SB 79 Home Capacity Required	**310,400**

It is important to note that SB 79 also allows the City to account for its local density bonus programs in determining total additional home capacity required. The City's Affordable Housing Regulations, ADU Home Density Bonus regulations, and Complete Communities Housing Solutions Regulations allow for density that exceeds the base zone and could also be counted toward the City's requirement to identify additional home capacity, which the City Planning Department will continue to analyze and apply where allowed, meaning that the additional capacity required could be less than the 310,400 identified above.

[8] Since it is not anticipated that any of the City's bus rapid transit stops would meet the definition of a Tier 2 TOD Stop, this calculation only applies to trolley stations shown on Figure 1. If SANDAG later determines the City has eligible Tier 2 TOD stops around its bus rapid transit station, the City Planning Department will revise this calculation.

[9] Home capacity is the number of homes allowed by the density for each base zone in qualifying areas around each TOD Stop. This number is not equal to or predictive of the number of homes that will actually be constructed. The City regulations allow for home capacity, but other factors, like the cost of land, materials, and labor, and the willingness of property owners to develop play a role in the actual number of homes constructed over time. This essentially means that while home capacity may increase, it does not mean that more homes will actually be built.

As a statewide bill, SB 79 does not inherently consider the details of local implementation, but does include options for local governments to tailor its application to local conditions. Table 3 provides an overview of some local conditions for consideration in deciding how to implement SB 79 in the City. These areas are also shown in Attachments 2 through 8.

Table 3
Overview of SB 79 Local Conditions

	Acres in TOD Zones	Percent of TOD Zones	Approximate Total SB 79 Required Home Capacity
Very High Fire Hazard Severity Zones (Attachment 2)[10]	4,722	30%	403,000
Areas Outside of 1 Mile Walk (Attachment 3)	989	6%	77,000
Low Resource Opportunity Areas (Attachment 4)	3,878	24%	327,000
Sites with Historic Resource Designation on Local Register (Attachment 5)	150	1%	13,500
Sites Vulnerable to 1 Foot Sea Level Rise (Attachment 6)	150	1%	15,000
Sites that are not in Low Resource Opportunity Areas, Very High Fire Hazard Severity Zones, historic sites, or subject to 1 foot sea level rise (Attachment 7)	1,092	7%	96,000
Moderate, High, Highest Resource Opportunity Areas that contain Very High Fire Hazard Severity Zones, designated historic sites, or areas subject to 1 foot of sea level rise	3,488	22%	294,000

III. SB 79 COMPLIANCE OPTIONS TO TAILOR TO SAN DIEGO'S CONDITIONS

To comply with SB 79, the City has the following options: 1) take no action and issue permits for any residential development project consistent with SB 79 beginning July 1, 2026, 2) take action to exempt areas outside of a one mile walking distance from a TOD Stop from SB 79, 3) take action to phase implementation in between July 2026 and 2031 with the next Housing Element cycle, and/or 4) adopt a TOD Alternative Plan for implementation.

[10] Pursuant to Senate Bill 99 (SB 99), the City Planning Department is required to separately map residential development located in hazard areas – including fire hazard severity zones – that lack at least two emergency evacuation routes, such as dead end streets and cul-de-sacs.

A. Option 1: No Action

The City could take no action, which would allow the SB 79 densities in the City's TOD Zones to go into effect on July 1, 2026. While this option requires no immediate action from the City, and would lead to an immediate increase in housing capacity, it would likely result in unintended consequences related to fire safety, walkability, inadequate infrastructure, and emergency access. This option could also result in a disproportionate distribution of new home development in the City's low resource areas, as determined by the 2026 California Tax Credit Allocation Committee Opportunity Area Maps, potentially leading to outcomes inconsistent with the City's goals and requirements to affirmatively further fair housing.

B. Option 2: Exclude Areas Outside of One Mile Walking Distance

SB 79 allows the City to exempt areas where a walking path of less than one mile from that location to a TOD Stop does not exist. Government Code § 65912.160(e). The City would need to adopt an ordinance finding that any excluded areas lack a walking path of less than one mile from the TOD Stop. While all TOD Zones are located within 0.5 miles of a TOD Stop, some of these areas nonetheless do not have a walking path of one mile or less from these stops due to physical barriers such as canyons and freeways.[11]

C. Option 3: Tailor Implementation Timing

SB 79 allows the City to phase in implementation in certain areas, including areas located in very high fire hazard severity zones, low resource areas, sites with designated historic resources, and areas affected by one foot of sea level rise (Attachment 8). The City may elect to implement SB 79 up to one year after the next update to the City's Housing Element, which will occur in 2031.[12] The City would be required to adopt an ordinance to phase in the requirements in these areas. Government Code § 65912.161.

D. Option 4: TOD Alternative Plan

SB 79 also allows the City to adopt a TOD Alternative Plan by ordinance to shift housing capacities between TOD Zones to address issues like fair housing, sea level rise, fire safety, designated historic sites, and overall development scale. With the adoption of a TOD Alternative Plan, the City could shift some of the required housing capacity in each TOD Zone to another TOD Zone. Government Code § 65912.161(a)(3). Specifically, the City may shift up to 50 percent of any individual site housing capacity, and up to 100 percent of the housing capacity in very high fire hazard severity zones and sites with designated historic resources provided there is another area to shift the capacity to. Government Code § 65912.161(a)(2).

This essentially allows the City to reduce SB 79 required home capacity by 100 percent on sites in some areas (in very high fire hazard severity zones and designated historic sites) and 50 percent of the home capacity on sites in other areas, provided that the City shifts that density to another TOD Zone, and as long as the entire TOD Zone meets 50 percent of the density required by SB 79. However, when shifting these densities, the City cannot exceed a housing capacity amount of more than two times allowed under SB 79. This means that any shifted housing capacity cannot result in other parcels within 0.25 miles of a TOD Stop

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[11] The Sustainable Development Area, as defined in the Municipal Code, applies in areas within 0.75 or one-mile walking distance on a sidewalk from major transit stops. The City Planning Department has mapped this walking distance, excluding areas that do not have a sidewalk. The Department could use a similar approach to determine the areas that do not have a walking path of one mile from a TOD stop.

[12] Government Code § 65912.161(b)(1) allows the City to implement SB 79 in certain areas one year after the adoption of City's next Housing Element, allowing the phased implementation to conclude in 2032.

exceeding a density of 200 dwelling units per acre and parcels 0.25 to 0.50 miles of a TOD Stop exceeding 160 dwelling units per acre.

