

The Missing Middle

A Comparative Analysis of ADU and
SB 9 Development in Ontario and
Other Southern California Cities

The Rose Institute of State and Local Government

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BACKGROUND

In 2010, Daniel Parolek coined the term “Missing Middle Housing” as housing that falls between detached, single family homes and large apartment blocks in terms of density and scale.¹ This housing sector is now at the leading edge of housing regulatory reform.

In the nationwide effort to increase housing supply, pro-housing advocates have made some of their biggest gains in missing middle housing. This type of housing is less disruptive to the aesthetic of single-family home neighborhoods than apartment blocks and so more politically viable than reforms aimed at stimulating the construction of larger, multi-family buildings.²

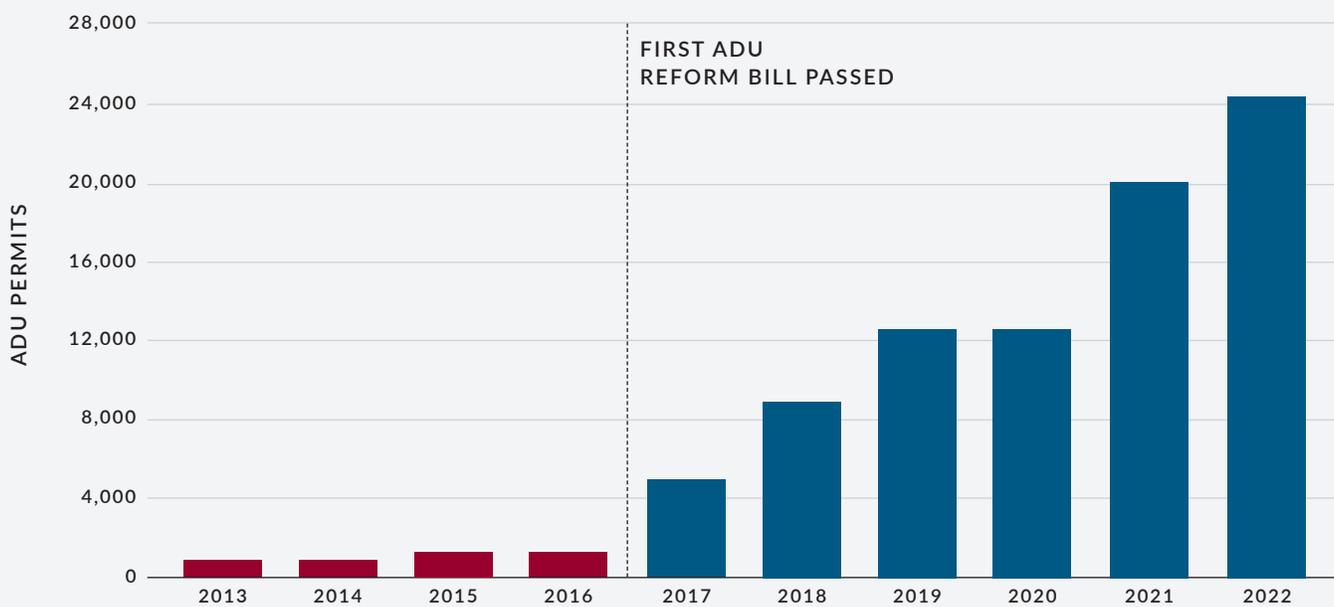
California is no exception. Over the past decade, the California Legislature has reduced local restrictions on accessory dwelling units (ADUs) and duplexes, two types of missing middle housing. The state deregulated duplexes in one fell swoop in 2021 through SB 9, which allowed homeowners to split single-family lots in two and build two houses (or a duplex) on formerly single-family lots.³ The bill required cities to use a ministerial permitting process, where local officials have little to no discretion over projects that meet basic, objective criteria, when considering applications to build two units on a lot zoned for single family development, and when considering applications to split such a lot into two new lots. What started as a trickle in the 1980s became a flood in 2016, when the state allowed ADUs on all single-family lots and required cities to approve ADU applications ministerially.⁴

The success of these two reforms has varied. SB 9 resulted in the construction of few new units, while ADU reforms led to a significant increase in construction. This report examines the implementation of SB 9 and state laws on ADUs in four Southern California cities: Ontario, Anaheim, Corona, and Pomona. It presents permitting data for each city and examines the regulations each city has imposed on ADUs and SB 9 units. After comparing regulations and production across peer cities, as well as with San Diego and Long Beach, cities that have taken proactive steps to increase ADU production, the report then discusses how Ontario might increase its missing middle housing production to meet its housing needs.⁵

While Anaheim, Corona, and Pomona were chosen as comparable cities for this study, Ontario differs in one important respect: it has significant undeveloped land available for new construction. It is already growing and building new housing at a robust pace. This means that the availability and relative affordability of new construction may make ADUs less attractive to Ontario residents than to those in already built-out cities.

- 1 *What is Missing Middle Housing?* Opticos Design, Inc., n.d., accessed April 8, 2024, <https://missingmiddlehousing.com/about>.
- 2 Nicholas Marantz, Christopher Elmendorf, and Youjin Kim, *Evaluating California's Accessory Dwelling Unit Reforms: Preliminary Evidence and Lessons for State Governments*, NYU Furman Center, n.d., https://furmancenter.org/files/Evaluating_California%E2%80%99s_Accessory_Dwelling_Unit_Reforms_508.pdf.
- 3 SB 9 (2021), authored by Senator Toni Atkins (D-San Diego).
- 4 Vanessa Brown Calder and Jordan Gygi, “The Promising Results of Accessory Dwelling Unit Reform,” CATO at Liberty, June 28, 2023, <https://www.cato.org/blog/results-accessory-dwelling-unit-reform-so-far>; Owen Minott, *Accessory Dwelling Units (ADUs) in California*, Bipartisan Policy Center, September 12, 2023, <https://bipartisanpolicy.org/blog/accessory-dwelling-units-adus-in-california/>.
- 5 *San Diego's Success in Spurring Missing Middle Housing: The Accessory Dwelling Unit Bonus Program*, Turner Center for Housing, UC Berkeley, February 15, 2023, <https://turnercenter.berkeley.edu/research-and-policy/san-diego-adu-bonus-program/>.



