

projects, and up to eight detached ADUs for existing multifamily buildings, so long as the total number of ADUs do not exceed the number of existing units.

- 5) Establishes, pursuant to SB 35 (Weiner, Chapter 366, Statutes of 2017)/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 (RHNA).
- 6) Establishes, pursuant to AB 2011 (Wicks, Chapter 647, Statutes of 2022), a streamlined, ministerial approval process, not subject to the California Environmental Quality Act (CEQA), for certain infill multifamily affordable housing projects that are located on land that is zoned for retail, office, or parking.
- 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.
- 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.
- 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.
- 10) Establishes the Housing Accountability Act (HAA), which establishes requirements for a local agency to approve or disapprove an application for a housing development project, as specified.
- 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.

This bill:

- 1) Establishes the Missing Middle Townhome Ownership Act, which creates a ministerial approval pathway for qualifying townhome housing development projects and related subdivision maps, and defines the following terms:
 - a) “Townhome” as a single-family dwelling unit of three stories or less that either shares a common wall with other single-family units on one or two sides, or is separated from neighboring units by an air gap.

- b) “Qualifying townhome development project” as a housing development consisting entirely of townhomes and meeting at least 75% of the applicable Mullin density under Housing Element Law.
- 2) Requires local agencies to consider qualifying townhome development applications ministerially, without discretionary review or a hearing.
- 3) Allows local agencies to apply objective zoning, subdivision, and design standards, but prohibits standards that would
 - a) Physically preclude the project from meeting the required density;
 - b) Impose special requirements because the project uses this bill; or,
 - c) Require covered/enclosed parking where otherwise prohibited or restricted.
- 4) Applies HAA and PSA procedures and timelines to qualifying applications, including preliminary application, completeness, standards, and permitting timelines.
- 5) Allows a local agency to deny a qualifying townhome project only with a written finding, based on a preponderance of the evidence, that the project would have a specific, adverse public health or safety impact with no feasible mitigation or avoidance method.
- 6) Creates a separate ministerial subdivision process for parcel maps and tentative/final maps for qualifying townhome projects that meet this bill's site, density, ownership, affordability, anti-displacement, environmental, infrastructure, and objective-standard requirements.
- 7) Limits eligible subdivision sites to those zoned for multifamily residential use or certain underutilized single-family residential sites, and excludes the following sites:
 - a) Sites eligible for SB 79 upzoning;
 - b) Sites for mobilehome/RV/special occupancy parks;
 - c) Sites in nonmetropolitan and suburban areas that are not infill;
 - d) Sites that will require the demolition of a historic structure; and
 - e) Sites that are identified to accommodate any portion of a jurisdiction's share of the regional need for low-income or very low-income households.

- 8) Allows newly created parcels for townhomes to be as small as 600 square feet and prohibits local parcel-size, width, depth, frontage, or dimension requirements beyond that minimum.
- 9) Allows townhome units to be structured as fee-simple lots, common interest developments, limited-equity housing cooperatives, shared-equity/community land trust units, or tenancies in common.
- 10) Includes anti-displacement protections barring use of the subdivision pathway where the project would require demolition of deed-restricted affordable housing, rent- or price-controlled housing, rent or price-controlled housing occupied by tenants within the last five years, or property withdrawn under the Ellis Act within the prior 15 years.
- 11) Requires projects of 11 or more units to comply with applicable local inclusionary housing requirements.
- 12) Excludes numerous sensitive or hazardous sites from townhome eligibility under this bill, including prime farmland, wetlands, high or very high fire hazard severity zones, hazardous waste sites, earthquake fault zones unless building-code compliant, flood hazard areas unless specified federal insurance criteria are met, conservation lands, protected-species habitat, and conservation easements.
- 13) Provides that local agency approval of a townhome development project under this bill is not a project under CEQA, and that the adoption of a local ordinance implementing this bill is also not a project under CEQA.
- 14) Provides that a local agency is not required to allow both an SB 9 lot split and this bill's townhome subdivision provisions on the same parcel.
- 15) Requires a minimum wage of \$28 an hour to apply to all construction workers performing carpentry and related trades who are employed in the execution of a townhome development project utilizing the Act, adjusted annually for inflation. Includes language relative to enforcement of the minimum wage standard. Provides that the wages paid on projects authorized under this bill shall not factor in the calculation of the prevailing wage rate.
- 16) Exempts the City and County of San Francisco from this bill's provisions.