IV. CITY PLANNING DEPARTMENT ANALYSIS AND PRELIMINARY RECOMMENDATIONS

Based on preliminary analysis of applicable requirements and existing conditions, preliminary discussions with your offices, as well as considerations related to fair housing, fire protection, climate resiliency, historic preservation and availability of infrastructure, the City Planning Department preliminarily recommends a hybrid, phased approach using Options 2, 3 and 4 described above. Specifically, the Department's preliminary recommendation is to consider phasing SB 79 implementation in low resource areas to occur along with the next Housing Element cycle in 2031, excluding areas more than one mile walking distance from a TOD Stop completely, and adopting a TOD Alternative Plan to address fire safety, fair housing, historic resources, climate resiliency, development scale and other issues before phasing in implementation in most other areas.

All remaining areas would be required to phase in on July 1, 2026, where flexibility for timing is not provided for by SB 79 (see Attachment 7).[13] Implementing SB 79 pursuant to a TOD Alternative Plan prior to 2031 when SB 79 would phase in low resource areas is desired primarily to advance fair housing. As discussed in the 2025 Annual Report on Homes, the City is still not meeting its goals for home permitting and needs additional capacity to allow for more home development throughout the City, particularly in high resource areas. Allowing SB 79 to phase in in higher resource areas before the time that it phases in for low resource areas would provide an incentive for more housing to be built in higher resource areas first.

The City Planning Department welcomes and encourages the Council's feedback on these preliminary recommendations. Additionally, adoption of a TOD Alternative Plan as close to July 1, 2026 as possible allows for the City to shift densities in all other areas that otherwise go into effect on that date.

A. Exclude Areas More than One Mile Walking Distance from a TOD Stop

The Department would first recommend the City Council adopt an ordinance to exclude areas more than one mile walking distance from SB 79 implementation. See Attachment 3. This would allow the City to ensure the additional home capacity is allowed in places with better access to transit, taking into account the highways, canyons, lack of sidewalks, and other barriers that exist in the City. Allowing SB 79 development in areas beyond a one-mile walking distance could result in sporadic development that could result in operational inefficiencies in planning for and servicing new growth in San Diego, which is why eliminating these areas is generally recommended.

B. Implementation Timing

The Department would also recommend an implementation date in 2031 with the next Housing Element cycle for the City's low resource areas within TOD Zones, which is permissible because the City's existing base zones cumulatively allow for more than 50 percent of the required housing capacity in all TOD Areas as allowed in Government Code § 65912.161(b)(1)(B)(iii) (Attachment 4). Phasing in implementation until the next Housing

[13] The ordinance needed to adopt this action would be subject to HCD's 90 to 120 day review pursuant to Government Code § 65912.160(d), however, according to HCD staff, the ordinance would take effect upon adoption by the City, not at the conclusion of HCD's review.

Element cycle in 2031 could allow the City additional time to see development occur in higher resource areas first. Outside of these low resource areas, the Department recommends phasing the implementation of SB 79 commensurate with the adoption of a TOD Alternative Plan where allowed under the law. The City is otherwise required to implement SB 79 for sites that are outside of low resource areas, outside of very high fire hazard severity zones, not located on a historic site, or not subject to a 1-foot sea level rise beginning July 1, 2026 (Attachment 7). The potential options for actions to phase implementation of SB 79 is summarized below in Table 4.

Table 4
Potential Actions for SB 79 Phased Implementation

Area	Implement with Next Housing Element Cycle (2031)	Exclude	Implement Upon HCD Approval of TOD Alternative Plan	Shift Density through the TOD Alternative Plan by 50%	Shift Density through the TOD Alternative Plan by 100%	SB 79 Default Density/FAR/ Height takes effect July 1, 2026
Low-Resource Areas	X			X		
Very High Fire Hazard Severity Zones			X		X	
Areas More than 1 Mile Walking Distance from Transit		X				
Designated Historic Sites			X		X	
Areas Subject to 1 Foot Sea Level Rise			X	X		
Existing Low-Density Zones Outside of the Above Areas				X		X
Existing Higher-Density Zones Outside of the Above Areas				X		X

C. TOD Alternative Plan

The Department preliminarily recommends pursuing approval of a TOD Alternative Plan to address other local conditions before phasing in SB 79 implementation, where allowed under state law. In many instances, sites located within TOD Zones already allow for the minimum required SB 79 densities. However, in other instances, to meet the required SB 79 densities, additional housing capacity is needed. Through a TOD Alternative Plan, some housing capacity could be shifted away from some areas toward more appropriate areas to address local conditions, such as fair housing, fire safety, historic resources, climate resiliency, and development scale.

Portions of the TOD Zones are in the very high fire hazard severity zones adopted by the City Council in August 2025. Because a significant portion of the TOD Zones are in these very high fire hazard severity zones, the Department recommends tailoring SB 79's requirements to shift capacity toward areas that have better emergency evacuation and access (i.e., away from dead-end streets and cul-de-sacs).[14] Similarly, the TOD Alternative Plan could shift some density away from sites subject to sea level rise and could provide for more appropriate development scale in some instances. The TOD Alternative Plan can also include a shift of the required housing capacity (although not all the capacity) from areas with other planning constraints not specifically called out in the SB 79 to address other local conditions, such as development scale and climate resiliency, in some areas.

V. POTENTIAL NEXT STEPS

A. Provide Public Information on SB 79 Implementation

The first step in SB 79 implementation is to share information with the public on the requirements, applicability, and options for compliance. The City Planning Department would release a website with information on SB 79 requirements, this memo, relevant maps, and other information. The Department would provide updates on this webpage, and include a portal for the public to submit their feedback. The Department would also prepare an information item on SB 79 for the Community Planners Committee.

B. Pursuing Legislative Changes from the State

The City Planning Department is actively working with the Mayor's Government Affairs team who is seeking amendments to SB 79 clean up legislation that could help with the implementation, especially in areas subject to other state requirements. Specifically, the Department recommends the following amendments, and welcomes additional suggestions from the Council:

[14] The Department is currently also developing amendments to the General Plan Safety Element to comply with SB 99's requirements to identify areas with insufficient emergency access. The Department would recommend bringing this amendment forward together with – or around the same time – as a TOD Alternative Plan so that consistency is ensured between the General Plan and implementation of SB 79.

