

City Oceanside City Manager's Office SB-79 Update

April 8, 2026

Item 31

SB-79 Summary

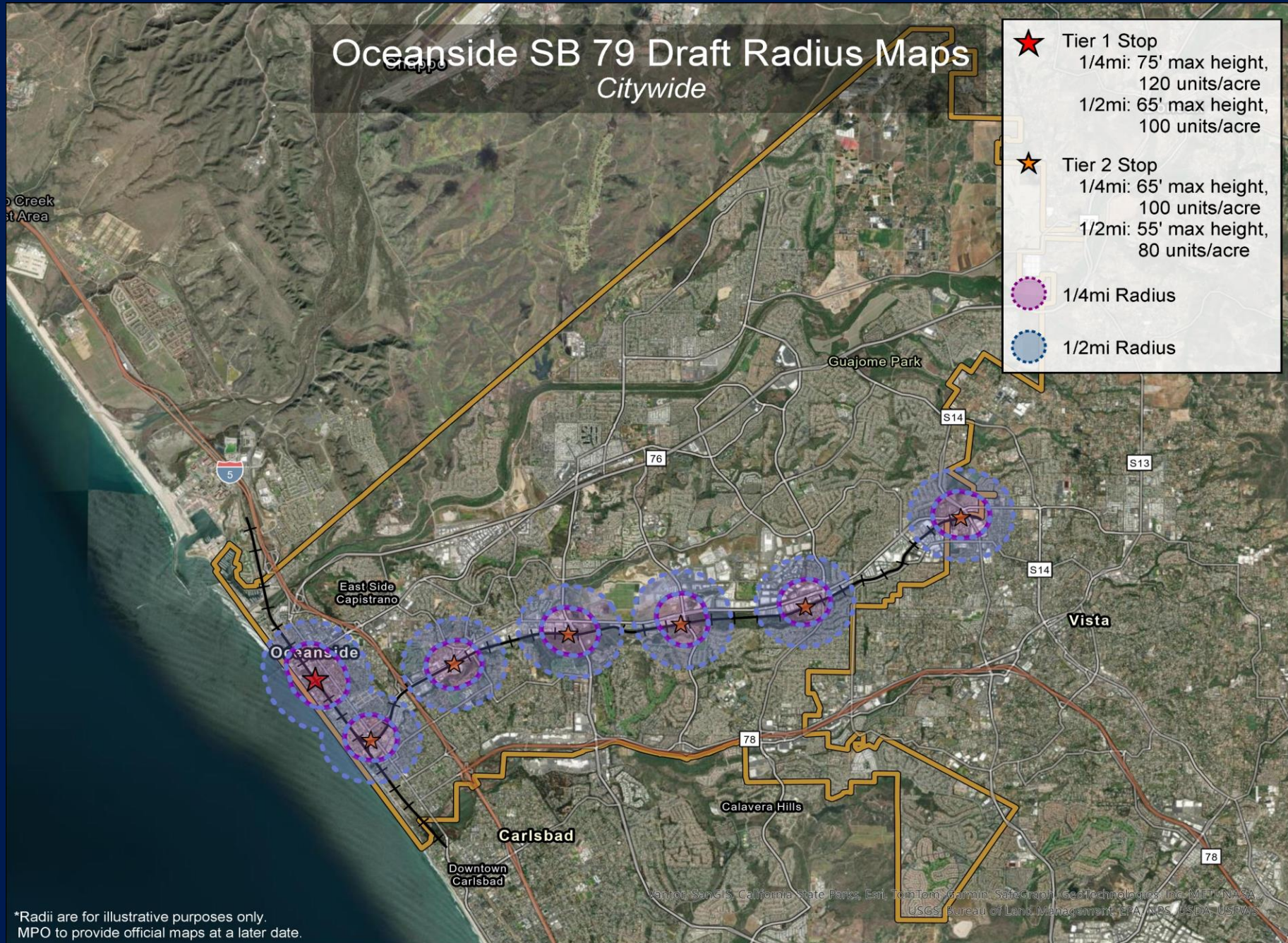
- Authored by Sen. Scott Wiener and signed into law by Gov. Newsom on October 10, 2025
- Legislation becomes effective July 1, 2026
- Upzones land in close proximity to major transit stations throughout the state – allowing housing developments of up to 65-95 feet, often with the option of ministerial approval.
- Applies to sites zoned for Residential, Commercial or Mixed-Use development
- Densities can range up to 100-120 units per acre plus density bonuses
- Cities can adopt their own local alternative plans and implementing ordinances which may provide some local relief