Background

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 starter homes. These efforts include:

SB 9 (Atkins, Chapter 162, Statutes of 2021). SB 9, 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 two units 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, 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 ADU Law to achieve the maximum allowed density in a configuration that best suits their site and circumstances. 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. The intent of the law is to allow “gentle” density increases in existing neighborhoods.

SB 684 (Caballero, Chapter 783, Statutes of 2023), and SB 1123 (Caballero, Chapter 294, Statutes of 2024). The SHRA 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, environmental factors, and affordability (if it is located on a site identified for lower-income housing in the most recent housing element). The SHRA limits local discretion to objective zoning, subdivision, and design standards, prohibit standards that would physically preclude development at required densities, and imposes firm timelines for approval. Together, these provisions are intended to facilitate “missing middle” housing by enabling smaller, by-right projects in urbanized areas.

ADU Condo Conversions. 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 to increase ADU development.

Comments

- 1) *Author's statement.* “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) *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.

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.

- 3) *Make Townhomes Great Again.* Beginning in 2023, the Legislature embarked on a series of efforts to streamline the development of starter homes on infill parcels (largely understood to be townhomes) through the adoption of the SHRA. This effort began with SB 684 (Caballero, Chapter 783, Statutes of

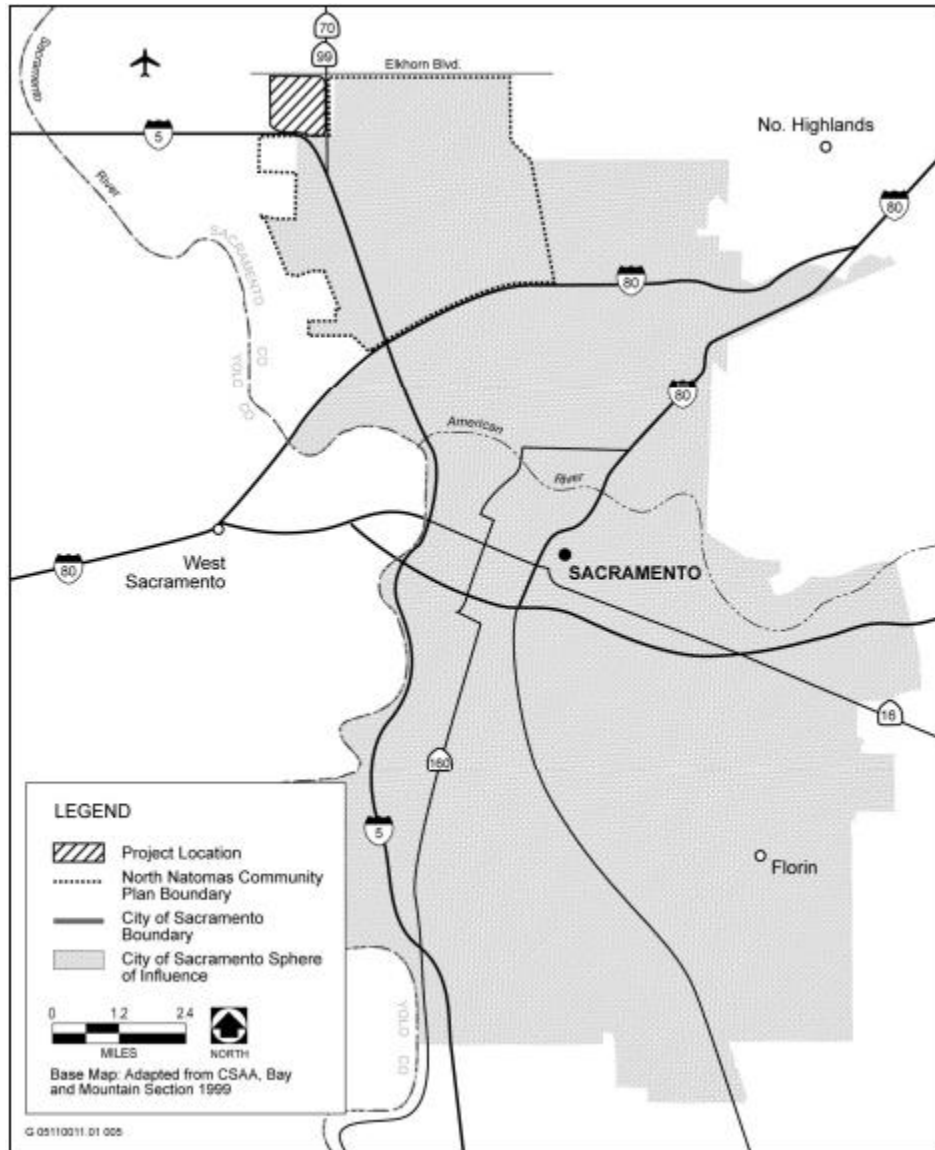
2023). SB 684 included a delayed implementation date to allow local agencies to adapt to the new requirements and to provide time for the legislature to finetune critical details based on feedback from practitioners determining how to implement the new statutory provisions in the real world. This approach yielded a comprehensive and iterative amendment process over several legislative sessions. The original legislation was expanded and revised by SB 1123 (Caballero, Chapter 294 Statutes of 2024), and was further refined in the State budget last year (AB 130, Committee on Budget, Chapter 22, Statutes of 2025). These efforts collectively led to the first groundbreaking ceremony for an SHRA townhome development in March of this year, approximately 18 months after the original bill took effect. Earlier this year, this Committee approved SB 1116 (Caballero), which further refines the SHRA to make the development of townhomes on infill properties more practical and affordable. This bill replicates key aspects of the SHRA designed to spur development of townhomes on infill sites and applies those provisions to other sites including suburbs and exurbs.

