Date of Hearing: April 22, 2026

ASSEMBLY COMMITTEE ON LOCAL GOVERNMENT
Juan Carrillo, Chair
AB 1751 (Quirk-Silva) – As Amended April 20, 2026

SUBJECT: Missing Middle Townhome Ownership Act

SUMMARY: Establishes the Missing Middle Townhome Ownership Act (Act), which creates a streamlined, ministerial approval process for townhome development on residentially zoned lots. Specifically, **this bill**:

1) Establishes the Missing Middle Townhome Ownership Act.

2) Provides the following definitions for the purposes of this bill:

   a) "Townhome" means a single-family dwelling unit that is less than or equal to three stories of occupiable square footage, and meets either of the following conditions:

      i) Shares a common wall with other single-family dwelling units on one or two sides.

      ii) Is separated from one or more neighboring units by an air gap.

   b) "Townhome development project" means a housing development project consisting entirely of residential units that satisfy the definition of townhome and meeting at least 75% of the applicable Mullin densities.

3) Allows a development proponent to submit an application for a townhome housing development project that meets the requirements of this bill.

4) Provides that a townhome housing development project application under this bill includes land use and zoning approvals required to authorize construction and occupation of the project, including, but not limited to, subdivision, building, grading, and other permits, as specified.

5) Allows, for any townhome housing development project application submitted pursuant to this bill, a local agency to impose objective zoning standards, objective subdivision standards, or objective design standards that are applicable to the townhome housing development project, and do not conflict with this bill.

6) Provides, notwithstanding 5), above, that a local agency shall not impose on a townhome housing development project an objective zoning standard, objective subdivision standard, or objective design standard that does or is any of the following:

   a) Physically precludes the development of a proposed townhome housing development project that complies with at least 75% of the applicable "Mullin densities" in Housing Element Law, which are 30 dwelling units per acre (du/ac) in urban areas, 20 du/ac in suburban areas, and 10 du/ac in rural areas.

   b) Imposes any requirement that applies to a townhome housing development project solely or partially on the basis that the project receives approval pursuant to this bill.

c) Requires that parking be enclosed or covered or requires parking capacity or parking designs that are prohibited or restricted by other law.

7) Requires a local agency to ministerially consider, without discretionary review or a hearing, an application submitted to a local agency pursuant to this bill.

8) Provides that this bill is subject to the applicable housing application procedures, inclusive of the preliminary application, process for completing the application, and standards, permitting timelines as well as other requirements applicable to housing applications, set forth in the Housing Accountability Act (HAA) and the Permit Streamlining Act (PSA).

9) Allows a local agency to disapprove a townhome housing development project that meets the requirements of this bill if it makes a written finding, based upon a preponderance of the evidence, that the proposed townhome housing development project would have a specific, adverse impact upon public health and safety and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact, as specified.

10) Allows a local agency to adopt an ordinance to implement the provisions outlined above and provides that such an ordinance shall not be considered a project under the California Environmental Quality Act (CEQA).

11) Requires a local agency to ministerially consider, without discretionary review or a hearing, a parcel map or a tentative and final map for a townhome development project that meets all of the following requirements:

a) The proposed subdivision will result in parcels and residential units that will meet at least 75% of the applicable Mullin densities.

b) The proposed subdivision meets all the following requirements:

i) The subdivision site is either zoned to allow multifamily residential dwelling use, or the site is underutilized and zoned exclusively for single-family residential development. "Underutilized" means having no permanent residential structure, unless the permanent residential structure is abandoned and uninhabitable. "Underutilized" does not include either of the following:

(1) Housing that is subject to a recorded covenant, ordinance, or law that restricts rent or sales price to levels affordable to persons and families of low, very low, or extremely low income.

(2) Housing that is subject to any form of rent or sales price control through a local public entity's valid exercise of its police power by adopted ordinance.

ii) The lot is not located on any site where a housing development would be an allowed use as a transit-oriented housing development pursuant to SB 79 (Wiener), Chapter 512, Statutes of 2025.

iii) The proposed subdivision is not located on a site where an existing parcel of land or site is governed under any of the following:

(1) The Mobilehome Residency Law.

(2) The Recreational Vehicle Park Occupancy Law.

(3) The Mobilehome Parks Act.