Summary

TOD Stop Type	Dist. from Stop (TOD Zone)	Standards for Project
Tier 1: Major transit stop, heavy rail transit, or very high frequency commuter rail	¼ mile from stop	<ul style="list-style-type: none"> • Max Height: 75 ft or 95 ft if adjacent to stop • Max Density: 30 - 120 units per acre (u/a) plus any density bonus or 160 u/a if adjacent to stop • FAR: 3.5 or 4.5 if adjacent to stop • Additional concessions
	¼ - ½ mile from stop in city with population at least 35,000	<ul style="list-style-type: none"> • Max Height: 65 ft • Max Density: 30 - 100 u/a plus any density bonus • FAR: 3 • Additional concessions
Tier 2: Not Tier 1 major transit stops served by light rail transit, high-frequency commuter rail, or bus rapid transit	¼ mile from stop	<ul style="list-style-type: none"> • Max Height: 65 ft or 85 ft if adjacent to stop • Max Density: 30 - 100 u/a plus any density bonus or 140 u/a if adjacent to stop • FAR: 3 or 4 if adjacent to stop
	¼ - ½ mile from stop in a city with a population at least 35,000	<ul style="list-style-type: none"> • Max Height: 55 ft • Max Density: 30 - 80 u/a plus any density bonus • FAR: 2.5 • Additional concessions

Oceanside SB 79 Draft Radius Maps

Citywide



*Radii are for illustrative purposes only.
MPO to provide official maps at a later date.

Mapbox, SanGIS, California State Parks, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, MET/ANASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USEWS

Available Options

- Implementation of SB 79 as written (effective July 1, 2026)
- Preparation of a TOD Alternative Plan which would allow the City to shift density from one site to another, provided overall buildout numbers allowed under SB 79 are accommodated.
- Approval of a Local Ordinance which allows for a one-year deferral of SB 79, provided the City allows development on existing sites where current zoning allows no less than 50% of the density otherwise allowed by SB 79.

Next Steps

- Continue existing mapping exercise to further refine site eligibility
- Await SANDAG release of guidance maps
- Continue work on local ordinance to be presented for Council consideration (to be effective prior to July 1)
- Continue work on TOD Alternative Plan using Smart and Sustainable Corridors Plan as baseline