- Remove SB 79's applicability in hazard areas on parcels that do not have at least two evacuation routes to be more consistent with SB 99, which specifically requires the City to update its General Plan Safety Element to address these areas.
- Remove applicability in areas subject to sea level rise at rates consistent with Coastal Commission guidance, which provides for approximately 4.8 feet of sea level rise in 2100 under an intermediate-high scenario.
- Clearly remove applicability along streets not up to City standard, such as lacking sidewalks or insufficient widths for emergency vehicle access.
- Explicitly exempt adoption of a TOD Alternative Plan and any other associated actions, such as rezoning actions, that implement SB 79 from the California Environmental Quality Act and Coastal Commission certification.
- Explicitly allow for agencies to apply environmentally sensitive lands, historic resources, flooding, open space, and climate resiliency regulations to development approved under SB 79.
- Apply SB 79 equally in TOD areas that cross city boundaries. For example, cities with fewer than 35,000 population are only required to implement SB 79 within 0.25 miles from the TOD Stop and are not required to implement the bill anywhere between 0.25 miles and 0.5 miles of a TOD stop. The Massachusetts Avenue Trolley Station is located entirely within the City of Lemon Grove, which has fewer than 35,000 population. The City of Lemon Grove would not be required to implement SB 79 more than 0.25 miles away from the station, however, areas within 0.5 miles of the station are within the City of San Diego, which would be required to apply SB 79 in that area. The requirements should be consistent across city boundaries.
- Allow jurisdictions with more than 1,000,000 population to use densities greater than those identified by SB 79 (currently limited by up to 200 dwelling units per acre) when shifting densities under a TOD Alternative Plan.[15]

C. Present Items to the City Council

1. Council Action A: Remove Areas Outside One-Mile Walk and Phase Implementation

To phase implementation in low resource areas to occur with the next Housing Element cycle in 2031, and to phase in implementation in other areas to occur commensurate with a TOD Alternative Plan, the first needed action would be the adoption of an ordinance. Government Code § 65912.161(b). The ordinance could also remove areas outside of a one-mile walking distance from SB 79 applicability. The Department anticipates that it could present an ordinance for Council consideration this Spring that would:

[15] This would give the City credit where it has already exceeded the SB 79 densities. For example, parcels were rezoned to 290 dwelling units per acre through the University Community Plan Update and Hillcrest Focused Plan amendment to the Uptown Community Plan. It should be noted that the legislature likely added this limitation to prevent agencies from shifting to financially infeasible very high densities, but this should not be an issue in San Diego where higher densities have already been identified.

- Exclude areas outside of a one mile walk from SB 79 applicability (Attachment 3).
- Phase in SB 79 with the next Housing Element (2031) in all low resource areas (Attachment 4).
- Phase in SB 79 commensurate with HCD approval date of a TOD Alternative Plan for moderate, high and highest resource areas, where phased in implementation is allowed under state law.
- Phase in SB 79 for all areas that are not located in a low resource area, a site with a designated historic resource, certain sites subject to sea level rise, and very high fire hazard severity zones on July 1, 2026, as required by state law (Attachment 7).

It is important for this item to be heard with sufficient time for an ordinance to become effective prior to July 1, 2026, including time for required HCD approval. If the Council does not take such action, then the City will be required to implement SB 79 in all areas in all TOD Zones on July 1, 2026.

2. Council Action B: TOD Alternative Plan

After Council Action A, the Department can work to develop a TOD Alternative Plan to present to the Council. During development of the TOD Alternative Plan, the Department will use its best efforts with its resources and staffing to provide the public with access to background materials and proposed actions on the City Planning Department webpage, with ample opportunities to submit public comment, which staff will regularly review and consider. Feedback will be considered in combination with data analysis, and within the confines of what is allowed under state law. Ongoing feedback and communication with the Council will be critical to this process, which will require shifting housing capacity to address fire hazards in alignment with SB 99, historic preservation, climate resiliency, fair housing, and development scale.

This TOD Alternative Plan would be presented to Council, with resolutions and ordinances to adopt rezoning, land use plan amendments, and Land Development Code amendments. The Department could aim to bring this item to the Planning Commission, Land Use & Housing Committee and City Council in late Summer/early Fall 2026. While the TOD Alternative Plan would become effective upon adoption, it would still need to be approved by the Department of Housing and Community Development (HCD).[16] Government Code § 65912.161(d). Staff would recommend that until that occurs, the areas discussed above and shown in Attachment 8 would not be phased in to implement SB 79, but it is important to note that other areas will be phased in beginning July 1, 2026 and those areas will not have the benefit of the TOD Alternative Plan until it is approved by HCD.

[16] City Planning plans to request HCD to review all related actions prior to its presentation at City Council, however, HCD is not required to respond. Government Code § 65912.160(d)(1)(B). HCD is required to determine whether the City's actions are enacted in compliance with SB 79 and provide a response to the City within 90 to 120 days. Government Code § 65912.160(d)(3)(A)-(B). If HCD determines any changes are needed, the City may subsequently amend its actions to comply with HCD's determination or approve a resolution adopting the ordinance and explaining the reasons why the City believes its actions comply with SB 79. Government Code § 65912.160(d)(5)(A)-(B). As noted above, HCD staff has indicated that a locally adopted ordinance would take effect upon adoption by the City, not at the conclusion of HCD's review.

This memorandum outlines information available at this time, and the recommendations are based on this information. Should HCD, SANDAG, or the State Legislature provide technical guidance or amend the law, the information in the memo may need to be updated. Additionally, the Department welcomes and appreciates feedback from the City Council and is available for questions, discussion and feedback throughout the process.