(4) The Special Occupancy Parks Act.

iv) If the lot is located in a rural or suburban area, the lot is on an infill site. This provision shall not apply to a lot located in an urban area. For purposes of this provision:

(1) "Infill site" means a site where at least three sides of the perimeter of the site adjoin parcels that are developed.

(2) Parcels that are only separated by a street, pedestrian path, or bicycle path shall be considered to be adjoined.

c) The newly created parcels are no smaller than 600 square feet.

d) The housing units on the lot proposed to be subdivided are one of the following:

i) Constructed on fee simple ownership lots.

ii) Part of a common interest development.

iii) Part of a limited-equity housing cooperative, as defined.

iv) Constructed on land owned by a nonprofit or community land trust, as defined, and the housing unit is sold to the resident in a shared equity transaction.

v) Part of a tenancy in common, as specified.

e) The proposed subdivision will not result in any existing dwelling unit being alienable separate from the title to any other existing dwelling unit on the lot.

f) If the parcel is identified to accommodate any portion of the jurisdiction's share of the regional housing need for low-income or very low-income households, the affordable housing units for the townhome development project shall be subject to a recorded affordability restriction of at least 45 years.

g) The development of a townhome development project on the lot proposed to be subdivided does not require the demolition of any of the following types of housing:

i) Housing that is subject to a recorded covenant, ordinance, or law that restricts rent to levels affordable to persons and families of low, very low, or extremely low income.

ii) Housing that is subject to any form of rent or price control through a local public entity's valid exercise of its police power through an adopted ordinance.

iii) Housing occupied by tenants and subject to rent or price control within the five years preceding the date of the application, including housing that has been demolished or

that tenants have vacated prior to the submission of the application for a development permit.

iv) A parcel on which an owner of residential real property has exercised the owner's rights under the Ellis Act to withdraw accommodations from rent or lease within 15 years before the date that the development proponent submits an application.

h) If the proposed townhome development project would result in 11 or more units, the project shall comply with any applicable local inclusionary housing requirements.

i) The lot proposed to be subdivided is not located on a site that is any of the following:

i) Prime farmland or farmland of statewide importance, as defined.

ii) Wetlands, as specified.

iii) Within a very high fire hazard severity zone, as specified.

iv) A hazardous waste site, with specified exceptions.

v) Within a delineated earthquake fault zone unless the housing development project complies with applicable seismic protection building code standards, as specified.

vi) Within a special flood hazard area subject to a100-year flood, with specified exceptions.

vii) Within a regulatory floodway, with specified exceptions.

viii) Land identified for conservation in an adopted natural community conservation plan, habitat conservation plan, or another adopted natural resource protection plan, as specified.

ix) Habitat for protected species, as specified.

x) Land under conservation easement.

j) The proposed subdivision conforms to all applicable objective requirements of this bill.

k) The proposed subdivision complies with all applicable standards as established in 2) through 10), above.

l) Any parcels proposed to be created pursuant to this bill will be served by a public water system and a municipal sewer system.

12) Provides that a townhome development project on a proposed site to be subdivided pursuant to this bill is not required to comply with either of the following requirements:

a) A minimum requirement on the size, width, depth, frontage, or dimensions of an individual parcel created by the housing development project beyond the minimum parcel size of 600 square feet, as established by this bill.

b) The formation of a homeowners' association, except as required by the Davis-Stirling Common Interest Development Act. This provision shall not be construed to prohibit a local agency from requiring a mechanism for the maintenance of common space within the subdivision, including, but not limited, to a road maintenance agreement.

13) Requires a local agency to approve or deny an application for a parcel map or a tentative map for a townhome development project submitted to a local agency pursuant to this bill pursuant to the timelines set forth in the HAA and the PSA.

14) Requires any townhome development project constructed on the lots proposed to be subdivided pursuant to this bill to comply with all applicable objective zoning standards, objective subdivision standards, and objective design standards as established by the local agency that are not inconsistent with this bill.

15) Prohibits a person from selling, leasing, or financing any parcel or parcels that are subdivided pursuant to this bill separately from any other such parcel or parcels, unless each parcel meets one of the following criteria:

a) The parcel contains a residential structure completed in compliance with all applicable provisions of the California Building Standards Code that includes at least one dwelling unit.

b) The parcel already contains an existing legally permitted residential structure.

c) The parcel is reserved for internal circulation, open space, or common area.

d) The parcel is the only remaining parcel within the subdivision that is not developed with a residential structure that was completed in compliance with all applicable provisions of the California Building Standards Code.