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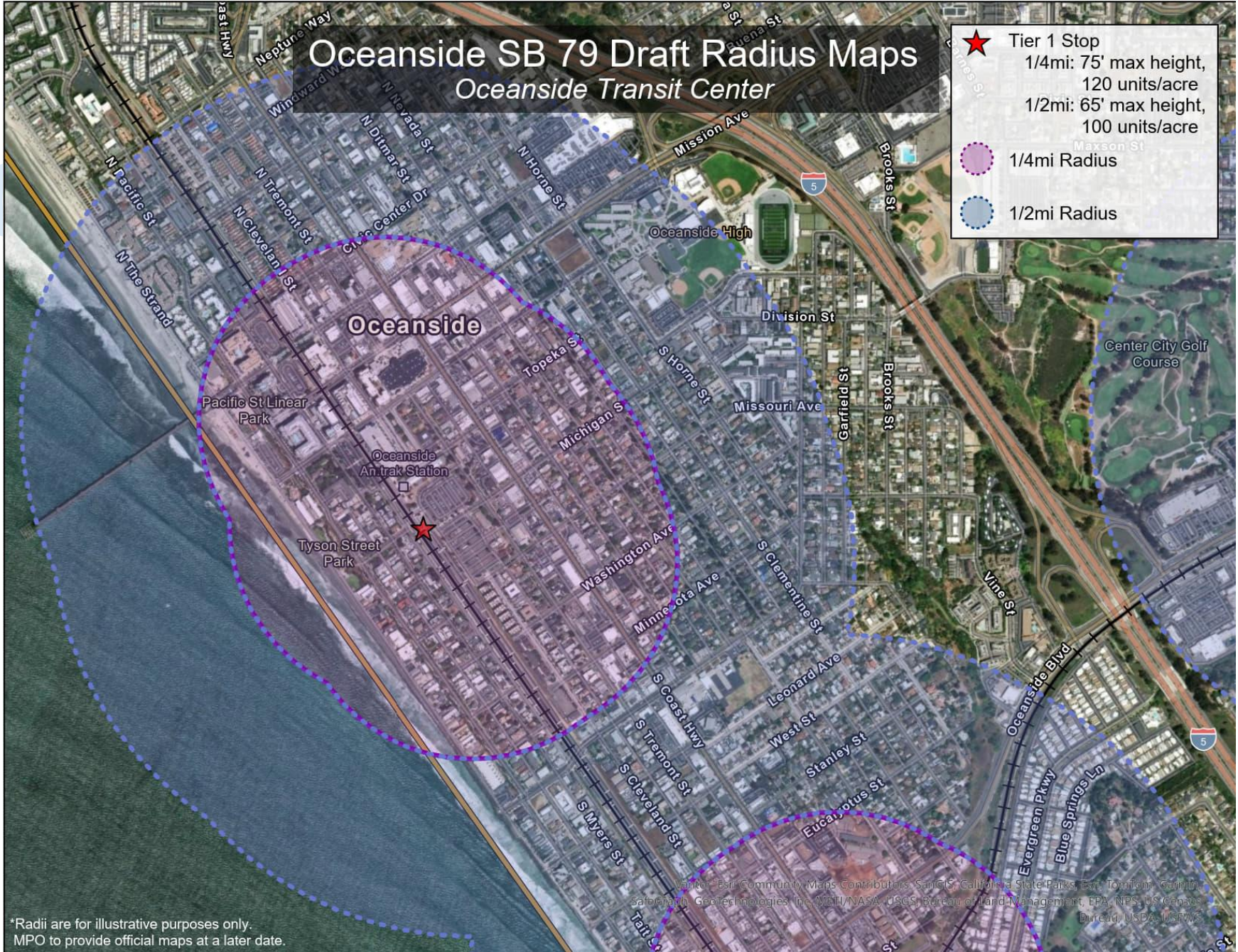
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Oceanside SB 79 Draft Radius Maps

Oceanside Transit Center

- ★ Tier 1 Stop
 - 1/4mi: 75' max height, 120 units/acre
 - 1/2mi: 65' max height, 100 units/acre
- 1/4mi Radius
- 1/2mi Radius