Figure 1. Accessory Dwelling Units Permitted in California

Source: Owen Minott, *Accessory Dwelling Units (ADUs) in California*, Bipartisan Policy Center, September 12, 2023, <https://bipartisanpolicy.org/blog/accessory-dwelling-units-adus-in-california/#>.

ADUs

California began ADU deregulation in 1982 by prohibiting localities from categorically barring ADUs.⁶ Local governments responded by placing “cumbersome and unpredictable discretionary review requirements on applications for ADUs,” prompting the state to mandate ministerial approval in 2002.⁷ But the 2002 legislation proved insufficient to boost ADU production. As late as 2016, local governments permitted just over 1,000 ADUs in California.⁸

In 2016, a new series of reforms finally began making inroads. AB 2299⁹ and SB 1069¹⁰ allowed ADUs on single-family lots and prohibited cities from requiring design features like direct pathways to the street and setbacks from the street for garages converted into ADUs.¹¹ These laws also eliminated parking requirements for ADUs near transit and for ADUs

attached to an existing house. They also prohibited cities from requiring new water, sewer, or utility connections for ADUs or from charging utility fees for ADUs, and required ministerial permitting of ADUs within 120 days.¹² Additional laws restricting local government authority to regulate ADUs followed, as legislators and advocates identified and then removed other barriers to ADU construction.¹³ See Appendix V for a list of relevant statutes enacted from 2016 through 2023.

The result is that ADUs are now one of the least regulated housing types in California. Localities must now allow on all single family lots at least one ADU and one Junior ADU (an ADU that is less than 500 square feet and is contained completely within a single-family residence), and must use an expedited permitting process for these units.¹⁴ Local governments have lost much of their ability to set standards for ADUs, particularly ADUs that are less than 800 square feet, are less than 16 feet

⁶ Marantz, et al., *Evaluating California’s Accessory Dwelling Unit Reforms*.

⁷ Ibid.

⁸ Minott, *Accessory Dwelling Units*.

⁹ AB 2299 (2016), authored by Assemblymember Richard Bloom (D-Santa Monica).

¹⁰ SB 1069 (2016), authored by Senator Bob Wieckowski (D-Fremont).

¹¹ Minott, *Accessory Dwelling Units*.

¹² Ibid.

¹³ Ibid.

¹⁴ *Accessory Dwelling Unit Handbook*, California Department of Housing and Community Development, July 2022, <https://www.hcd.ca.gov/sites/default/files/docs/policy-and-research/ADUHandbookUpdate.pdf>.



AS CITIES HAVE LOST MUCH OF THEIR REGULATORY AUTHORITY OVER ADUs, CONSTRUCTION HAS SKYROCKETED. LOCAL GOVERNMENTS PERMITTED 1,181 ADUs IN 2016. IN 2022, THEY PERMITTED 24,387, 19% OF TOTAL HOUSING PERMITS ISSUED IN THE STATE.

high, and have four-foot side and rear setbacks.¹⁵ These units, known as statewide exemption ADUs, are broadly protected from local design requirements.¹⁶

As cities have lost much of their regulatory authority over ADUs, construction has skyrocketed. Local governments permitted 1,181 ADUs in 2016.¹⁷ In 2022, they permitted 24,387, 19% of total housing permits issued in the state.¹⁸ These new units are more affordable than other housing types. With median construction costs of \$150,000, ADUs cost less than a third of traditional, federally subsidized affordable housing.¹⁹ As a result, the median ADU in the San Francisco Bay Area and Central Coast is affordable (costs less than 30% of income) for a low-income family, 31% of ADUs in Los Angeles County are affordable, and large numbers of ADUs are affordable in other regions as well.²⁰ The sustained effort by the legislature to reduce local control over their construction have made ADUs one of the few bright spots in California's housing landscape.

SB 9

SB 9 has not had the same success as ADU reform. Enacted in 2021, it allows homeowners to split single family lots into two separate lots and to build two units on all single-family lots.²¹ In theory, any given single-family lot established before SB 9 can now house four units, two on each of the new lots created by splitting it. The law, however, still allows municipalities significant authority to set standards for SB 9 development, including standards cities are no longer allowed to mandate for ADUs. The iterative deregulatory process behind the ADU boom has not yet played out for lot splits and two-unit developments.

Cities have imposed affordability requirements, design requirements, easement requirements, and open space requirements that often make SB 9 units infeasible. As of March 2024, state housing construction data show only 360 completed SB 9 projects. Many are affordable for moderate- or low-income renters, but the contrast with robust ADU production is stark.

¹⁵ Ibid.

¹⁶ Ibid.

¹⁷ Minott, *Accessory Dwelling Units*.

¹⁸ Ibid.

¹⁹ Karen Chapple, Dori Ganetsos, and Emmanuel Lopez, *Implementing the Backyard Revolution: Perspectives of California's ADU Owners*, UC Berkeley Center for Community Innovation, April 22, 2021, <https://www.aducalifornia.org/wp-content/uploads/2021/04/Implementing-the-Backyard-Revolution.pdf>.

²⁰ Ibid.

²¹ SB 9 (2021), authored by Senator Toni Atkins (D-San Diego).

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I. BACKGROUND

Figure 2. SB 9

Urban Lot Splits & Two Unit Developments

The diagram illustrates two scenarios for urban lot splits and two-unit developments. On the left, a lot is split into two smaller lots, each with a duplex. On the right, a lot is split into one lot with a duplex and another lot with two single-family dwellings. Both scenarios show a 'New Property Line' and 'Street' labels.