16) Provides that a violation of 15), above, shall constitute a sale of real property that has been divided in violation of the Subdivision Map Act (Map Act) and is subject to the penalties and remedies set forth in the Map Act.

17) Allows a local agency to authorize the sale, lease, or finance of any parcel or parcels of real property resulting from a subdivision under this bill without complying with 15), above.

18) Allows a local agency to deny the issuance of a parcel map, a tentative map, or a final map for a townhome development project allowed under this bill if it makes a written finding, based upon a preponderance of the evidence, that the proposed townhome development project would have a specific, adverse impact upon public health and safety and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact, as specified.

19) Provides that a local agency's approval of a townhome development project pursuant to this bill shall not be considered a project under CEQA.

20) Provides that a local agency is not required to allow lot splits pursuant to both SB 9 (Atkins), Chapter 162, Statutes of 2021, and the provisions of this bill.

21) Exempts sites in pre-1994 master-planned single-family horse keeping zones from SB 9's lot split and duplex requirements, provided that the local government has a compliant housing element.

22) Allows a local government to adopt an ordinance to implement the provisions outlined in 11) through 21), above, and provides that the adoption is not a project under CEQA.

23) Requires a minimum wage of $28 an hour, adjusted annually on or before April 1 as specified, to apply to all construction workers employed in the execution of a townhome development project utilizing this bill, as specified.

24) Provides that nothing in this bill shall affect the determination of the prevailing wage pursuant to specified sections of the Labor Code and other applicable law.

25) Requires the provisions of Section 218.8 of the Labor Code to extend to the development proponent in addition to the direct contractor or subcontractor, as specified.

26) Establishes a framework for enforcing labor laws on a townhome development project that is utilizing the provisions of this bill, as specified.

27) Provides that this bill shall not apply to the City and County of San Francisco.

28) Finds and declares that a special statute is necessary and that a general statute is cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution because of the unique circumstances of the City and County of San Francisco.

29) Finds and declares that this bill addresses a matter of statewide concern rather than a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, except as provided therein, this bill applies to all cities, including charter cities.

30) Provides that no reimbursement is required by this bill pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this bill, as specified.

EXISTING LAW:

1) Establishes, pursuant to SB 79, a streamlined, ministerial approvals process for housing development projects meeting certain objective standards within a specified distance of transit oriented development (TOD) stops. [Government Code (GOV) § 65912.157]

2) Establishes, pursuant to SB 684 (Caballero), Chapter 783, Statutes of 2023, and SB 1123 (Caballero), Chapter 294, Statutes of 2024, a ministerial process for the subdivision of a lot zoned for multifamily development, or lots that are vacant and zoned for single-family residential development, to develop up to 10 residential units. (GOV § 65852.28)

3) Requires, pursuant to SB 9 (Atkins), Chapter 161, Statutes of 2021, the streamlined and ministerial approval by a local agency of a duplex in a single-family zone (GOV § 65852.21), and the urban lot split of a parcel zoned for residential uses into two parcels. (GOV § 66411.7)

4) Establishes, pursuant to state Accessory Dwelling Unit (ADU) Law, uniform statewide standards that compel every California jurisdiction to ministerially approve ADUs and Junior ADUs (JADUs) on residential lots, by establishing statewide planning standards and review shot clocks, and limiting local discretion. Single-family lots can now have up to three ADUs: one interior or conversion ADU, one detached ADU, and one JADU. Multifamily properties must allow at least one ADU within existing non-livable space (or up to 25 % of the number of existing units), two detached ADUs for new construction projects, and up to eight detached ADUs for existing multifamily buildings, so long as total ADUs do not exceed the number of existing units. (GOV 66310-66342).