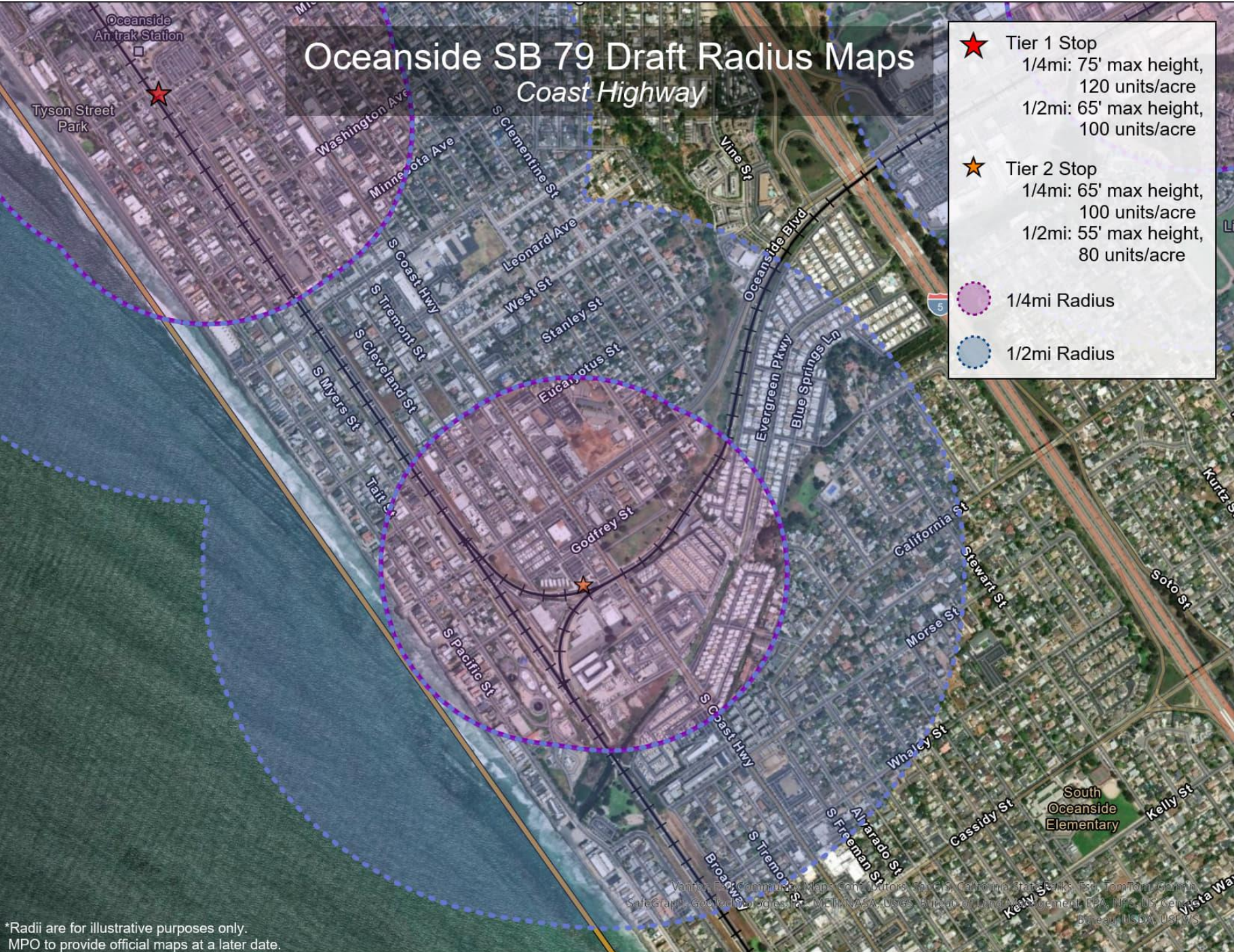


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Map data: Esri, Community Maps Contributors, SateGIS, California State Parks, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

Oceanside SB 79 Draft Radius Maps Coast Highway

- ★ Tier 1 Stop
 1/4mi: 75' max height, 120 units/acre
 1/2mi: 65' max height, 100 units/acre
- ★ Tier 2 Stop
 1/4mi: 65' max height, 100 units/acre
 1/2mi: 55' max height, 80 units/acre
- 1/4mi Radius
- 1/2mi Radius