Duplex on each lot

Duplex on one lot and 2 SFDs on one lot

Source: "Senate Bill 9," Los Angeles City Planning, <https://planning.lacity.gov/project-review/senate-bill-9>.

Table 1. ADU Permits, SB 9 Construction

CITY	ADU PERMITS	SB 9 CONSTRUCTION	POPULATION	RHNA ALLOCATION	ADU PERMITS / 100K POPULATION	ADU PERMITS / RHNA ALLOCATION
ONTARIO	207	0	179,061	20,854	116	0.99
ANAHEIM	459	0	344,461	17,453	133	2.63
CORONA	66	0	159,567	6,088	41	1.08
POMONA	236	0	146,017	10,558	162	2.24
SAN DIEGO	2,867	0	1,381,162	108,036	208	2.65
LONG BEACH	1,431	0	451,307	26,502	317	5.40
STATEWIDE	79,909	360	38,965,193	2,500,571	205	3.20

Sources: California Department of Housing and Community Development, Annual Progress Reports, 2018-2022; United States Census Bureau, July 2023 Population Estimates.



SB 9 IS NOT A MAJOR CONTRIBUTOR TO MEETING CALIFORNIA'S HOUSING GOALS, DESPITE INITIAL HOPES OF HOUSING ADVOCATES THAT IT WOULD UNLOCK HUNDREDS OF THOUSANDS OF UNITS, AND DESPITE FEARS OF ANTI-GROWTH ADVOCATES THAT IT WOULD LEAD TO THE END OF SINGLE FAMILY NEIGHBORHOODS IN THE STATE.



Even cities that have seen ADU booms, such as Long Beach, have seen little to no SB 9 construction.²²

All four cities in our study lag behind the state in ADU permitting. Permits are compared here to each city's population, and to its Regional Housing Needs Assessment (RHNA) allocation, which is an estimate of housing needs. An examination of ADU permits per 100,000 population shows that Pomona leads with 162 ADUs per 100,000 population. Ontario's numbers (116) are similar to Anaheim's (133) and far exceed Corona's (41).

The California Department of Housing and Community Development determines RHNA allocations for each region based on factors including job availability, transportation access, the percentage of current residents paying more than 30 percent of their income in rent, and the presence of a university, to name just a few.²³ Two cities with similar populations such as Corona and Pomona have very different RHNA allocations. With RHNA in the denominator, Anaheim and Pomona stand out with more than twice the ADU production as Ontario and Corona, despite the fact that Ontario's ADU production per 100,000 population is similar to Anaheim and Pomona.

San Diego is included in this report as a point of comparison because housing reformers have lauded the city for its ADU bonus program, whereby property owners may add a market-rate ADU to their properties for every deed-restricted affordable ADU they build.²⁴ Interestingly, San Diego lags behind the state in ADU production per RHNA unit. Long Beach is included in the report because it is among the highest ADU-producing cities in the state relative to its housing needs. All the cities in the study significantly underperform Long Beach. Anaheim's level of ADU permitting approaches San Diego's, but the structure of San Diego's ADU bonus program may lead to a larger share of units being affordable for low-income families.

The lack of SB 9 construction in the four cities studied is consistent with statewide trends. SB 9 is not a major contributor to meeting California's housing goals, despite initial hopes of housing advocates that it would unlock hundreds of thousands of units, and despite fears of anti-growth advocates that it would lead to the end of single-family neighborhoods in the state.

22 *California's HOME Act Turns One: Data and Insights from the First Year of Senate Bill 9*, Turner Center for Housing Innovation, UC Berkeley, January 18, 2023, <https://turnercenter.berkeley.edu/research-and-policy/sb-9-turns-one-applications/>.

23 *Frequently Asked Questions about RHNA*. Association of Bay Area Governments, n.d., https://abag.ca.gov/sites/default/files/abag_2023-2031_rhna_faq_-_july_2020.pdf.

24 *San Diego's Success*.



II

ADU REGULATION IN ONTARIO AND PEER CITIES

Regulations governing ADUs in Ontario, Anaheim, Corona, and Pomona are similar. Table 2 summarizes eight important ADU regulations in the four cities. Because of the statewide exemption ADU, none of the requirements in Table 2 prevent the development of an ADU that is smaller than 800 square feet and with at least four-foot side and rear setbacks. State law also exempts ADUs from all parking requirements if they meet any of the following conditions: are within one-half mile walking distance of transit; are in an architecturally and historically significant district; are part of the existing or proposed primary residence; are located in an area where parking permits are required but not offered to the occupant of the ADU; or are within one block of an established car share vehicle stop. Full descriptions of each city's ADU regulations are presented in the appendices of this report.

In two of the eight areas of regulation listed in Table 2 (owner occupancy and ADUs per lot) all four cities restrict ADUs as

much as state law allows. In two others (parking and height) Ontario and Anaheim restrict ADUs as much as state law allows. Corona and Pomona stand out as relatively permissive, with no front setback or parking requirements in Pomona and no floor area ratio (FAR) requirements, height limits, or front setback requirements in Corona. Anaheim's parking requirements are also slightly looser than Ontario's and Corona's, as Anaheim does not require parking for studio ADUs.

The four cities have relatively uniform interfaces and processes for submitting ADU plans. Anaheim has pre-approved plans for ADU development, but these plans are not yet available on the city's website. California enacted a statute last fall that will require all cities to have pre-approved ADU plans in place by January 1, 2025.²⁵ Table 3 describes the availability of permitting process resources on each city's website.

