

AMENDED IN ASSEMBLY APRIL 23, 2026

AMENDED IN ASSEMBLY MARCH 19, 2026

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL

No. 2415

Introduced by Assembly Member Hoover

February 20, 2026

An act to amend Section 65912.161 of the Government Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

AB 2415, as amended, Hoover. Transit-oriented housing developments: alternative plans.

Existing law requires a housing development project to be an allowed use as a transit-oriented housing development on any site zoned for residential, mixed, or commercial development within prescribed distances of a transit-oriented development stop if the development complies with specified requirements. Existing law applies these provisions to a local agency beginning July 1, 2026, unless the local agency adopts an ordinance or local transit-oriented development alternative plan, as specified. Existing law prescribes requirements for these plans, including requiring that the plan not reduce the capacity in any transit-oriented development zone in total units or residential floor area by more than 50%. Existing law defines various terms for these purposes.

This bill would provide that a transit-oriented development alternative plan may reduce the capacity in up to one transit-oriented development zone in total units or residential floor area by more than 50% if certain requirements are met.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 65912.161 of the Government Code is
2 amended to read:
3 65912.161. (a) For purposes of this section, “transit-oriented
4 development alternative plan” shall mean a plan adopted by the
5 local agency via the adoption of the housing element, a program
6 to implement the housing element, the adoption of a specific plan,
7 a zoning overlay, or enactment of an ordinance; that brings the
8 local agency into compliance with this chapter and that incorporates
9 all of the following:
10 (1) A local transit-oriented development alternative plan shall
11 maintain at least the same total net zoned capacity, in terms of
12 both total units and residential floor area, as provided for in this
13 chapter across all transit-oriented development zones within the
14 jurisdiction.
15 (A) Net zoned capacity in units shall be measured by subtracting
16 the current number of units on the site from the number allowed
17 by the applicable development standards.
18 (B) Net zoned capacity in floor area shall be measured by
19 subtracting the current developed floor area of the site from the
20 amount allowed by the applicable development standards.
21 (2) The plan shall not reduce the maximum allowed density for
22 any individual site on which the plan allows residential use by
23 more than 50 percent below that permitted under this chapter,
24 except for sites meeting any of the following criteria:
25 (A) Sites within a very high fire hazard severity zone, as
26 determined by the Department of Forestry and Fire Protection
27 pursuant to Section 51178, or within the state responsibility area,
28 as defined in Section 4102 of the Public Resources Code.
29 (B) Sites that are vulnerable to one foot of sea level rise, as
30 determined by the National Oceanic and Atmospheric
31 Administration, the Ocean Protection Council, the United States
32 Geological Survey, the University of California, or a local
33 government’s coastal hazards vulnerability assessment.
34 (C) Sites with a historic resource designated on a local register,
35 so long as sites excluded from the density requirements of this

1 paragraph on that basis do not cumulatively exceed 10 percent of
2 the eligible area of any transit-oriented development zone.

3 (D) Sites within one-half mile of a Tier 2 transit-oriented
4 development stop shall not have a density below 30 units per acre
5 with a residential floor area ratio of 1.0, except for sites specified
6 in subparagraphs (A) to (C), and should be considered for attached
7 entry level owner occupied housing development opportunities.

8 (3) (A) The plan shall not reduce the capacity in any
9 transit-oriented development zone in total units or residential floor
10 area by more than 50 percent.

11 (B) Notwithstanding subparagraph (A), the plan may reduce
12 the capacity in one transit-oriented development zone in total units
13 or residential floor area by more than 50 percent if all of the
14 following conditions are met:

15 (i) *The local jurisdiction adopting the plan is a city.*

16 ~~(i)~~

17 (ii) The city has a population of less than 150,000.

18 ~~(ii)~~

19 (iii) A majority of the ~~station area~~ *transit-oriented development*
20 *zone* is part of a local historic district that was designated before
21 January 1, 2000.

22 ~~(iii)~~

23 (iv) The city has more than one transit-oriented development
24 zone.

25 (4) A site's maximum capacity counted toward the plan shall
26 not exceed 200 percent of the maximum density established under
27 this chapter. Any site excluded from the minimum density
28 requirements of subparagraphs (A) to (C) of paragraph (2) shall
29 not be counted toward the plan's capacity. For purposes of this
30 section, calculations regarding capacity, density, and floor area
31 shall include capacity, density, or floor area available under
32 voluntary local housing incentive programs.