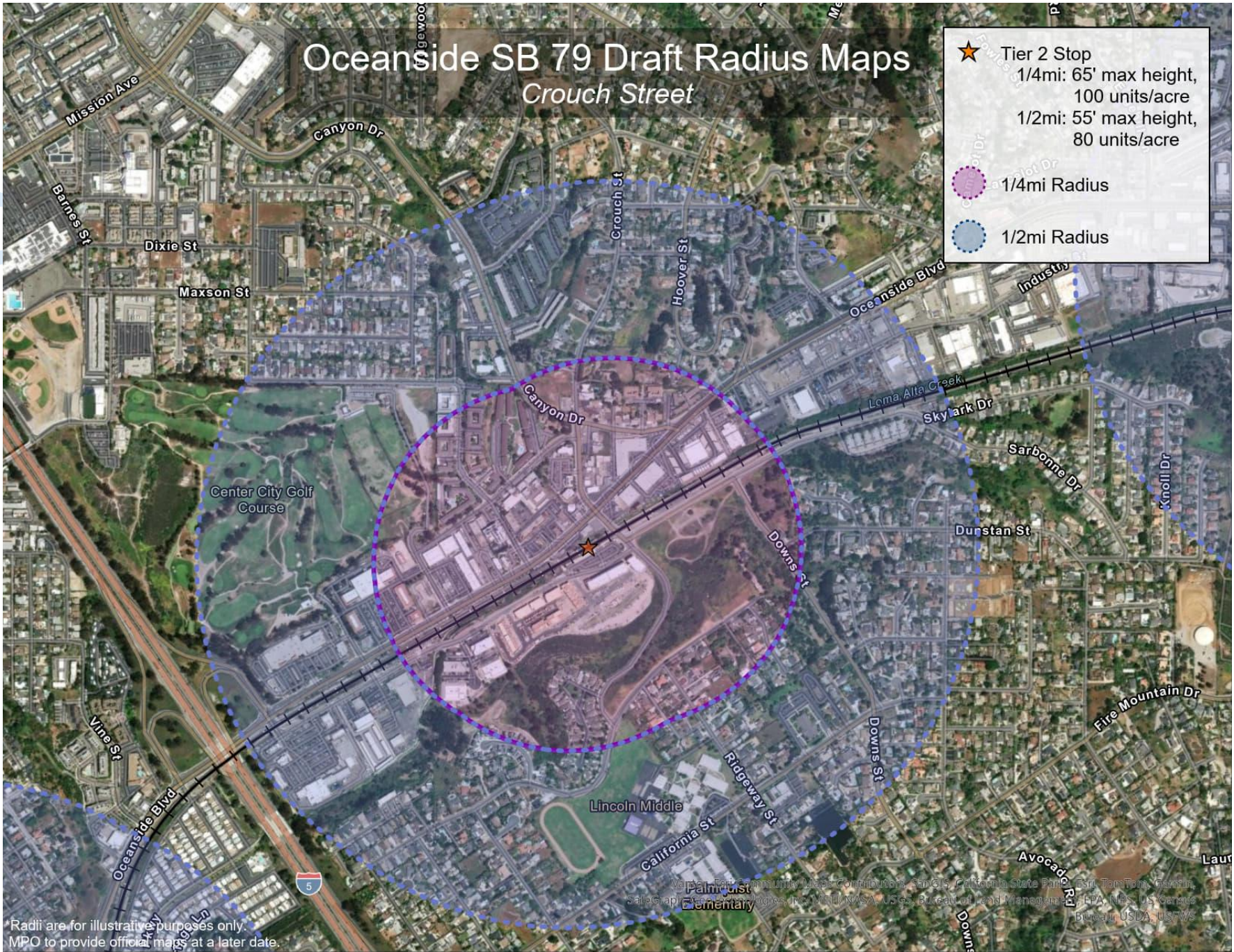
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Vendor: The Community Maps Contributors, San Diego, California State Parks, Esri, TomTom, Garmin, SafeGraph, Google, and others. © 2019 NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

Oceanside SB 79 Draft Radius Maps

Crouch Street

- ★ Tier 2 Stop
 - 1/4mi: 65' max height, 100 units/acre
 - 1/2mi: 55' max height, 80 units/acre
- 1/4mi Radius
- 1/2mi Radius