- 4) *Paving the way for new development.* This bill allows for townhome developments on lots that are zoned for single family development, provided that the density of the townhome development exceeds at least 75% of the “Mullin density” applicable to the jurisdiction. The Mullin density is the default density in Housing Element Law that is considered suitable to facilitate low-income housing development for the jurisdiction depending on its population. Mullin densities are codified in statute as follows:
- a) *Metropolitan jurisdictions* = 30 Dwelling units per acre (DU/Acre)
 - b) *Suburban jurisdictions* = 20 DU/Acre
 - c) *Nonmetropolitan jurisdictions* = 10 DU/Acre.

Examining an existing project under development helps contextualize the potential impacts of this bill. *Northlake* is a planned development in the City of Sacramento located northeast of the junction of the 99 and the 5 freeways. The project is located near Sacramento Municipal Airport and is 10.5 miles from downtown Sacramento (21-mile round trip for residents working near the State Capitol). The 577-acre site previously consisting of rice and alfalfa fields was subject to an open space agreement adopted by the County of Sacramento. The site was located north of the boundary of the City of Sacramento, but was annexed by the City in 2008 to allow for development.¹ The project is in the

¹ Ascent Environmental, Inc., *Greenbriar Development Project Environmental Checklist*, prepared for City of Sacramento, Environmental Planning Services (Sacramento, CA: Ascent Environmental, Inc., January 6, 2017), 2-3 - 3-7
<https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/Environmental-Impact-Reports/Greenbriar/Greenbriar-Final-Checklist-010617.pdf>.

Natomas flood basin which the Army Corps of Engineers considers one of the most as-risk areas in the nation for catastrophic flooding.² According to the City of Sacramento, the flood risk for the area caused a de-facto building moratorium after FEMA reassessed flood risk for the area in 2008. The city adopted additional building standards for the area and the moratorium was lifted in 2015, but the area remains a high flood risk zone.³



Project location map⁴

² U.S. Army Corps of Engineers, Sacramento District. "Natomas Basin." Accessed June 11, 2026. <https://www.spk.usace.army.mil/natomas/>.