25 AB 434 (2023), authored by Assemblymember Timothy Grayson (D-Concord).

Table 2. ADU requirements in Ontario, Anaheim, Corona, and Pomona

	ONTARIO	ANAHEIM	CORONA	POMONA
FLOOR AREA RATIO (FAR)	Zoning dependent; maximum in single-family zones is 50% when combined with primary dwelling	Zoning dependent; maximum in single-family zones is 40% when combined with primary dwelling	Zoning dependent, maximum of 1,200 square feet if detached, maximum of 50% of primary unit if attached, does not apply to conversion ADUs	35%
PARKING	One space per ADU	One space per bedroom for ADUs with at least one bedroom (not studios)	One space per ADU	None
FRONT SETBACKS	30 feet from arterials, 20 feet from other streets	Zoning dependent; highest is 25 and lowest is 5	Zoning dependent	25 feet
ADU SIZE	1,000 square feet or 50% of existing dwelling area, whichever is less, for attached ADUs, and 1,000 square feet for detached	1,200 square feet or 50% of existing dwelling area, whichever is less, for attached ADUs, and 1,200 square feet for detached	50% of existing dwelling area for attached, 1,200 square feet for detached	1,200 square feet
HEIGHT LIMIT	16 feet, 18 if near transit, for detached, 25 for attached	18 feet	Zoning dependent	16 feet, 18 if near transit, for detached, 25 for attached
ADUs PER LOT	One ADU and one Junior ADU (JADU) per single-family lot; two detached ADUs per multi-family lot, but as many as 25% of the units in a multiple family dwelling may be permitted as interior ADUs	One ADU and one Junior ADU (JADU) per single-family lot; two detached ADUs per multi-family lot, but as many as 25% of the units in a multiple family dwelling may be permitted as interior ADUs	One ADU and one Junior ADU (JADU) per single-family lot; two detached ADUs per multi-family lot, but as many as 25% of the units in a multiple family dwelling may be permitted as interior ADUs	One ADU and one Junior ADU (JADU) per single-family lot; two detached ADUs per multi-family lot, but as many as 25% of the units in a multiple family dwelling may be permitted as interior ADUs
OCCUPANCY	Owners must live on the property with their ADUs unless the ADU was permitted between 1/1/2020 and 1/1/2025. JADU owners must live on the property of their JADUs.	Owners must live on the property with their ADUs unless the ADU was permitted between 1/1/2020 and 1/1/2025. JADU owners must live on the property of their JADUs.	Owners must live on the property with their ADUs unless the ADU was permitted between 1/1/2020 and 1/1/2025. JADU owners must live on the property of their JADUs.	Owners must live on the property with their ADUs unless the ADU was permitted between 1/1/2020 and 1/1/2025. JADU owners must live on the property of their JADUs.

Sources: City websites and municipal codes. See Bibliography.

Table 3. ADU Permitting Resources in Ontario, Pomona, Anaheim, and Corona

	ONTARIO	ANAHEIM	CORONA	POMONA
PRE-APPROVED PLANS	No	Yes, but webpage is not yet ready	No	No
FEE WAIVERS	No	No	No	No
DEVELOPMENT SUBSIDIES OR LOANS	No	No	No	Yes
LOW OR NO-COST PLANNING SUPPORT	No	No	No	No
ONE-STOP SHOP PERMITTING	Yes	No	Yes	No
ALLOW PRE-FAB HOUSING (Y/N)	Yes, but design requirements likely preclude	Yes	Yes	Yes
DEDICATED WEB PORTAL	No	Yes	Yes	Yes

Sources: City websites and municipal codes. See Bibliography.

ADU REGULATION AND INCENTIVES IN SAN DIEGO AND LONG BEACH

San Diego

San Diego is unusual among California cities due to its ADU bonus program and relatively limited ADU regulations.²⁶ San Diego has no owner occupancy requirements for ADUs, has relatively limited parking requirements, and charges no development impact fees for ADUs.²⁷ In addition, San Diego allows ADUs in many city zones and allows ADUs up to 1,200 feet.²⁸ San Diego also conducts “extensive” community outreach to inform homeowners of the opportunity for ADU construction and the ways to navigate the ADU approval process.²⁹ Finally, San Diego also has an ADU subsidy program designed to promote ADU construction.³⁰

Housing researchers have taken particular interest in San Diego’s ADU “density bonus” provision. This policy allows a property owner to create one additional market-rate ADU for every deed-restricted affordable ADU they build.³¹ The affordable unit must be deed-restricted for 15 years if restricted to medium- to low-income residents, and 10 years for low- to very-low-income.³² The density bonus program can also be used to construct additional ADUs for multi-family lots, and parking is not required for any units built under this density bonus.³³ In non-“transit priority” areas, this ADU bonus allows two additional ADUs (one deed restricted, one market rate) beyond those that cities are required to allow by state law.³⁴ Thus, a non-transit-priority lot could have a main dwelling, a Junior ADU (JADU), one regular ADU and two density bonus ADUs, one of which is deed-restricted. In transit priority areas, the number of allowed ADUs is unlimited.³⁵ Developers say that this provision in particular, allowing unlimited

ADUs in transit priority areas, makes projects more cost-feasible by allowing economies of scale.³⁶ They also note that the city’s policy of granting ministerial approval for all ADUs, not just state-mandated ones, keeps costs down.³⁷ San Diego also allows creditors to remove deed restrictions in the event of foreclosure. This policy makes financing for density bonus ADU construction a safer proposition.³⁸ Developers report that by reducing financial and regulatory hurdles the city has opened the door to smaller developers engaging in the ADU market.³⁹ San Diego designed these policies in cooperation with local developers.⁴⁰

Long Beach

Long Beach has also embraced ADUs. Its per-capita production is much higher than the state as a whole. The city has adopted policies to spur ADU construction, such as pre-approved plans⁴¹ and expedited permitting. But staff also note that ADUs have long been a “part of the fabric of Long Beach.” This type of housing was already familiar to residents in many neighborhoods. An additional factor for Long Beach is that nearly half of the land use in the city is “low-density residential,” the type on which most ADUs are constructed. As a result, ADU construction has spread new housing development more evenly throughout the city, whereas other types of housing projects have been largely concentrated in select areas. In Long Beach, ADUs are also being built in multi-family spaces through garage conversions.