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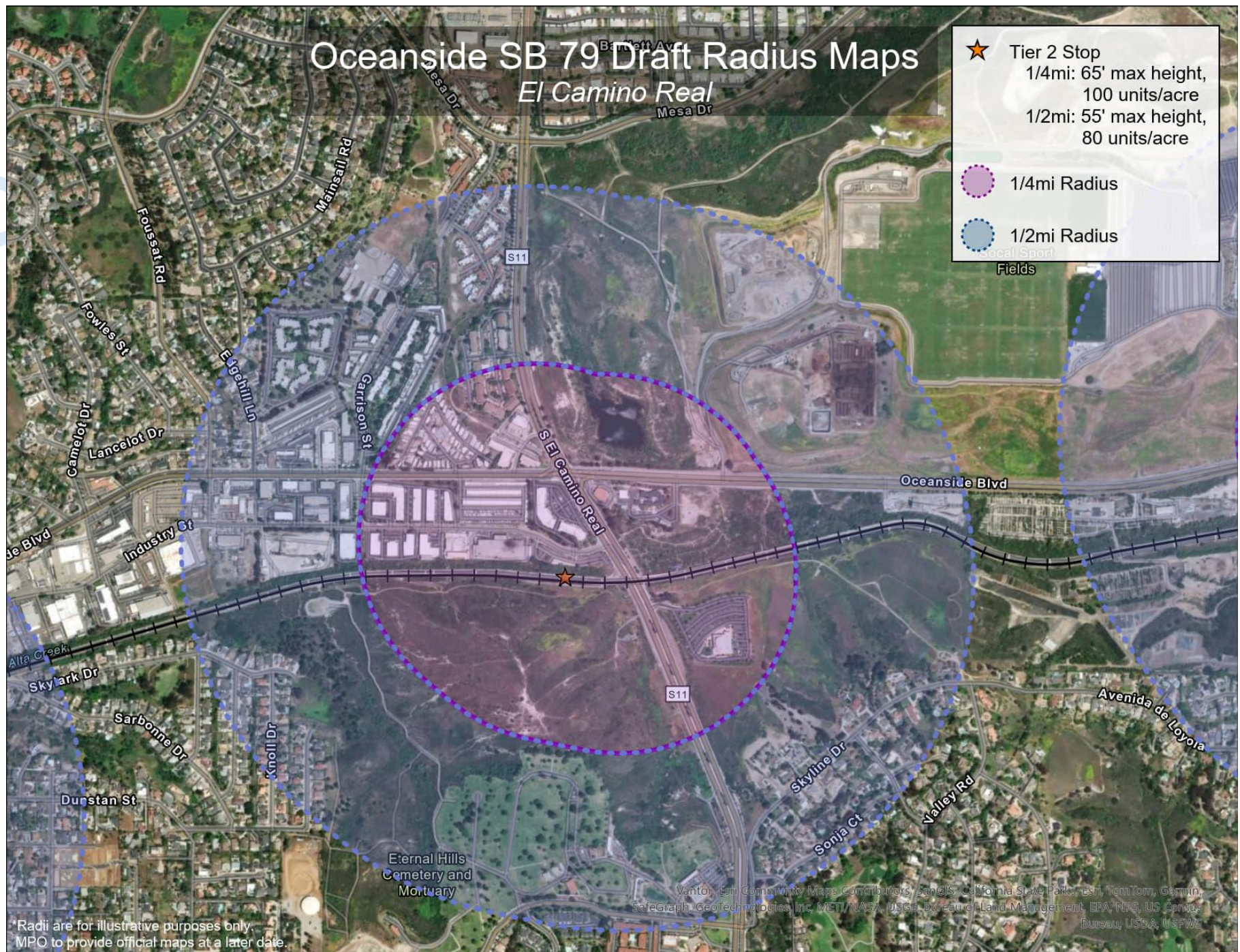
Map data: OpenStreetMap contributors, GeoNames, California State Parks, Esri, TomTom, Garmin, Bing, Mapbox, Aeriatech, Inc, VIZU, NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

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Oceanside SB 79 Draft Radius Maps