³ City of Sacramento, Department of Utilities. "Natomas Floodplain." Accessed June 11, 2026. <https://www.cityofsacramento.gov/utilities/flood-preparedness/flood-maps/natomas>.

⁴ EDAW, *Greenbriar Development Project Draft Environmental Impact Report*, vol. 1, prepared for City of Sacramento, Environmental Planning Services and Sacramento Local Agency Formation Commission (Sacramento, CA: EDAW, July 2006), 3-3 [https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/Environmental-Impact-Reports/greenbriar-project-\(m05-046-p05-069\)/Greenbriar-vol1.pdf](https://www.cityofsacramento.gov/content/dam/portal/cdd/Planning/Environmental-Impact-Reports/greenbriar-project-(m05-046-p05-069)/Greenbriar-vol1.pdf).

The site of this development, previously protected open space farmland annexed to expand the exurban boundary of an existing city is the type of land that is typically excluded from streamlining legislation. Provided the City of Sacramento standards continue to meet FEMA insurance requirements, this is the type of site that could be eligible for streamlined ministerial review and densification under this bill.

The lots in Northlake that are now under development are currently zoned for R-1 *Standard Single Family* and R-1A *Single Family Alternative* by the city. These parcels allow for density of roughly 8 DU/Acre and 15 DU/Acre. The city's recent environmental review anticipates that the project will include 2,290 single family units, 104 townhomes, and 528 multifamily units, generating an average density of 11.7 DU/Acre across 257 acres.⁵ The original Draft Environmental Impact Report (DEIR) prepared for the annexation of the site into the city anticipated that developing the site with 3,473 units would generate 41,119 daily auto trips.⁶

This bill specifies that if a lot is in a nonmetropolitan or suburban area, the lot must be an infill site to qualify for streamlining. The infill restriction does not apply to metropolitan areas. The City of Sacramento is considered a metropolitan jurisdiction, thereby obviating the obligation for a project to be located on an infill lot in order to qualify for streamlining.⁷ The Mullin density of 30 DU/acre for Sacramento translates to a minimum density of 22.5 units per acre in order for a project to qualify for streamlining under this bill.

If this bill were in effect when the land described above was annexed into the City of Sacramento, this bill would have required the city to ministerially approve a townhome development on the site. Ministerial actions are nondiscretionary and not subject to CEQA, further this bill explicitly exempts a local agency's action to approve a townhome project that meets the requirements of this bill from CEQA. This may have expedited development of the site which took years to develop, bringing much needed housing online faster. Additionally, the *Northlake* development includes a mix of townhome style and detached single-family units, with the townhome units generally featuring more affordable sales prices. However, it would also require the city to approve at least 5,625 townhomes in city exurbs without any environmental review, contributing to urban sprawl.

⁵ Ascent Environmental, Inc., *Greenbriar Development Project Environmental Checklist*, Appendix A.

⁶ EDAW, *Greenbriar Development Project DEIR*, vol. 1, 6.1-28

⁷ Kirkeby, Megan. "Default Density Standard Option – 2020 Census Update." Memorandum. California Department of Housing and Community Development, Division of Housing Policy Development. March 21, 2022. <https://www.hcd.ca.gov/community-development/housing-element/housing-element-memos/docs/defaultdensity2020censusupdate.pdf>.

To encourage infill development, Density Bonus Law (DBL) provides affordable housing developments enhanced incentives for projects located in very low vehicle travel areas. DBL defines very low vehicle travel areas as urbanized regions where the existing residential developments generate vehicle miles traveled (VMT) per capita that is below 85% of the regional or city average VMT. In the context of the project outlined above, the SACOG VMT maps note that the residential developments in the area of this project produce a VMT between 115% and 150% of the regional average. Areas that produce less VMT are located closer to the urban core.⁸

The Committee may wish to consider whether this bill establishes the right infill constraints and if the bill will drive the state's limited construction workforce toward large projects that densify exurbs and induce sprawl.