5) Establishes, pursuant to SB 423 (Wiener), Chapter 778, Statutes of 2023, a streamlined, ministerial approval process for certain infill multifamily affordable housing projects that are compliant with local zoning and objective standards and that are proposed in local jurisdictions that have not met their regional housing needs allocation. (GOV 65913.4)

6) Establishes, pursuant to AB 2011 (Wicks), Chapter 647, Statutes of 2022, a streamlined, ministerial approval process, not subject to CEQA, for certain infill multifamily affordable housing projects that are located on land that is zoned for retail, office, or parking. (GOV 65912.100-65912.140)

7) Establishes, pursuant to SB 6 (Caballero), Chapter 659, Statutes of 2022, the Middle Class Housing Act of 2022, allowing residential uses on commercially zoned property without requiring a rezoning. (GOV 65852.24)

8) Establishes the Permit Streamlining Act (PSA), which, among other things, establishes time limits within which state and local government agencies must either approve or disapprove permits to entitle a development. [Government Code (GOV) § 65920 - 65964.5]

9) Establishes standards and requirements for local agencies to review post-entitlement phase permits, including time limits within which local agencies must either approve or disapprove these permits. (GOV § 65913.3)

10) Establishes the Housing Accountability Act which establishes requirements for a local agency to approve or disapprove an application for a housing development project, as specified. (GOV § 65589.5)

11) Establishes the Subdivision Map Act, which governs subdivisions of land, establishes requirements for the mapping of subdivided lands, and establishes requirements for recordation of land maps. (GOV § 66410)

FISCAL EFFECT: This bill is keyed fiscal and contains a state-mandated local program.

COMMENTS:

1) **Author's Statement**. According to the author, "California is facing a homeownership crisis that reflects the disappearance of the middle-class. With only 18% of households able to afford a median-priced single-family home, the dream of owning a piece of our state and building generational wealth is fading away for millions of hardworking families and the next generation of Californians. I have four young adults who are trying to embark on this journey of home ownership themselves. Yet, the market is almost making it impossible to

find a viable path towards this pillar of ownership every adult should have. The evidence is clear, while detached single family units become more expensive, townhomes offer a feasible path forward.

"AB 1751, the Missing Middle Townhome Ownership Act removes red tape that has made developing these projects so arduous. By establishing a ministerial approval process for townhomes that meet certain standards that protect housing equity, AB 1751 chooses people over politics protecting existing adorable housing strategies while unlocking the potential for new ownership opportunities. It is time to provide the 'missing middle' with a key to their own front door and towards a greater future."

2) **Planning and Zoning Law.** Cities and counties enact zoning ordinances to implement their general plans. Zoning determines the type of housing that can be built. In addition, before building new housing, housing developers must obtain one or more permits from local planning departments and must also obtain approval from local planning commissions, city councils, or county board of supervisors. Some housing projects can be permitted by city or county planning staff ministerially, or without further approval from elected officials. Projects reviewed ministerially require only an administrative review designed to ensure they are consistent with existing general plan and zoning rules, as well as meeting standards for building quality, health, and safety. Most large housing projects are not allowed ministerial review; instead, these projects are vetted through both public hearings and administrative review. Most housing projects that require discretionary review and approval are subject to review under the California Environmental Quality Act, while projects permitted ministerially generally are not.

3) **Subdivision Map Act.** The Subdivision Map Act (Map Act) governs how local officials regulate the division of real property into smaller parcels for sale, lease, or financing. Cities and counties adopt local subdivision ordinances to carry out the Map Act and local requirements. City councils and county boards of supervisors use the Map Act to control a subdivision's design and improvements. Local subdivision approvals must be consistent with city and county general plans.

   Under the Map Act, cities and counties can attach scores of conditions. The Map Act allows local officials to require, as a condition of approving a proposed subdivision, the dedication of property within a subdivision for streets, alleys, drainage, utility easements, and other public easements and improvements. Once subdividers comply with those conditions, local officials must issue final maps. For smaller subdivisions that create four or fewer parcels, local officials usually use parcel maps, but they can require tentative parcel maps followed by final parcel maps. The Map Act also constrains the dedications and improvements that local cities and counties can require as a condition of a subdivision of four or fewer lots to only the dedication of rights-of-way, easements, and the construction of reasonable offsite and onsite improvements for the parcels being created.

4) **Permit Streamlining Act**. The PSA applies to all public agencies, including charter cities, and was adopted to ensure that permit applicants for projects are not subjected to protracted and unjustified governmental delays in the processing of the applications for development projects. The Legislature, in enacting the PSA, declared that "there is a statewide need to ensure clear understanding of the specific requirements which must be met in connection with the approval of development projects and to expedite decisions on such projects."

Submittal of a project application is the first step in the streamlined permitting process. Within 30 calendar days of receiving an application, a local agency is required to respond to the applicant in writing with the determination of whether the application is complete and accepted for filing. If the application is deemed complete, the local agency proceeds with the evaluation of the project, but if the application is incomplete, the local agency is required to indicate in detail the deficiencies in the application.