Sincerely,

Heidi Vonblum
City Planning Director

HV/sl

Attachments:

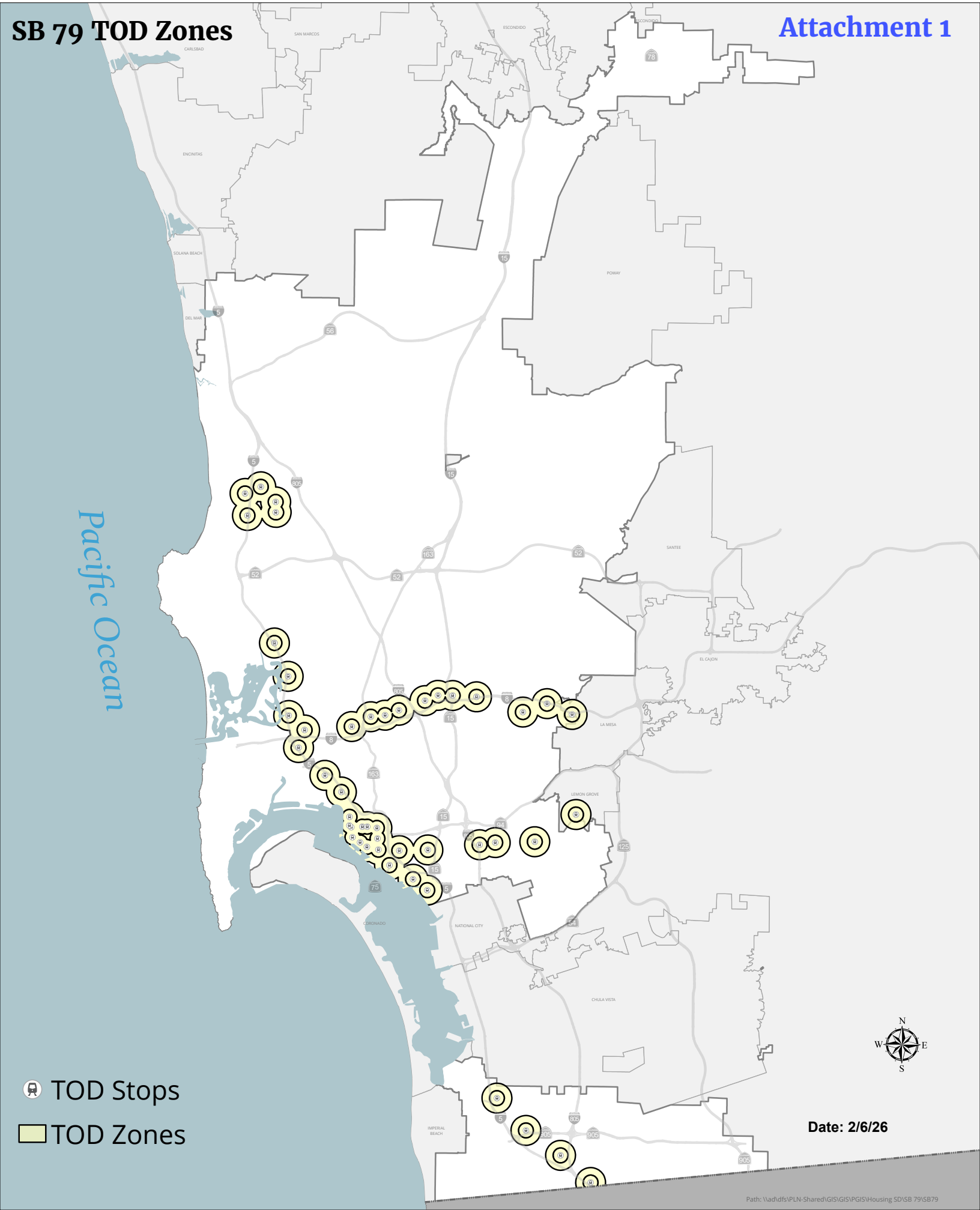
1. SB 79 TOD Zones
2. SB 79 TOD Zones within Very High Fire Hazard Severity Zones
3. SB 79 TOD Zones Outside of One Mile Walking Distance
4. SB 79 TOD Zones in Low Resource Areas
5. SB 79 TOD Zones with Designated Historic Sites
6. SB 79 TOD Zones on Sites Subject to 1 Foot Sea Level Rise
7. SB 79 TOD Zones Required to Implement July 1, 2026
8. SB 79 Areas Eligible to Implement After July 1, 2026

cc: Honorable Mayor Todd Gloria
Honorable City Attorney Heather Ferbert
Paola Avila, Chief of Staff, Office of the Mayor
Nick Serrano, Deputy Chief of Staff, Office of the Mayor
Charles Modica, Independent Budget Analyst
Casey Smith, Chief Housing & Community Development Officer, Office of the Mayor Matt Yagyagan, Director of Policy, Office of the Mayor
Chris Ackerman-Avila, Senior Policy Advisor, Office of the Mayor
Elyse Lowe, Director, Development Services Department
Corrine Neuffer, Chief Deputy City Attorney
Tait Galloway, Deputy Director, City Planning Department
Kelley Stanco, Deputy Director, City Planning Department
Seth Litchney, Deputy Director, City Planning Department