26 Karen Chapple, Audrey Liberworth, Eric Hernandez, Dori Ganetsos, Alejo Alvarado, and Josie Morgan, *The ADU Scorecard: Grading ADU Ordinances in California*, UC Berkeley Center for Community Innovation, February 1, 2020, <https://www.aducalifornia.org/wp-content/uploads/2020/02/ADU-Scorecard-InterimReport-200201-1.pdf>.

27 Ibid.

28 Ibid.

29 Ibid.

30 Ibid.

31 *San Diego’s Success*.

32 Ibid.

33 Ibid.

34 Ibid.

35 Ibid.

36 Ibid.

37 Ibid.

38 Ibid.

39 Ibid.

40 Ibid.

41 “Pre-Approved Accessory Dwelling Unit Program.” City of Long Beach Community Development, <https://www.longbeach.gov/lbcd/building/lbpaadu/>; Kristy Hutchings, “Long Beach Now Has Pre-Approved Plans for ADUs Available Online.” *Press-Telegram*, May 10, 2023, <https://www.presstelegram.com/2023/05/10/long-beach-now-has-pre-approved-plans-for-adus-available-online/>.



IV

SB 9 REGULATION IN ONTARIO AND PEER CITIES

Ontario, Anaheim, Corona, and Pomona all have ordinances regulating ADUs, the result of a state law that ties ADU regulations to the statewide minimum restrictions if cities do not pass an ADU ordinance. Ontario, Anaheim, and Corona also have ordinances specifically regulating SB 9 development. Pomona does not have an SB 9 ordinance. It adopted a General Plan in 2014 that embraced a policy of increased density for all residential neighborhoods,⁴² effectively up-zoning all single-family neighborhoods to allow multi-family development. Parcels located in multi-family residential zones, however, are not subject to SB 9 mandates even if they allow single-family residential uses as a permitted use,⁴³ so Pomona residents cannot make use of SB 9 provisions.

A few areas of regulation stand out in the cities analyzed in this report. Simplified versions of some key regulations are shown in Table 4.

Although SB 9 regulations vary significantly between cities, it is not possible to analyze how these differences affect production because none of the cities are producing SB 9 units.

SB 9 regulations, however, do vary significantly from ADU regulations in the three cities with SB 9 ordinances. One notable difference between ADU and SB 9 regulations in Ontario, Anaheim, and Corona is the presence of owner occupancy requirements for SB 9 units. While state law currently prohibits cities from requiring the owner of the property to live on the property where the ADU is located (see Table 2), cities are able to impose owner occupancy requirements of up to three years for lot splits, and there is no limit on owner occupancy restrictions for two-unit developments. Ontario and Anaheim both impose the maximum allowed owner occupancy requirement for lot splits, and Ontario also requires owner occupancy for two-unit developments.

⁴² *City of Pomona General Plan Update, Adopted March 2014*, City of Pomona. <https://www.pomonaca.gov/home/showpublisheddocument/2402/637521057423830000>.

⁴³ *SB 9 Fact Sheet, On the Implementation of Senate Bill 9 (Chapter 162, Statutes of 2021)*, California Department of Housing and Community Development, March 2022, <https://www.hcd.ca.gov/docs/planning-and-community-development/sb9factsheet.pdf>.

Table 4. Lot-split and two-unit single family development requirements in Ontario, Anaheim, and Corona

	ONTARIO	ANAHEIM	CORONA
UNIT SIZE	Between 500-800 square feet	Between 400-800 square feet	800 square feet; existing unit more than 800 square feet is limited to current floor area; existing unit less than 800 square feet can be expanded to 800 square feet
LOT SIZE	Only lots at least 2,400 square feet can be split and newly created lots must be at least 1,200 square feet and between 40-60% of the original lot size	Only lots at least 3,000 square feet can be split, and newly created lots must be at least 40% of the original lot size	Newly created lots must be approximately same size, at least 40% of the original lot size, and no smaller than 1,200 square feet.
PARKING	Each unit must have a garage unless located within 1/2 mile walking distance of transit or within one block of a car-share vehicle	Each unit must have an off-street parking space	Each unit must have one covered, off-street parking space, unless located within ½ mile walking distance of a high quality transit corridor or major transit stop, or located within a block of a car-share vehicle
HEIGHT LIMIT	16 feet on lots larger than 2,000 square feet, 22 feet on lots smaller than 2,000 square feet	For attached units, limits are based on the underlying single family zone, the most permissive of which is 35 feet; for detached units, 16 feet or height of main dwelling, whichever is larger	30 feet for two-story; 25 feet for single-story
OCCUPANCY	For projects on existing lots, the owner must live in one of the units. For projects on split lots, the owner must live in one of the units on one of the lots for at least three years	On split lots, the owner must live in one of the units for at least three years	On urban lot splits, the owner must occupy one of the dwelling units on the subject parcel as their principal residence for at least three years

Sources: City websites and municipal codes. See Bibliography.



V DISCUSSION AND RECOMMENDATIONS

Ontario, Anaheim, Corona, and Pomona all have similar ADU regulations, but the resulting production varies widely. The similarities in ADU regulation that Ontario shares with its peers make drawing conclusions about the impact of particular regulations difficult, but there are five potentially promising changes that could spur missing middle housing production.

1) REMOVE PARKING REQUIREMENTS

One of the major differences between Ontario and cities such as Anaheim, Pomona, and San Diego is the stringency of their parking requirements. Ontario requires parking for all ADUs that are not exempted by the state laws discussed above, while Anaheim requires parking only for ADUs with at least one bedroom. A statewide survey found that studios are the second most common form of ADU.⁴⁴ Requiring parking for studios may therefore be limiting ADU development in Ontario.

Cities such as Ontario may well be wary of loosening or removing parking requirements. Unlike some more densely populated urban environments, Ontario has limited transit options and most residents are dependent on cars. Residents of single family neighborhoods may also worry about street congestion if parking requirements are lifted.