All deadlines under the PSA begin from the day the application is accepted as complete or deemed complete. The completion date also starts the clock running on processing the application. If a city is acting as the lead agency for a project for which an EIR is prepared, then the city must approve or disapprove the project within 180 days from the date of the EIR's certification. The PSA specifies other timelines for approval or disapproval by the public agency, in coordination with specific CEQA actions, like whether a project is exempt from CEQA, the adoption of a negative declaration, or the certification of an EIR.

The PSA also contains timelines for approval of a development project for a responsible agency, once the project has been approved by the lead agency. "Development project" is defined as either a) residential units only; or, b) mixed-use developments consisting of residential and nonresidential uses in which the nonresidential uses are less than 50% of the total square footage of the development and are limited to neighborhood commercial uses and to the first floor of buildings that are two or more stories.

If approval or disapproval of a project by a lead agency does not occur within these deadlines, the project may be deemed approved provided the prescribed public notice requirements have been met.

5) **Legislative Efforts to Create More Starter Homes.** In recent years, the Legislature has passed measures to streamline and simplify the process to subdivide existing residential properties and to build smaller homes. These efforts include:

   a) **SB 9.** In 2021, the Governor signed SB 9 (Atkins), Chapter 162, which allowed up to four homes on lots where currently only one exists. It did so by allowing existing single-family homes to be converted into duplexes. It also allowed single-family parcels to be subdivided into two lots, while allowing for a new two-unit building to be constructed on the newly formed lot. Under SB 9, the total number of units that can be built on a formerly single-family zoned lot is capped at four. Under existing law, accessory dwelling units (ADUs) may be built in combination with SB 9 so long as the total number of units on a lot does not exceed four. Property owners may use both SB 9 and ADUs to achieve the maximum allowed density in a configuration that best suits their site and circumstances, for example, two primary units under SB 9 and one ADU per unit. Furthermore, SB 9 explicitly prohibits the owner of the parcel being subdivided from also subdividing the adjacent parcels under SB 9 in order to limit its applicability to a two-lot, four-unit cap.

   b) **SB 684/ SB 1123.** SB 684 (Caballero), Chapter 783, Statutes of 2023, and SB 1123 (Caballero), Chapter 294, Statutes of 2024, established a streamlined, ministerial pathway for small-scale housing development on subdivided lots. Specifically, these laws require local agencies to ministerially approve qualifying subdivisions of up to 10 parcels and associated housing development projects of up to 10 units on lots zoned for multifamily or

on lots that are vacant and zoned for single-family residential developments. SB 684/1123 projects are required to meet specified objective standards related to site eligibility, density, affordability (if it is located on a site identified for lower-income housing in the most recent housing element), and environmental constraints. The statutes limit local discretion to objective zoning, subdivision, and design standards, prohibit standards that would physically preclude development at required densities, and impose firm timelines for approval. Together, these provisions are intended to facilitate "missing middle" housing by enabling smaller, by-right projects in urbanized areas.

c) **AB 1033 – ADU Condo Conversions.** The Legislature has long identified ADUs, also known as second units, in-law apartments, or "granny flats," as a valuable form of housing for family members, students, the elderly, in-home health care providers, the disabled, and others, at below-market prices within existing neighborhoods. In 1982, the Legislature first provided a framework for local governments to enact ordinances that permit the construction of ADUs, while preserving local government flexibility to regulate the units as necessary. Since then, legislators have enacted a flurry of changes to ADU laws, including the separate conveyance of ADUs. In 2023, AB 1033 (Ting), Chapter 752, authorized cities and counties that have adopted local ordinances to allow properties with ADUs to be converted to condominiums and sold separately or conveyed.

6) **Bill Summary.** This bill creates the Missing Middle Townhome Ownership Act, establishing a new, streamlined, ministerial approval pathway for townhome housing development projects.

This bill authorizes a development proponent to submit an application for a townhome housing development project, including land use and zoning approvals, subdivision, building, and grading permits in any city and any unincorporated area of a county. A local agency must review the application without discretionary action or a public hearing if the project meets specified objective standards. This bill only applies on sites zoned for multifamily residential development or sites that are underutilized and zoned exclusively for single-family residential development.