- 5) *Affordability.* The state has taken steps over the years to create housing affordable to the middle class through streamlining efforts designed to add “gentle density” to developed areas. These efforts, described in the Background section above, streamline the approval of small infill projects that add 1-10 units on developed and undeveloped parcels in cities and counties. Other streamlining bills such as SB 35 (Weiner), and AB 2011(Wicks) that require local agencies to ministerially approve large multifamily projects are similarly limited to infill parcels. Legislation streamlining these larger projects creates an indirect regulatory subsidy for developers. Specifically, these efforts statutorily unlock and increase land value for developers by making previously undevelopable lots eligible for a range development and significantly reducing the overall time and cost to develop housing. The state preserves the value of this regulatory subsidy in the same manner that it captures the value of a direct financial subsidy, by requiring developers to deed restrict a portion of the units in a project with an affordable rent or sales price.

Measures that limit streamlining to relatively small projects (*e.g., ADUs and Duplexes*) do not typically include affordability requirements as the relative value created through those streamlining measures is small. Measures that allow larger projects with more than 10 units include affordability requirements that are scaled according to the benefit created for the developer. For example, SB 35 (Weiner) projects must dedicate 10%, 20%, or 50% of the units in a development to affordable housing depending on the jurisdiction that the project is located in. AB 2011(Wicks) projects must dedicate either 12%, 15%, or 30% of units in a development to affordable housing (depending on the depth and mix of affordability for the units). For large- and small-scale streamlining measures alike, the benefits of streamlining are typically limited to infill sites.

⁸ <https://sacog.maps.arcgis.com/apps/webappviewer/index.html?id=0eac172e44514776b2f30e4324652f88>

This bill departs from that paradigm, requiring streamlined approval of large developments and overriding local development standards in exurbs and undeveloped lands without any affordability requirements. The Committee may wish to consider whether developers should be required to include affordable units in exchange for the streamlining benefits conferred by this bill.

- 6) *Demolition standards.* To facilitate more rapid housing development in California, state law requires local agencies to streamline approval of a variety of housing types that meet specified criteria and that are located in areas prioritized for development. In addition to location, and affordability criteria noted above, state streamlining laws are crafted to ensure that new housing development is additive and that it does not demolish existing housing or displace existing residents. Demolition protections are critical for projects that are fast-tracked and exempt from extensive reviews that would identify potential impacts to existing tenants. This bill includes displacement and demolition protections that are generally aligned with the statutory protections in the SHRA, however there are key differences.

The SHRA includes two complementary provisions intended to prevent demolition and displacement of tenants, particularly low-income households.

- a) *Basic protections for “vacant” single family parcels.* SHRA developments are allowed to proceed on vacant single-family parcels. In order to prevent demolition of existing housing on single family parcels the SHRA further specifies that parcels with any of the following types of housing shall not be considered “vacant:”
- i) Deed restricted housing;
 - ii) Housing subject to rent or price control by a local public entity; and,
 - iii) Housing occupied by tenants within five years preceding an SHRA development application.
- b) *Expansive protection for any parcel that is subdivided.* In addition to the protections that are specific to developing any vacant single-family parcel (with or without subdividing the parcel), under the SHRA developers cannot subdivide a parcel that would require demolishing or altering any of the housing categories specified in a) as well as a property where a landlord exercised an Ellis Act eviction within the last 15 years.

The demolition protections proposed in AB 1751 generally mirror those in the SHRA however key differences exist. AB 1751 excludes more sites from development, essentially protecting those sites from demolition, and includes specific language preventing demolition of specific categories of housing. However, the categories of housing that are protected are less comprehensive than the SHRA and comparable streamlining statutes.

SHRA	AB 1751	AB 1751 Compared to SHRA
Pre-condition for developing single family parcels		
Vacant	Underutilized	Equivalent
Protected housing classes.		
Deed restricted affordable housing	Deed restricted affordable housing	Equivalent
Housing subject to rent or price control adopted pursuant to a local entity's <u>police power authority</u> .	Housing subject to rent or price control adopted by a local entity's <u>police power via ordinance</u> .	AB 1751 excludes rent and price controls not imposed via ordinance.
Housing occupied by any tenant five years prior to application	Housing occupied by tenants five years prior to application <i>that was subject to rent or price control</i>	AB 1751 excludes housing that was previously occupied unless it was subject to rent or price control. AB 1751 Only applies this protection to projects requiring a parcel subdivision.
Properties subject to an Ellis Act eviction in the last 15 years	Properties subject to an Ellis Act eviction in the last 15 years	AB 1751 only applies this protection to projects requiring a parcel subdivision.