Since all three cities where SB 9 applies require parking, this study cannot determine whether parking requirements are affecting SB 9 development. Previous analyses, however, have found that parking requirements do add significant additional costs to housing development.⁴⁵ To boost missing middle housing development, Ontario should consider removing parking requirements for SB 9 units and studio ADUs.

2) REDUCE SETBACK REQUIREMENTS

Pomona and Anaheim also have lower front setback requirements than Ontario. Ontario requires a 20 foot front setback for all ADUs while front setback requirements for the more dense single-family zones in Anaheim are as low as 5 feet. Pomona has no front setback requirements for ADUs. Ontario's front setbacks may render larger ADUs geometrically infeasible, limiting the range of options available to homeowners looking to build ADUs. SB 9 setbacks can also limit development, especially if combined with large easements or other geographic constraints. To create a wider range of feasible housing types, Ontario should consider reducing setback requirements for ADUs and SB 9 units.

The downside of reducing setback requirements is that construction closer to the street may change the feel of some established neighborhoods. Residents may object, seeing such a change as eroding the livability and quality of life of some neighborhoods.

⁴⁴ Chapple, et al., *Implementing the Backyard Revolution*.

⁴⁵ David Garcia, Ian Carlton, Lacy Patterson, and Jacob Strawn, *Making It Pencil: The Math Behind Housing Development (2023 Update)*, Terner Center for Housing Innovation, UC Berkeley, December 2023, <https://ternercenter.berkeley.edu/wp-content/uploads/2023/12/Development-Math-2023.pdf>.

3) REDUCE IMPACT AND ADMINISTRATIVE FEES

State law prohibits impact fees for ADUs smaller than 750 square feet. For ADUs larger than 750 square feet, Ontario charges an impact fee calculated by finding the proportion of the ADU's size compared to the primary dwelling and multiplying that fraction by the impact fee for new construction (\$28,984 per detached unit and \$23,012 per attached unit). Impact fees for the larger units in Ontario typically range from \$8,000 to \$20,000. Pomona's impact fees for ADUs also depend on the location and size of the unit, but are no higher than \$15,204. Thus, Ontario's impact fees are comparable to Pomona's.

Anaheim does not charge impact fees at all, instead requiring just a single category of administrative planning fees.

City staff confirm that fees can be a significant barrier to missing middle development, with one member of the Corona planning department saying that the required permit fees are "an area that seems to surprise folks" applying for ADU permits. ADU and SB 9 applications are often initiated by individual homeowners without resources to pay high up-front costs. Lowering these fees will likely help encourage more homeowners to take advantage of unused space to create more housing.

4) CREATE PRE-APPROVED PLANS FOR ADUs

Anaheim and Long Beach provide on their websites pre-approved plans for ADUs. Since would-be ADU developers are often individual homeowners and families, off-the-shelf resources can help them get the project started and navigate the permitting process. Long Beach, a statewide leader in ADU production, offers seven easily accessible pre-approved ADU plans.⁴⁶ Providing pre-approved plans would significantly lower the cost of building an ADU, likely increasing ADU production. Moreover, all cities will be required to offer pre-approved plans by January 1, 2025, under AB 434.⁴⁷

5) REMOVE OWNER OCCUPANCY REQUIREMENTS ON SB 9 UNITS

Owner occupancy requirements may play a role in suppressing SB 9 construction in Ontario. These requirements stand out as an area where SB 9 units are regulated more strictly than ADUs, and therefore may explain part of the gap in construction. Owner occupancy requirements prevent larger landlords from taking advantage of SB 9 on properties they do not live on. Since large landlords are more likely to have the capital necessary to build new units, owner occupancy requirements may limit the viable pool of SB 9 developers.



⁴⁶ "Pre-Approved Accessory Dwelling Unit Program (Long Beach)."

⁴⁷ AB 434 (2023), authored by Assemblymember Timothy Grayson (D-Concord).



CONCLUSION

Although differences in local regulatory stringency provide some insight into how to increase missing middle housing production, they also reveal that, at least for ADUs, other factors are likely more important. For example, San Diego, the poster child of local openness to ADUs, is actually *underperforming* the state as a whole when RHNA allocations are used as a denominator. Long Beach, the real standout when it comes to ADUs, is notably receptive to ADU development, but does not have the same level of incentives as San Diego. Corona, meanwhile, is less restrictive in some ways than Anaheim, Ontario, and Pomona, but had the second-lowest level of production in ADU permits compared to RHNA allocations and, by far, the lowest level of production based on population.

Ontario, Anaheim, Corona, and Pomona have relatively small differences in ADU policies but very different levels of ADU production. This finding again suggests that, in light of the state's broad protection of ADU development, factors besides city-level ADU policies are now driving local differences in ADU production. Although an ADU bonus program like San Diego's could help, the findings of this report indicate that San Diego's boom in raw ADU numbers may be driven more by the high level of housing demand in the city, expressed by its RHNA allocation, than any particular action by the city government.

Nevertheless, the changes to ADU regulations outlined above merit consideration. Especially with high interest rates, every restriction and additional fee can push a development into

ONTARIO NEED NOT WAIT FOR THE STATE TO FURTHER LIMIT MUNICIPAL ABILITY TO REGULATE SB 9 DEVELOPMENT. GOING THE EXTRA MILE ON ADUs AND MAKING THE CITY'S SB 9 REGIME LOOK MORE LIKE ITS ADU REGIME COULD HELP BOOST MISSING MIDDLE HOUSING PRODUCTION IN ONTARIO.

financial infeasibility. The fact that ADU developers are often individual homeowners also warrants a more supportive approach to ADU development than to other kinds of housing. Clear, accessible descriptions of processes and resources such as pre-approved plans could go a long way toward making ADU construction a reality for many homeowners.