The City of SAN DIEGO

SB 79 TOD Zones

Attachment 1



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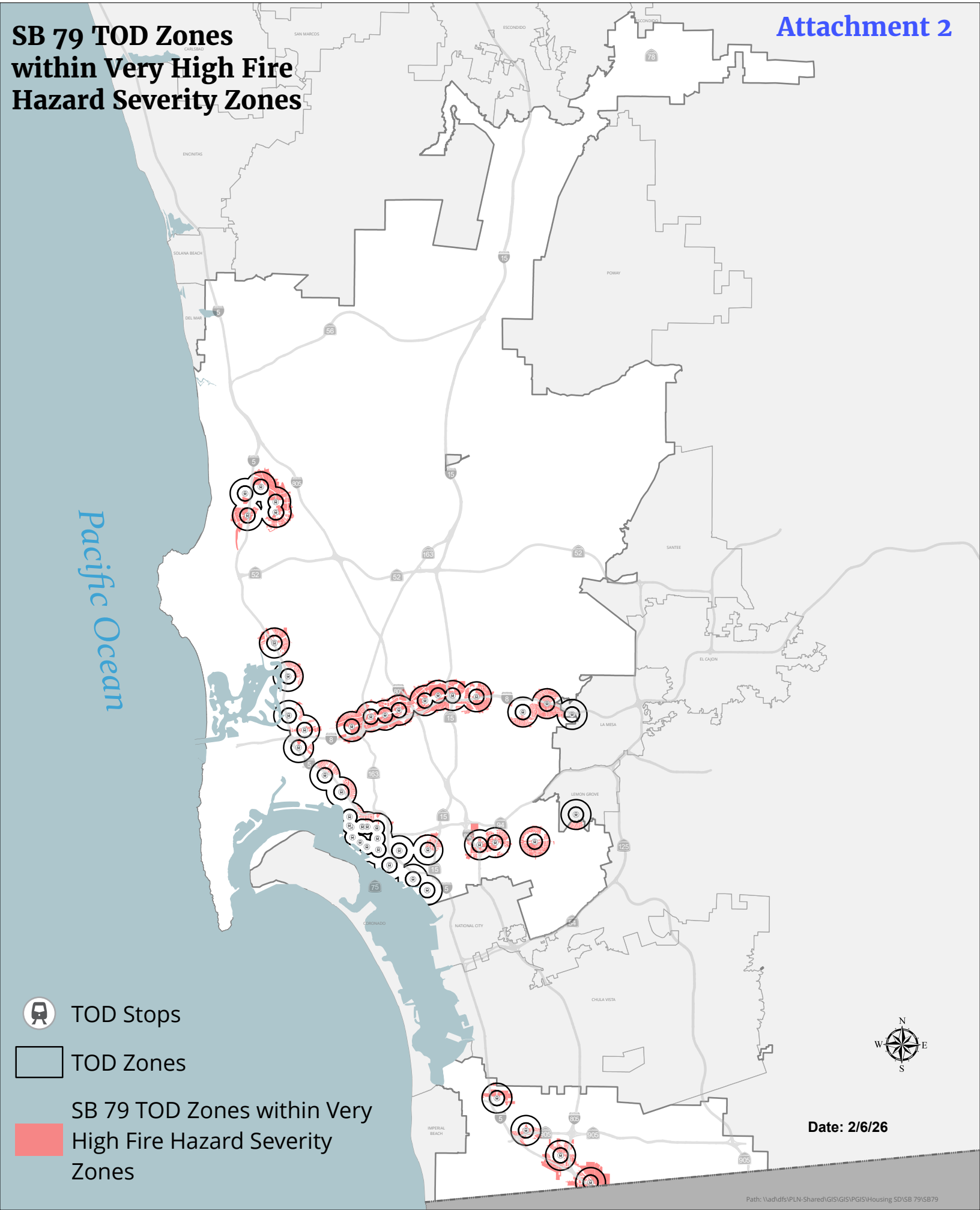
Attachment 2

SB 79 TOD Zones within Very High Fire Hazard Severity Zones



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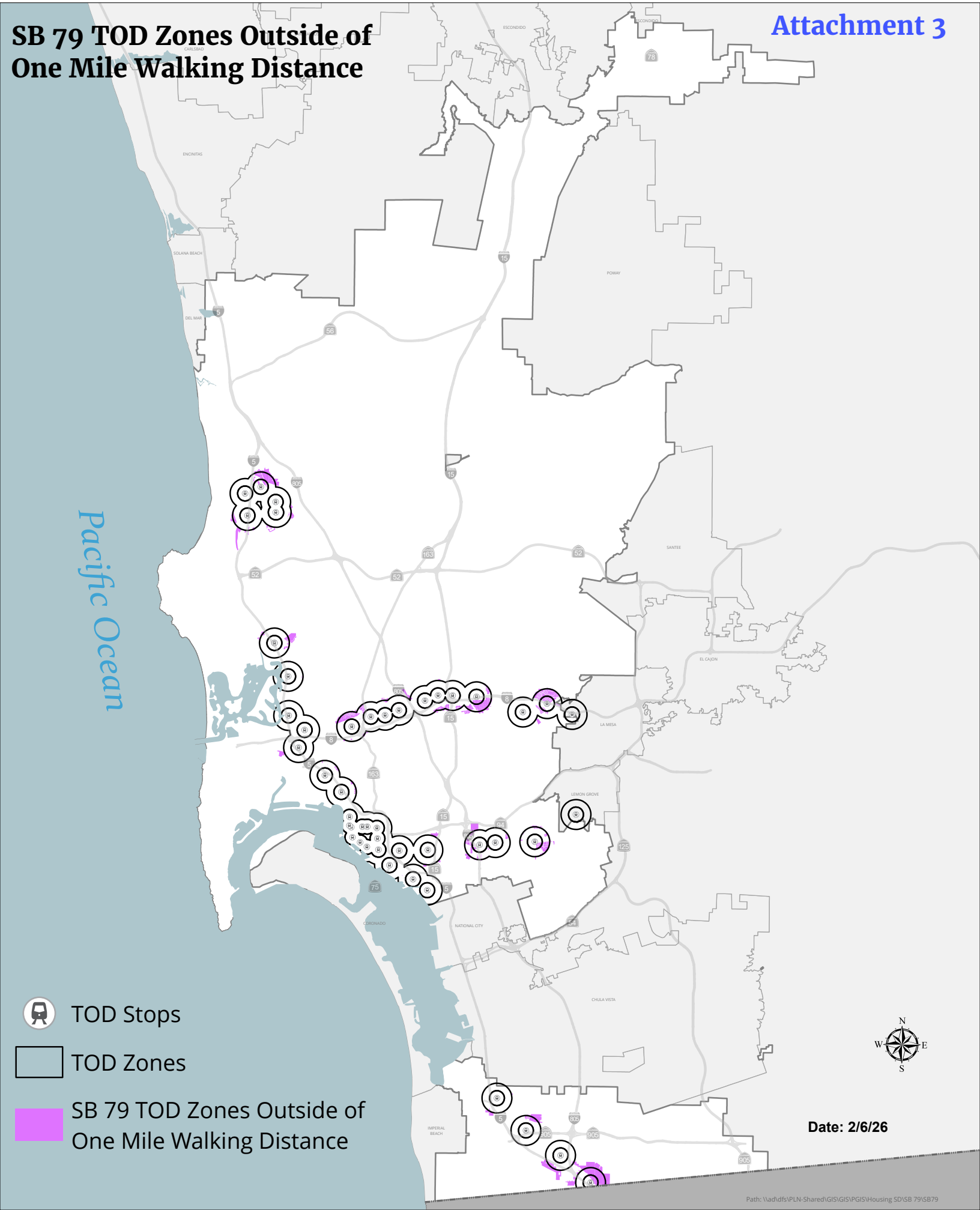
SB 79 TOD Zones Outside of One Mile Walking Distance