The Committee may wish to consider aligning the demolition and tenant protections in this bill with the protections in existing streamlining measures.

- 7) *Downzoning.* Existing streamlining laws, such as the SHRA, require developments to meet or exceed the density identified in the local housing

element; for sites that are not identified in the housing element, developments must exceed a portion of the applicable Mullin density. This bill requires developments to meet 75% of the applicable Mullin density. For some lots (e.g., lots zoned for single family development), this will result in upzoning of the land. However, this bill is also applicable on lots zoned for multifamily development. While this bill excludes housing element sites that are identified for low-income development, high density sites zoned for market rate development could be zoned at 50 DU/acre. This bill would allow a 50 DU/acre lot to be developed at less than half the planned density, depriving the jurisdiction of a site zoned for multifamily development in order to meet its RHNA obligation.

The Committee may wish to consider making the downzoning protections in this bill consistent with existing law.

- 8) *Wage war.* In addition to requiring large developments to provide affordable units to qualify for streamlining, existing statutory schemes require these projects to meet specific minimum labor standards. Those housing streamlining measures do not typically establish specific wage thresholds or workforce standards, rather they require developers to comply with wage standards established in the Labor Code (e.g., prevailing wage) or workforce standards in the Labor Code and Public Contracts Code (e.g., apprentice programs, and skilled and trained workforce standards). The state's minimum wage requirements, and their base calculations, are generally codified in the Labor Code (i.e., general minimum wage rates, minimum wage rates for healthcare workers, minimum wage rates for fast food workers, and prevailing wage standards). While wage rates may be sector specific (e.g., healthcare), establishing project specific wage rates for one trade is novel for bills streamlining housing development. This bill would require developers to pay carpenters working on a project authorized by this bill a minimum wage of \$28 per hour.

The Committee may wish to consider whether it is appropriate to codify specific wage rates and indexes in the Subdivision Map Act rather than defer to existing labor standards.

- 9) *The missing middle mansion?* This bill is titled the *Missing Middle Townhome Ownership Act* and requires projects to achieve minimum density requirements. Minimum density requirements can function as a limit on the total buildable square feet available to a development project as a whole, however averaging would allow for development to include relatively large units while meeting the minimum density requirement. Streamlining bills designed to create starter homes and middle-class ownership opportunities such as the SHRA, SB 9, and

ADU Law typically include size limitations to ensure that streamlining measures are producing units that are affordable to middle class households.

The Committee may wish to consider limiting the total size of a project and the total size of individual units that are eligible for streamlined development under this bill.

- 10) *Committee Amendments.* To address the items noted above the Committee may wish to consider the following amendments.
- a) **Prevent Downzoning. Require townhome developments to meet the SHRA density standards for sites identified in the housing element, or 75% of the Mullin’s density for the jurisdiction, whichever is greater.**
 - b) **Demolition Protections. Mirror the demolition protections that exist in the SHRA.**
 - c) **Unit Size. Limit the size of units to the SHRA standard of a net average of 1750 square feet.**
 - d) **Project Size. Limit project size to no more than 150 units.**
 - e) **Infill. Require projects to be located on an infill site, or in a “very low vehicle travel area” as defined in DBL.**
 - f) **Wages. Strike the wage provisions in the bill.**
- 11) *Support.* Proponents of the bill include the sponsors, the New California Coalition, a coalition of business and economic councils, chambers of commerce, and industry associations. The sponsors argue that AB 1751 will create more middle-class housing, that this bill carefully limits sites available to townhomes, that inclusionary mandates are antithetical to affordable middle-class homeownership, and that AB 1751 raises the minimum wage for construction workers. They note that prevailing wages do not apply to private works and argue that it should not apply to this bill. This bill is also supported by Habitat for Humanity which notes that reducing barriers and approval timelines lowers costs and makes for-sale housing more feasible. Finally, this bill is supported by the California Conference of Carpenters, which writes that blue-collar workers are priced out of the housing market and that homelessness and the lack of affordable housing are the most significant problems of our generation.
- 12) *Opposition.* Opponents of the bill include housing equity advocates, local agencies, and a coalition of labor organizations. Housing equity groups express