The success of Long Beach, and even San Diego, Anaheim, and Pomona, in meeting significant portions of their housing demand through ADUs suggests that Ontario can do more to stimulate ADU construction by making relatively minor changes to regulations. The gulf between SB 9 and ADU production also indicates that a particularly successful approach to growing missing middle housing in Ontario may be to focus on

deregulating lot splits and duplexes. State law exempts ADUs, but not SB 9 units, from utility connection fees. ADUs are also exempt from owner-occupancy requirements that Ontario still mandates for SB 9 units. Ontario need not wait for the state to further limit municipal ability to regulate SB 9 development. Going the extra mile on ADUs and making the city's SB 9 regime look more like its ADU regime could help boost missing middle housing production in Ontario.

APPENDIX I. ONTARIO

ADUs (5.03.010)⁴⁸

Lot Size Minimums

Ontario does not require a minimum lot size for ADUs.

Lot Coverage and Floor Area Ratio (FAR) Requirements

Attached ADUs must be no more than 50% of the floor area of the primary structure. Detached ADUs must not increase the overall lot coverage beyond the limit prescribed by the zone and type of development. Ontario allows five types of development: traditional single-family, small lot traditional single-family, small lot alley-loaded single family, cluster single-family, and multi-family. The five types each have separate density, setback, lot size, lot coverage, parking, height, and building requirements. They each apply within a range of Ontario's eight zones, and the ranges overlap, such that a project in a given zone may either abide by, for example, small-lot traditional single-family or small lot alley-loaded single family standards. The lot coverage limits, which include ADUs, are described by the table:

Parking Requirements

Ontario requires one parking space per ADU or per bedroom, whichever is less. These spaces may be provided as tandem parking on a driveway. Parking is not required in within one-half mile walking distance of transit, in an architecturally and historically significant district, when the ADU is part of the existing or proposed primary residence, when on-street parking permits are required but not offered to the occupant of the ADU, or if an established car share vehicle stop is located within one block.

Setback Requirements

In the front, detached ADUs must be set back 30 feet from arterial street rights-of-way and 20 feet from collector and local street rights-of-way. In the side and rear, they must be set back 4 feet from neighboring properties.

Traditional Single-Family Residential Development Standards

Requirements	Residential Zoning Districts				
	AR-2	RE-2	RE-4	LDR-5	MDR-11, MDR-18, MDR-25 & HDR-45
Maximum Lot Coverage	30%	40%		50%	60%

Small Lot Traditional and Alley-Loaded Single-Family Residential Development Standards

Requirements	Residential Zoning Districts		
	LDR-5	MDR-11	MDR-18, MDR-25 & HDR-45
Maximum Lot Coverage	55%	60%	70%

Multiple-Family Residential Development Standards

Requirements	Residential Zoning Districts			
	MDR-11	MDR-18	MDR-25	HDR-45
Maximum Project Coverage	60%			100%

⁴⁸ Ontario, Cal. Development Code, Chap. 5.0, Zoning and Land Use, January 16, 2024, https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/Development%20Code/Development%20Code%202021%20Updates/Chapter%205.0%20-%20Zoning%20and%20Land%20Use_Rev%2012-01-2020.pdf.

ADU Size

Detached ADUs may not be larger than 850 square feet for a studio or one bedroom unit, or 1,000 square feet for a unit with two or more bedrooms. Attached ADUs must adhere to the same limits in addition to being no more than 50% of the floor area of the primary structure. JADUs are limited to 500 square feet.

Height Limit

The height limit for a detached ADU is 16 feet. If the ADU is on a lot with an existing or proposed single-family or multiple-family dwelling unit that is located within one-half mile walking distance of a major transit stop or a high quality transit corridor, the ADU may be up to 18 feet. The ADU may also add up to two additional feet in height (for a maximum of 20 feet) if necessary to accommodate a roof pitch on the ADU that is aligned with the roof pitch of the primary dwelling unit.

The height limit for an attached ADU is 25 feet or the height limitation in the underlying zoning and development standard, whichever is lower.

Multiple ADUs

Ontario allows one ADU and one JADU per single-family lot. It allows two detached ADUs per multi-family lot and as many as 25% of the units in a multiple family dwelling may be permitted as attached ADUs.

Fees

Per state law, Ontario does not charge fees for ADUs smaller than 750 square feet. For ADUs larger than 750 square feet, Ontario charges an impact fee calculated by finding the proportion of the ADU's size compared to the primary dwelling and multiplying that fraction by the impact fee for new construction (\$28,984 per detached unit and \$23,012 per attached unit). Impact fees for the larger units in Ontario typically range from \$8,000 to \$20,000.⁴⁹

Occupancy Requirements

Owners must live on the property with their ADUs unless the ADU was permitted between 1/1/2020 and 1/1/2025. JADU owners must live on the property. These requirements do not apply to property that is entirely owned by another governmental agency, land trust, or housing organization.

Additional Layers Of Review And Other Requirements

ADU developers must submit a detailed landscape plan requiring planting of evergreen shrubs between the ADU and the adjacent properties and 15-gallon size screening shrubs at every 5 feet of exterior wall (or a 6 foot decorative masonry wall), among other concerns. Ontario also imposes several detailed design requirements. The material and roof slope of the ADU must match primary dwelling on the property. The ADU must have an independent exterior entrance separate from the entrance to the primary dwelling. The ADU must be at least ten feet wide in every direction, and have a minimum interior wall height of seven feet. Exterior doors must not be visible from adjacent properties. Windows also must not have a direct line of sight to another property. If windows are less than 30 feet from the property line, they must either be six feet above the floor, or be made of frosted glass.

Clarity of Program or Ordinance

Ontario's ADU regulations are highly complex but presented intelligibly. Detailed tables help parse out which standards apply in different contexts. The city also has a helpful FAQ handout.⁵⁰

SB 9 (lot splits: 6.08.060; duplexes: 5.03.403)⁵¹

Unit Size Requirements

SB 9 units must be between 500 and 800 square feet.