El Camino Real

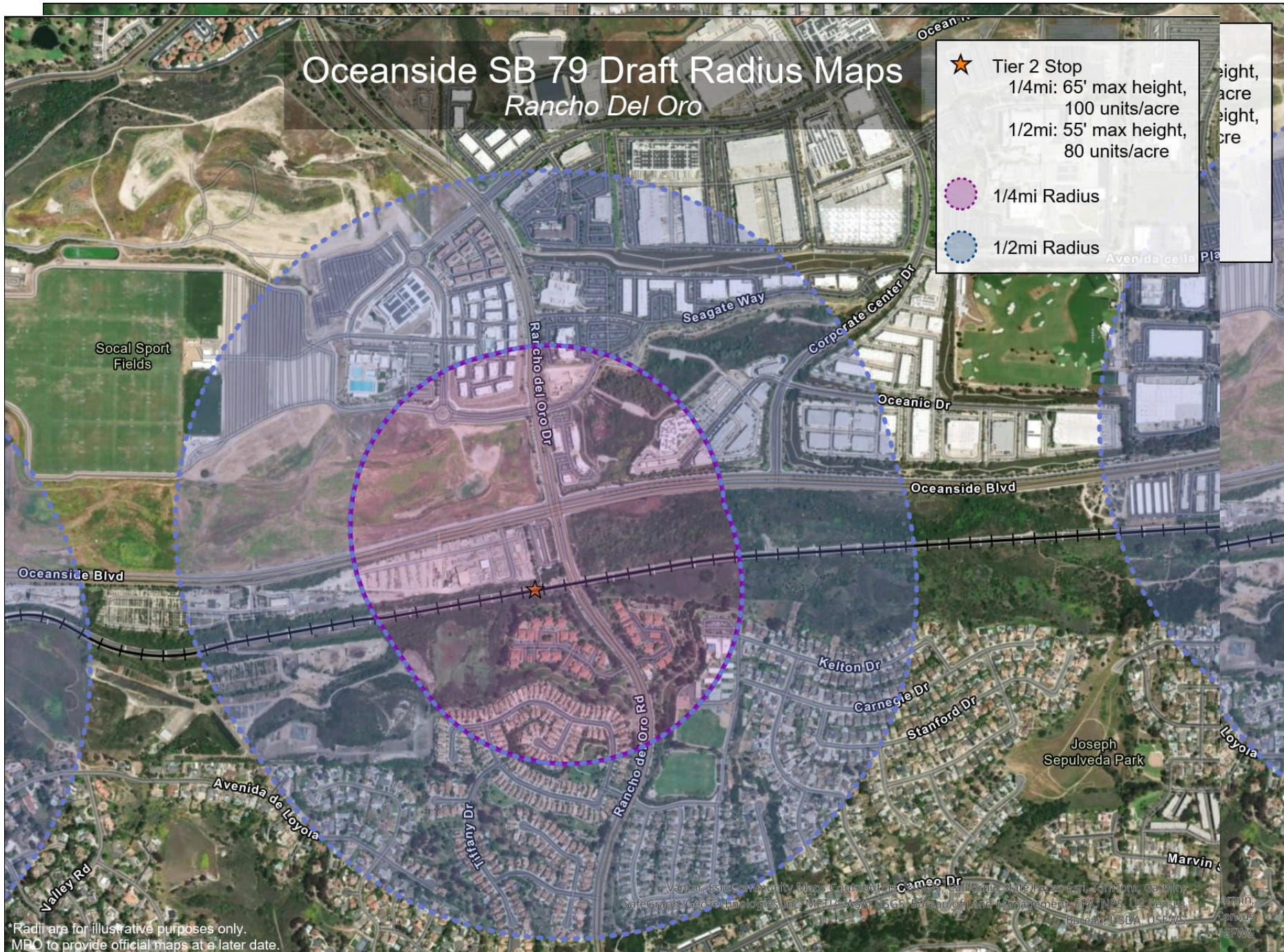
- ★ Tier 2 Stop
 - 1/4mi: 65' max height, 100 units/acre
 - 1/2mi: 55' max height, 80 units/acre
- 1/4mi Radius
- 1/2mi Radius



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Vantor, Esri Community Maps Contributors, SanGIS, California State Parks, Esri, TomTom, Garmin, SafeGraph, Geotechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