33 (5) A local transit-oriented development alternative plan may
34 consist of an existing local transit-oriented zoning ordinance,
35 overlay zone, specific plan, or zoning incentive ordinance, provided
36 that it meets the requirements of this subdivision.

37 (b) (1) Prior to one year following the adoption of the seventh
38 revision of the housing element, Section 65912.157 shall not apply
39 to any of the following for which the local government has adopted

1 an ordinance in accordance with Section 65912.160 indicating the
2 site's exclusion:

3 (A) A site that has been identified by the local jurisdiction which
4 permits density and residential floor area ratio at no less than 50
5 percent of the standards specified under subdivision (a) of Section
6 65912.157.

7 (B) (i) A site in a transit-oriented development zone in which
8 at least 33 percent of sites in the relevant transit-oriented
9 development zone have permitted density and residential floor
10 area ratio no less than 50 percent of the standards specified under
11 subdivision (a) of Section 65912.157 and which includes sites with
12 densities that cumulatively allow for at least 75 percent of the
13 aggregate density for the transit-oriented development zone
14 specified under subdivision (a) of Section 65912.157.

15 (ii) A site in a transit-oriented development zone around a
16 transit-oriented development stop that is primarily comprised of
17 a low-resource area which includes sites with densities that
18 cumulatively allow for at least 40 percent of the aggregate density
19 for the transit-oriented development zone specified under
20 subdivision (a) of Section 65912.157.

21 (iii) A site in an area designated as low resource on the most
22 recently adopted version of the opportunity area maps published
23 by the California Tax Credit Allocation Committee and the
24 department, and within a jurisdiction that cumulatively allows for
25 at least 50 percent of the total capacity for units and floor area as
26 specified under Section 65912.157 across all transit-oriented
27 development zones.

28 (C) A site that is covered by a local transit-oriented development
29 alternative plan adopted by a local government.

30 (D) Sites within a very high fire hazard severity zone, as
31 determined by the Department of Forestry and Fire Protection
32 pursuant to Section 51178, or within the state responsibility area,
33 as defined in Section 4102 of the Public Resources Code.

34 (E) Sites that are vulnerable to one foot of sea level rise, as
35 determined by the National Oceanic and Atmospheric
36 Administration, the Ocean Protection Council, the United States
37 Geological Survey, the University of California, or a local
38 government's coastal hazards vulnerability assessment.

39 (F) Sites with a historic resource designated as of January 1,
40 2025, on a local register.

1 (2) A local government that has adopted an ordinance pursuant
2 to this subdivision shall indicate on its public zoning map which
3 sites or transit-oriented development zones are and are not covered
4 by Section 65912.157.

5 (c) (1) For the seventh and subsequent revisions of the housing
6 element, a local government may include a local transit-oriented
7 development alternative plan in any of the following ways:

8 (A) (i) Include a local transit-oriented alternative plan in its
9 housing element. When a local government includes a
10 transit-oriented development alternative plan in its housing ~~element~~
11 *element*, the plan shall include an analysis of how the plan
12 maintains at least an equal feasible developable housing capacity
13 as the baseline established by this chapter.

14 (ii) If a local government adopts a housing element that the
15 department has determined to be compliant with this section, then
16 any action to enforce or implement a compliant housing element
17 shall be subject to applicable provisions of housing element law
18 (Article 10.6 (commencing with Section 65580) of Chapter 3).

19 (iii) The initial submission of a transit-oriented development
20 alternative plan shall be included in the local government's first
21 draft submittal referenced in subparagraph (C) of paragraph (1) of
22 subdivision (b) of Section 65585.

23 (iv) Sites identified in a local transit-oriented development
24 alternative plan may be included in the inventory of land suitable
25 for residential development, pursuant to the additional requirements
26 of Section 65583.

27 (B) If a local government does not include the local
28 transit-oriented alternative plan in its housing element, the local
29 government may adopt an alternative plan that has been deemed
30 compliant by the department pursuant to Section 65912.160.

31 (d) Section 65912.157 shall not apply within a jurisdiction that
32 has a local transit-oriented alternative plan that has been approved
33 by the department as satisfying the requirements of this section in
34 effect. The department's approval pursuant to this section shall be
35 valid through the jurisdiction's next amendment to the housing
36 element of its general plan.

37 (e) A local transit-oriented development alternative plan may
38 consist of an existing local transit-oriented zoning ordinance,

- 1 overlay zone, specific plan, zoning incentive ordinance or existing
- 2 program, provided that it meets the requirements of this section.

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