This bill allows local agencies to apply objective zoning, subdivision, and design standards. However, the bill prohibits standards that would physically preclude the project as allowed under the Act, conflict with the Act's minimum density requirements, or impose additional requirements based solely on the use of the ministerial process established by the Act that do not apply to other developments. A local agency may deny a qualifying townhome project under the Act only if the local agency makes written findings, supported by a preponderance of the evidence, that the project would result in a specific, adverse, and unmitigable impact on public health or safety. This bill also applies all applicable HAA and PSA procedures, which include timelines for review of an application for completeness requirements and approval of a completed application.

Additionally, this bill creates a parallel ministerial process under the SMA for qualifying townhome developments. This process requires local agencies to approve parcel maps, tentative maps, and final maps that meet detailed statutory criteria. These requirements include minimum density standards for the townhomes on the resulting parcel, which must meet at least 75% of the "Mullin density" established in Housing Element Law, and a

minimum parcel size of 600 square feet.

The bill's subdivision provisions are not allowed on parcels or sites governed by the Mobilehome Residency Law, the Recreational Vehicle Park Occupancy Law, the Mobilehome Parks Act, or the Special Occupancy Parks Act. If the lot is located in a rural or suburban area, the lot must be on an infill site. Proposed subdivisions must not result in any existing dwelling unit being alienable separate from the title to any other existing dwelling unit on the lot.

This bill authorizes multiple pathways to creating homeownership opportunities, including fee simple lots, common interest developments, tenancy-in-common arrangements, limited-equity cooperatives, and shared equity models such as community land trusts. If a townhome project under the Act is located on a site that is counted toward a jurisdiction's lower-income regional housing need allocation in its housing element, this bill requires the townhomes to be subject to a recorded affordability deed-restriction of at least 45 years.

This bill limits eligibility for the ministerial subdivision pathway and incorporates certain tenant protections by excluding projects on sites that would require demolition of deed-restricted affordable housing, housing subject to local rent or price controls, housing occupied by tenants and subject to rent or price control within the five years preceding the date of the application, including housing that has been demolished or that tenants have vacated before the submission of the application, or a parcel on which an owner of residential real property has exercised the owner's rights under the Ellis Act to withdraw accommodations from rent or lease within 15 years before the date that the development proponent submits an application. If a proposed townhome development project would result in 11 or more units, the project must comply with any applicable local inclusionary housing requirements. Only parcels served by public water and municipal sewer service may qualify for ministerial approval under this bill.

This bill also bars use of the streamlined process on a wide range of environmentally sensitive and hazardous sites, including: prime farmland, wetlands, hazardous waste sites unless cleared for residential use, high and very high fire hazard severity zones, earthquake fault zones unless compliant with seismic standards, FEMA flood hazard areas unless specified federal criteria are met, regulatory floodways absent a no-rise certification, conservation lands, and habitat for protected species.

This bill limits specified subdivision and development requirements, including prohibiting minimum lot dimension standards beyond those specified in this bill, and generally prohibits any requirement to form a homeowner's association. However, a local agency may require mechanisms for maintaining common areas of developments.

This bill prohibits the sale, lease, or financing of individual parcels created through the subdivision until each parcel contains a completed or existing residential unit, or is reserved for common areas or circulation, with limited exceptions. This bill provides that townhomes approved pursuant to the Act and ordinances adopted by local agencies to implement the Act are not projects under CEQA.

This bill establishes a minimum wage of $28 per hour that applies to all construction workers employed in the execution of a townhome development project under the Act, adjusted

annually on or before April 1. These minimum wage requirements extend to the development proponent in addition to the direct contractor or subcontractor. The bill allows a joint-labor management cooperation committee to undertake specified actions on a townhome development project utilizing the Act to enforce specified labor laws. This bill provides that nothing in the bill shall affect the determination of the prevailing wage pursuant to specified sections of the Labor Code and other applicable law.

This bill is sponsored by the New California Coalition.

7) **Related Legislation.** AB 2005 (Ahrens) creates an alternative compliance pathway for the owner-occupancy requirement of SB 9 (Atkins), Chapter 162, Statutes of 2021. AB 2005 is pending in this committee.

AB 2601 (Lee) makes several changes to the permitting and subdivision processes for small-scale and missing middle housing developments. AB 2601 is pending in this committee.