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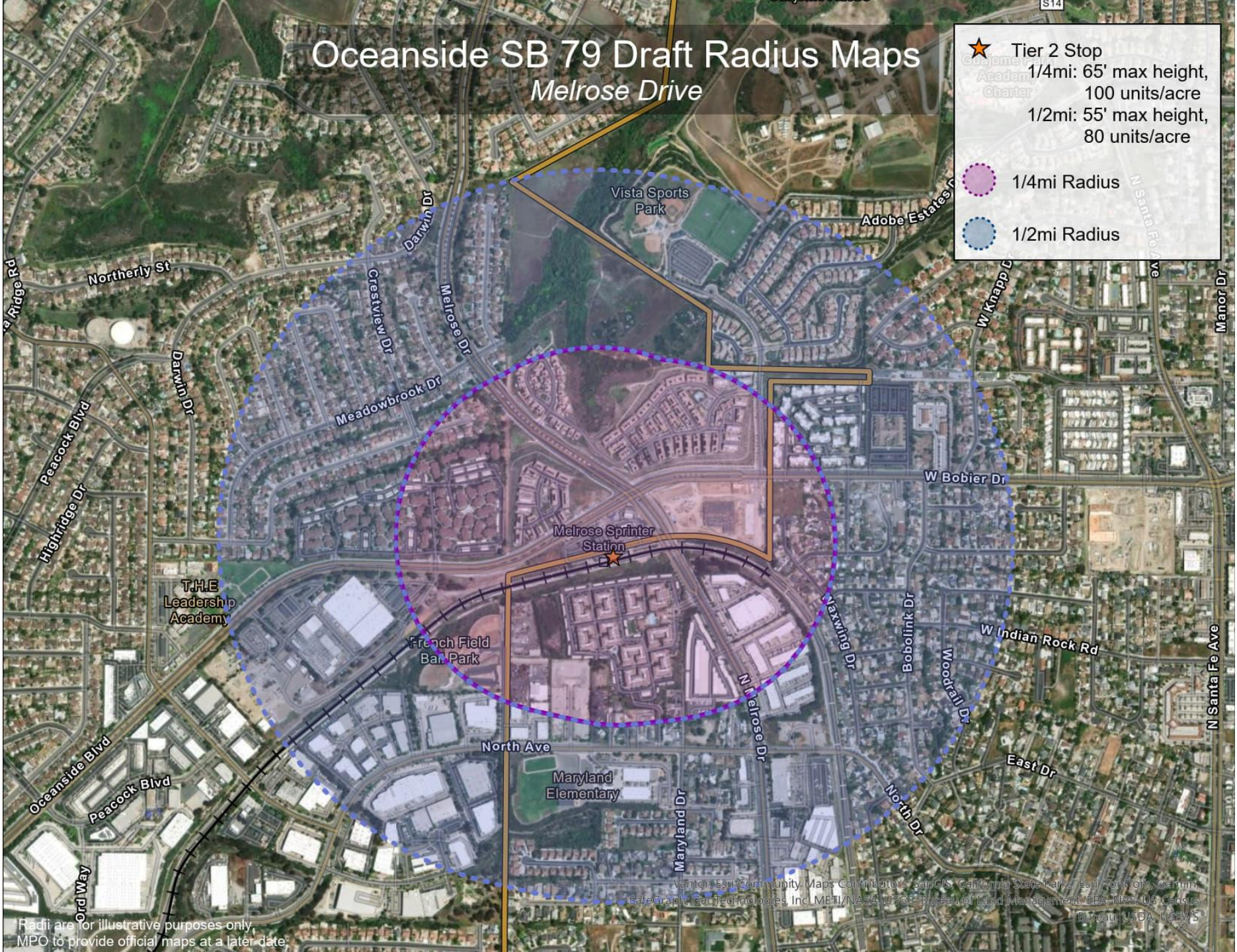
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Oceanside SB 79 Draft Radius Maps Melrose Drive

★ Tier 2 Stop
1/4mi: 65' max height,
100 units/acre
1/2mi: 55' max height,
80 units/acre

● 1/4mi Radius
● 1/2mi Radius



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Key Definitions

- “Light rail transit” includes streetcar, trolley, and tramway service. “Light rail transit” does not include airport people movers.
- “Heavy rail transit” means a public electric railway line with the capacity for a heavy volume of traffic using high-speed and rapid acceleration passenger rail cars operating singly or in multicar trains on fixed rails, separate rights-of-way from which all other vehicular and foot traffic are excluded, and high platform loading.
- “Commuter rail” means a public rail transit service not meeting the standards for heavy rail or light rail, excluding California High-Speed Rail and Amtrak Long Distance Service.
- “Light Rail” and “Heavy Rail” definitions likely do not apply to Oceanside

Key Definitions

- “High-frequency commuter rail” means a commuter rail service operating a total of at least 48 trains per day across **both** directions...
- “Very high frequency commuter rail” means a commuter rail service with a total of at least 72 trains per day across **both** directions...

Note: Sprinter currently operates with 34 trains in each direction, or 68 trains total on a typical weekday.

The Sprinter line is technically neither a commuter rail line or light rail transit service. Rather, it’s considered a “hybrid” line which is undefined in the legislation.