Attachment 3



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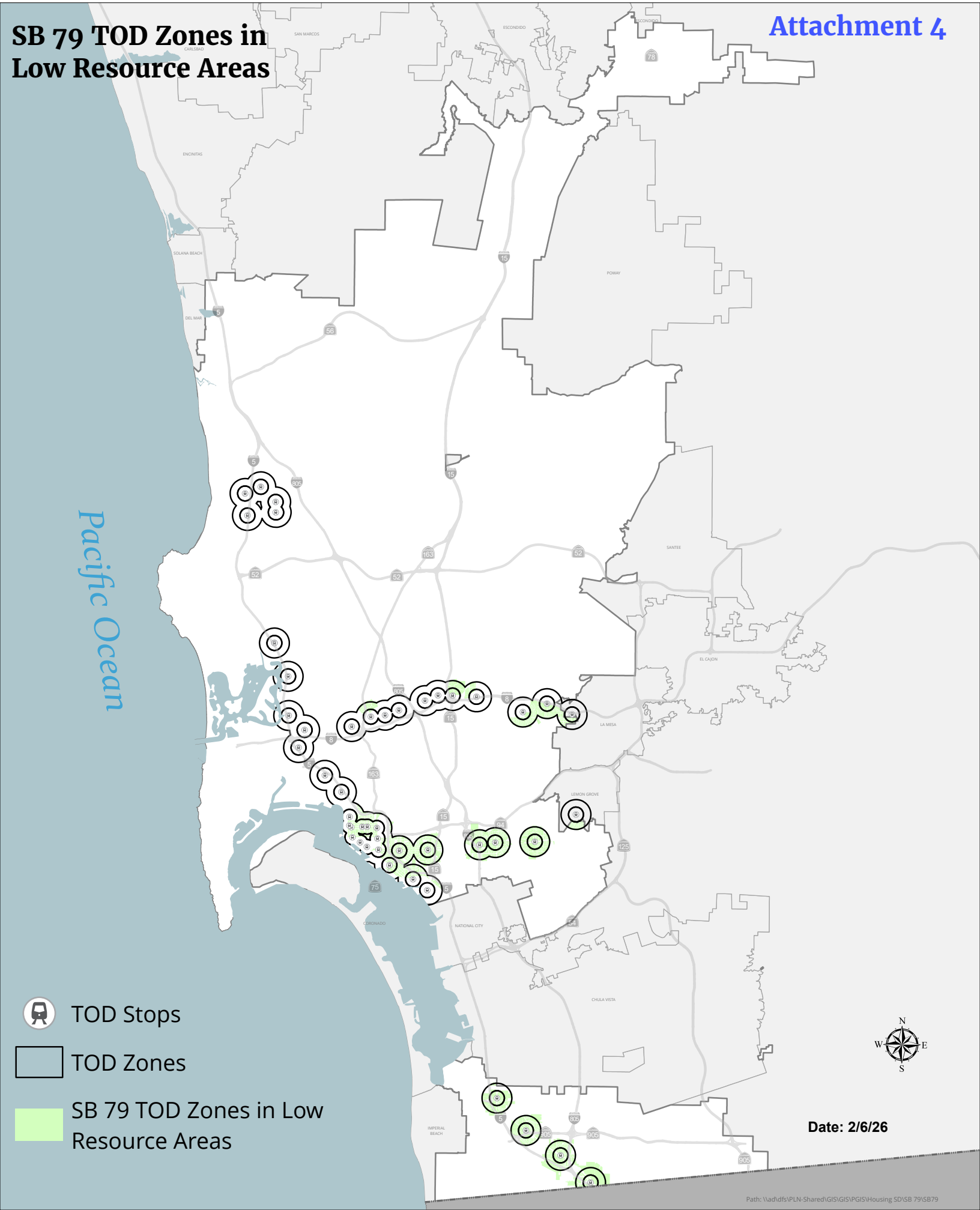
SB 79 TOD Zones in Low Resource Areas

Attachment 4



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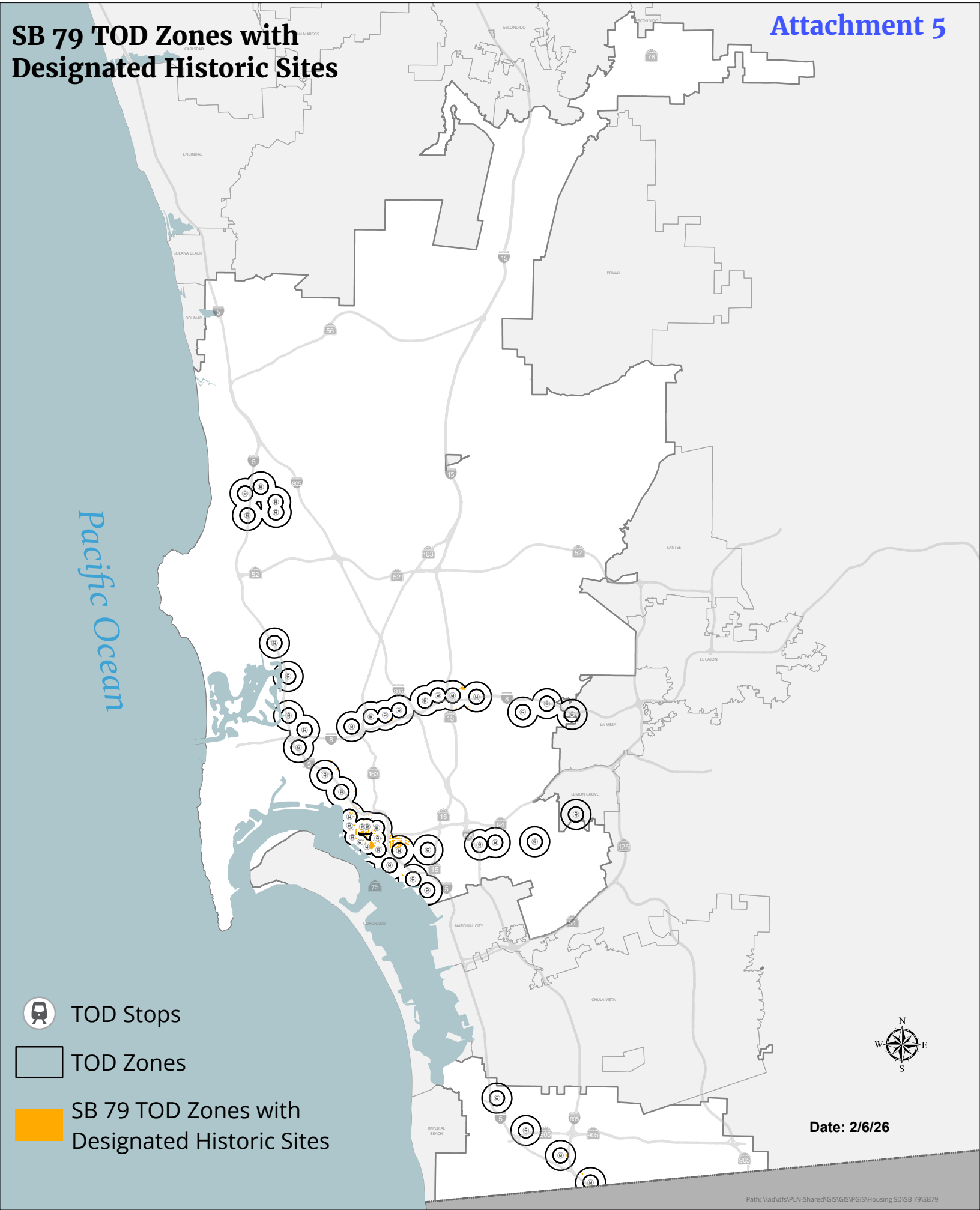
Attachment 5