8) **Arguments in Support.** The New California Coalition, the sponsor of this bill, writes, "AB 1751 builds upon existing law, ensuring that more townhomes can be built more quickly with the fewest disruptions to existing law. For example, AB 130 created a CEQA exemption for infill housing meeting minimum densities, which in our most populated counties is equivalent to fifteen units per acre. This density corresponds to townhomes. This bill expands this effort by making more project sites eligible for streamlined approval.

"SB 684 (passed in 2023) and SB 1123 (passed in 2024) are companion pieces of legislation designed to encourage the creation of starter homes, like townhomes. Together, they streamlined the process for subdividing land to build small, for-sale housing. SB 684 allows ministerial approval and a CEQA exemption for small scale-housing developments – 10 units of less – on lots zoned for multi-family. Projects must be on lots smaller than five acres that are "substantially surrounded" by urban uses. The bill was intended to create more home ownership opportunities. SB 1123 took this a step further by adding vacant lots zoned for single family housing up to 1.5 acres and limiting the unit size. Again, this bill builds on this by providing substantially similar benefits to projects that are larger in scope. This allows more homes to be produced and made available for first-time homeowners.

"California is struggling to meet its housing goals, and facilitating townhome development will help address that issue. It will also help provide real opportunities for first time homebuyers to enter the market, beginning to build a foundation for generational wealth and stability for their families. Finally, townhomes blend into neighborhoods of all types, coexisting with lower and higher density developments."

9) **Arguments in Opposition**. The City of Artesia writes in opposition, "AB 1751's broad ministerial approval requirements would remove essential discretionary review tools that allow cities to ensure that new development aligns with adopted general plans, specific plans, and community standards. While ministerial processes may expedite approvals, they also eliminate the ability to address legitimate concerns related to traffic circulation, fire access, utility capacity, stormwater management, and neighborhood design compatibility. These are not abstract planning issues, they are practical, real-world considerations that directly impact residents' quality of life.

"The City of Artesia is actively planning for growth and development in a way that reflects the needs and priorities of our community. Through recent planning efforts, the City has established a Mixed-Use Overlay and Downtown Specific Plan that encourages and guides over 3,600 units of new housing development in our 1.62 square mile City of approximately 16,000 residents. These efforts prove the City's dedication for more housing in a well thought out plan ensuring compatibility with infrastructure, public safety, and neighborhood character. AB 1751's ministerial approval process would bypass the community input put into local planning, potentially allowing projects that do not align with the vision and priorities of residents to move forward. Such a mandate would undermine the City's ability to manage growth responsibly and preserve the quality of life in Artesia…

"While we support increasing homeownership opportunities, durable housing policy must balance production goals with responsible land use planning. A one-size-fits-all ministerial mandate does not account for the diversity of California's cities - urban, suburban, and rural - each with unique infrastructure systems, fiscal realities, and community priorities. For these reasons, the City of Artesia must respectfully oppose AB 1751."

10) **Double-Referral.** This bill is double referred to the Assembly Housing and Community Development Committee, where it passed on a 12-0 vote on April 15, 2026.

REGISTERED SUPPORT / OPPOSITION:

All position letters were submitted to a prior version of this bill.

Support

Bay Area Council
Calasian Chamber of Commerce
California Business Roundtable
California Conference of Carpenters
California Hispanic Chamber of Commerce
Circulate San Diego
Civic Steward
East Bay Leadership Council
Fresno Business Council
Fresno County Economic Development Corporation
Fresno Stewardship Foundation
Greater Ontario Business Council
Greater Sacramento Economic Council
Habitat for Humanity California
Hispanic Chambers of Commerce of San Francisco
Hope the Mission
Latin American and Caribbean Business Chamber of Commerce
New California Coalition
North Bay Leadership Council
R Street Institute
Sacramento Metropolitan Chamber of Commerce
San Francisco Filipino American Chamber of Commerce
San Joaquin Valley Manufacturing Alliance
Santa Barbara South Coast Chamber of Commerce

Sierra Business Council
Signature Development Group
Signature Homes
Summerhill Homes LLC
The Grupe Company
United Airlines
Veterans in Business Network
West Ventura County Business Alliance
Zillow Group

Opposition

California Contract Cities Association
City of Artesia
City of Artesia, California
City of Chino Hills
City of Paramount (Unless Amended)
City of Pico Rivera
City of Norwalk (Unless Amended)
City of Simi Valley
City of Vacaville
League of California Cities (Unless Amended)

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