concerns with gaps in the demolition protections and the lack of an inclusionary requirement. Local agencies express concerns that the bill will enable developers to downzone higher density parcels for lower density townhome developments. Labor organizations express concern with the provisions mandating a minimum wage for construction workers and argue that it will mandate lower wages for construction workers. They note that California already has residential prevailing wage rates that are much higher than the wage level proposed in this bill.

Related/Prior Legislation

SB 1116 (Caballero, 2026) — makes a series of changes regarding the scope of zoning provisions and subdivision provisions of the SHRA, and voids specified types of covenants that would prohibit SHRA projects. *This bill is currently pending in the Assembly Committee on Housing and Community Development.*

AB 130 (Committee on Budget, Chapter 22, Statutes of 2025) — as it relates to the SHRA, allows subdivisions proposed under the SHRA to designate remainder parcels that do not count against the density allowed for SHRA housing developments, and included

SB 1123 (Caballero, Chapter 294 Statutes of 2024) — requires, starting July 1, 2025 local agencies to ministerially approve the subdivision of vacant, single-family lots to allow for up to 10 units as specified and makes other changes to SB 684 (Caballero, Chapter 783, Statutes of 2023).

SB 423 (Weiner, Chapter 778, Statutes of 2023) — extended the sunset, and made other changes to SB 35 (Wiener, Chapter 366, Statutes of 2017).

SB 684 (Caballero, Chapter 783, Statutes of 2023) — required local agencies to ministerially approve subdivision maps for specified projects in urban areas that include 10 or fewer housing units.

SB 9 (Atkins, Chapter 162, Statutes of 2021) — required ministerial approval of a housing development of no more than two units in a single-family zone (duplex), the subdivision of a parcel zoned for residential use into two parcels (lot split), or both.

AB 803 (Boerner-Horvath, Chapter 154, Statutes of 2021) — removed the ability for local agencies to impose setback requirements between units and minimum lot sizes, and reducing parking requirements.

SB 35 (Wiener, Chapter 366, Statutes of 2017) — created a ministerial approval process for specified infill, multifamily housing development projects.

FISCAL EFFECT: Appropriation: No Fiscal Com.: Yes Local: Yes

POSITIONS: (Communicated to the committee before noon on Wednesday, June 17th, 2026.)

SUPPORT:

New California Coalition (Sponsor)
California Conference of Carpenters
Habitat for Humanity California
San Diego Regional Chamber of Commerce
Zillow Group

OPPOSITION:

Ca-nv Conference of Operating Engineers
California Contract Cities Association
California Federation of Labor Unions, Afl-cio
California Rural Legal Assistance Foundation, INC.
California State Association of Electrical Workers
California State Pipe Trades Council
City of Artesia
City of Cupertino
City of Hemet
City of Hesperia
City of Lakewood CA
City of Mission Viejo
City of Murrieta
City of Newport Beach
City of Norwalk
City of Orange
City of Palm Desert
City of Palm Desert
City of Vacaville
Communities for a Better Environment
District Council 16 Painters and Allied Trades
District Council of Iron Workers of the State of California and Vicinity
Housing California
International Brotherhood of Boilermakers

International Brotherhood of Electrical Workers
Kennedy Commission
Leadership Counsel for Justice and Accountability
League of California Cities
Operative Plasterers & Cement Masons
Public Advocates
Public Interest Law Project
Rural County Representatives of California (RCRC)
Sheet Metal Workers' International Association
State Building & Construction Trades Council of California
Teamsters California
Ua Local Union 393
United Association
Western Center on Law & Poverty
Western States Council Sheet Metal, Air, Rail and Transportation

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