SB 79 TOD Zones with Designated Historic Sites



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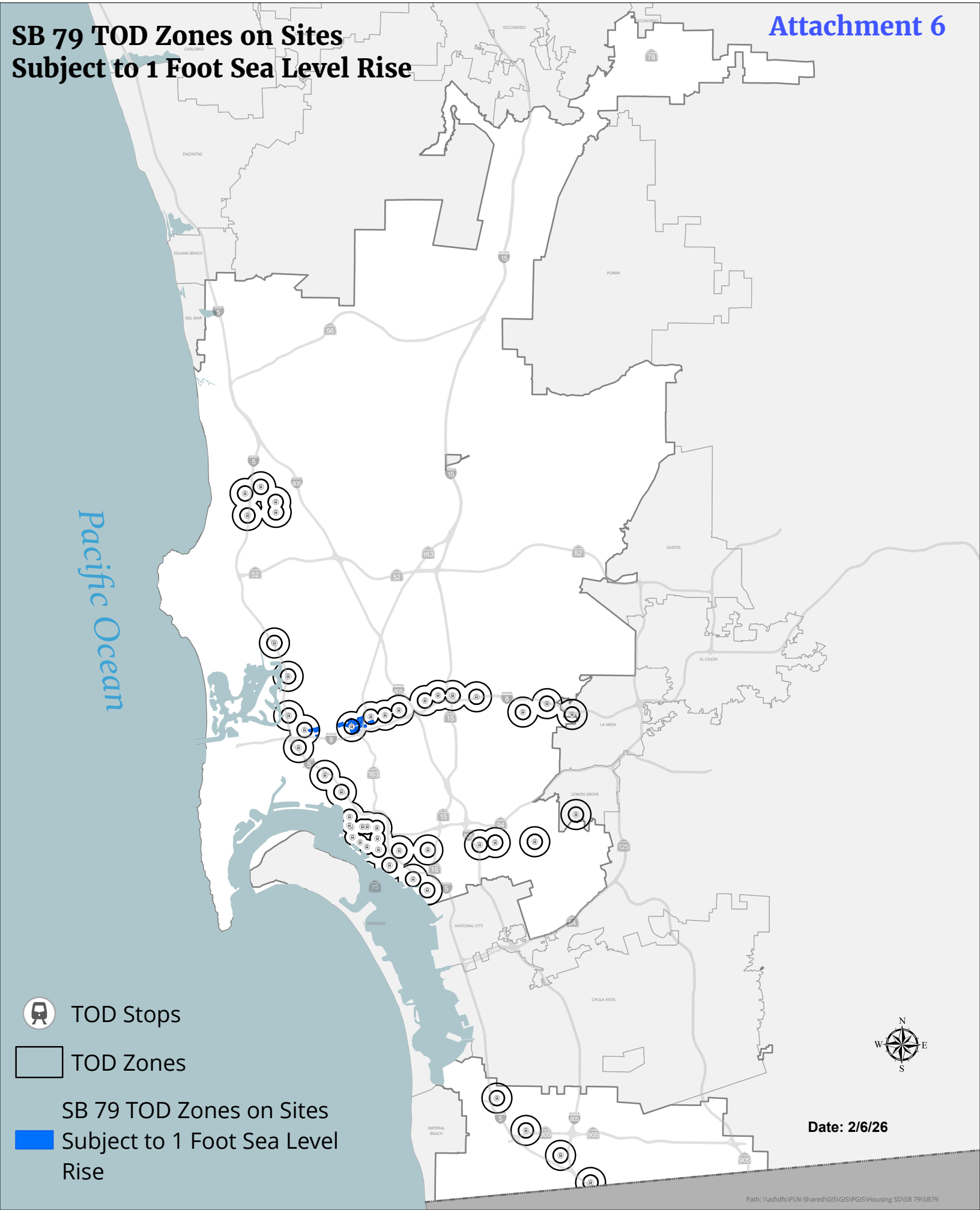
SB 79 TOD Zones on Sites Subject to 1 Foot Sea Level Rise

Attachment 6



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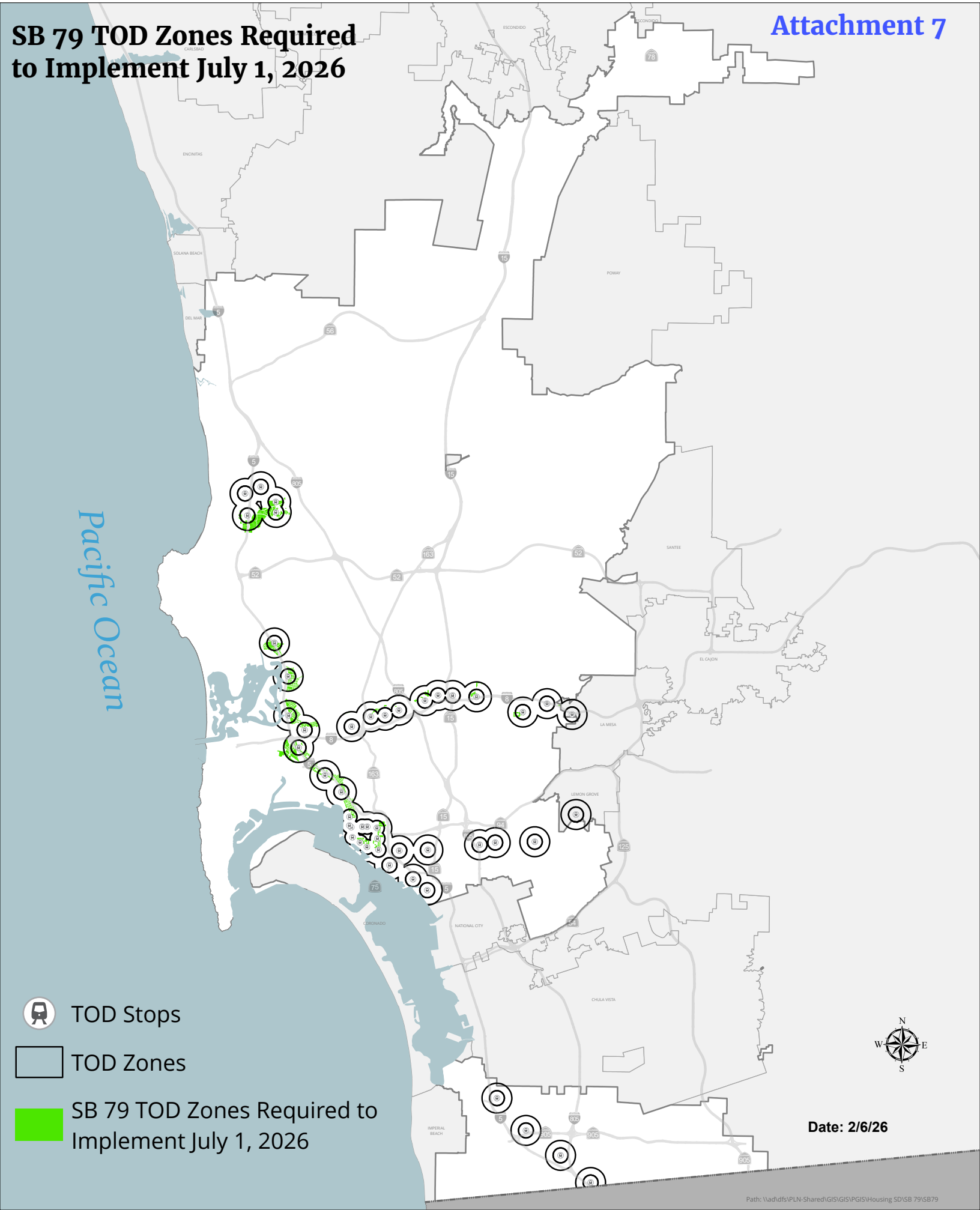
SB 79 TOD Zones Required to Implement July 1, 2026

Attachment 7



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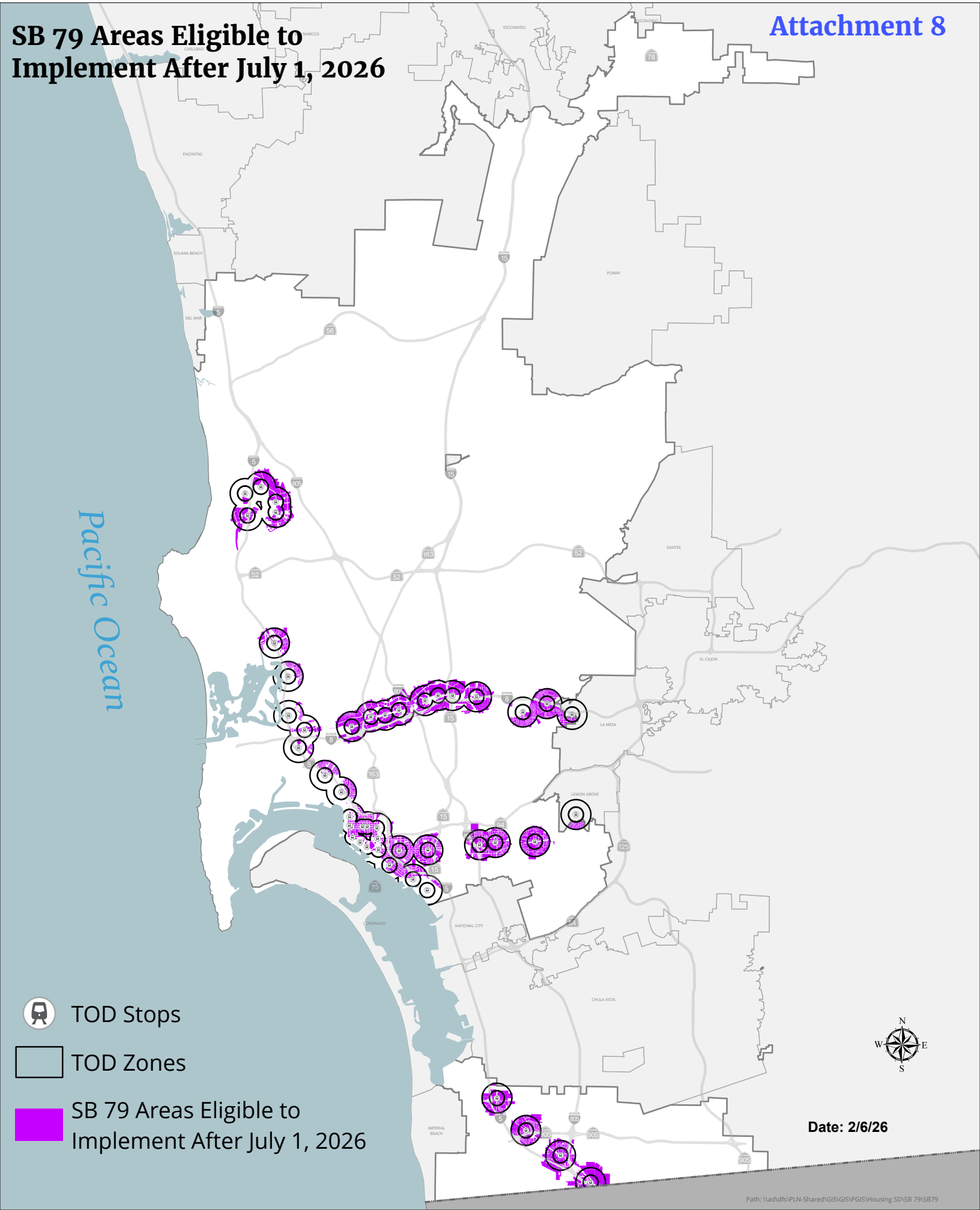
SB 79 Areas Eligible to Implement After July 1, 2026

Attachment 8