Lot Size

Ontario only allows lot splits on lots at least 2,400 square feet. Created lots must be at least 1,200 square feet and 40-60% of the original lot size.

Design Requirements

SB 9 construction, whether building a two-unit development on an existing lot, building a single-family development on a split lot, or building a two-unit development on a split lot, must have the same materials, finishes, roof pitch and color as the other buildings on the existing or new lot. Windows or doors may not have direct line of sight to the adjoining properties. If less than 30 feet from an adjoining property line, windows must be either at least six feet above the floor or for windows and doors,

49 "Building: Fees," City of Ontario Department of Community Development, n.d., <https://www.ontarioca.gov/Building/Fees>.

50 "Frequently Asked Questions - Accessory Dwelling Units," City of Ontario Planning Department, February 11, 2022, https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/FAQs/Accessory%20Dwelling%20Unit%20Handout%20rev_01.04.2021.pdf.

51 Ontario, Cal. Development Code, Chap. 6.0, Development and Subdivision Regulations, January 16, 2024, https://www.ontarioca.gov/sites/default/files/Ontario-Files/Planning/Documents/chapter_6.0_-_development_and_subdivision_regulations_20151201.pdf; Ontario Development Code Chapter 5.0.

utilize frosted or obscure glass. Ontario also requires six-foot high decorative masonry walls on interior project boundaries, front boundaries, and street frontages without front-on units. Walls must be reduced to three feet along front setback areas and set back at least five feet from the sidewalk.

Structural Setbacks

Ontario does not set specific setback requirements for SB 9 developments, instead requiring them to adhere to the setbacks set by the base zoning. Four development types apply to the SB 9-affected zone in Ontario. Setback requirements therefore vary based on the development type that an SB 9 development type may fall into. The four options for SB-9 developments are traditional single-family, small lot traditional single-family, or small lot alley-loaded single family, and cluster single family. Per state law, local side and rear setbacks only apply where they do not prohibit the development of two, 800 square foot units on each lot. If they do, then the state limit of four feet applies to the side and rear instead.

Parking Requirements

Each SB 9 unit must have a 10 by 20 foot garage, unless it falls within state law's parking minimum exemptions.

Fees

Ontario charges \$28,984 per detached unit and \$23,012 in impact fees per attached unit for any new housing development, including SB 9. Ontario also charges significant fees for nine other city services, calculated on factors including project valuation, amount of microfilm used to review plans, and square footage.

Landscaping Requirements

Ontario requires SB 9 projects to submit a detailed landscape plan that must be approved before development can proceed. The front yard in a traditional single-family development or any open space in a cluster single-family development must be fully irrigated and landscaped with plants "planted at a spacing no greater than the mature plant diameter." The landscaping plan must provide for a variety of trees, the amount, size, and species makeup of which depends on the size of the landscaped area.

Easements

Ontario requires that the owner of lot splits enter into easement agreements with each of the city's public service providers "to establish easements that are sufficient for the provision of public services and facilities to each of the resulting lots."

Height Limits

SB 9 units on lots larger than 2,000 square feet must be less than 16 feet. On lots smaller than 2,000 square feet, units can be up to 22 feet tall, and the second floor must be stepped back five feet from the ground floor.

Owner Occupancy

For SB 9 projects built on existing lots, Ontario requires that the owner live in one of the units. For projects on split lots, the owner must live in one of the units on one of the lots as their primary residence for at least three years.

Other Requirements

Split lots must adjoin public street right-of-way with at least 20 feet of frontage.

Clarity of Program or Ordinance

Because Ontario regulates lot splits and two-unit developments in separate titles of the development code, deciphering the exact standards for a given SB 9 development can be difficult, although the code itself is clear. The city's setback requirements are extremely complex, but tables and sketches embedded in the development code help visualize them.

Setback requirements for small-lot traditional single family construction

1. Minimum Setback from Street Property Lines			
a. From Freeways	20 FT		
b. From Arterial Streets	30 FT – Front For street side, rear, and alley setbacks, refer to the Collector and Local Streets standards, below.		
c. From Collector and Local Streets			
(1) From Street Front	14 FT – Living Area 18 FT – Garage Entry 10 FT – Other Garage (side-on condition)		
(2) From Street Side	10 FT		
(3) From Street Rear	10 FT – 1st Floor 15 FT – 2nd/3rd Floors 18 FT – Garage Entry 5 FT – Garage Other (1st Floor Only) 5 FT – Patio Covers		
d. From Alley Rear	5 FT – Garage (1st Floor Only) 10 FT – Rear 2nd/3rd Floors For side alley conditions, refer to the Interior Property Lines standards, below.		
2. Minimum Setback from Interior Property Lines			
a. From Side Property Lines	5/4 FT		
b. From Rear Property Lines	10 FT - Living Area 5 FT – Garage (1st Floor Only) 5 FT – Patio Cover to Side or Rear		

Setback requirements for small lot alley-loaded single family construction

1. Minimum Setback from Street Property Lines	
a. From Freeways	20 FT
b. From Arterial Streets	30 FT
c. From Collector and Local Streets	10 FT - Front 10 FT – Street Sides 15 FT – Street Rear
2. Minimum Setback from Project Boundary Property Lines	10 FT – Project Boundaries 5/4 FT – Side 10 FT – Rear 5 FT – Patio Cover
3. Minimum Setback from Private Drives	10 FT – Living Area 6 FT – Porch (Single-Story) 18 FT – Garage Entry 10 FT – Other Garage (side/rear)
4. Minimum Setback from Private Lanes/Alleyways	10 FT – Living Area 5 FT – Garage
5. Minimum Setback from Parking Spaces	10 FT

Setback requirements for cluster single family construction

1. Minimum Setback from Public Street Property Lines	
a. Freeways	20 FT
b. Arterial Streets	30 FT
c. Collector and Local Streets	20 FT - Front 10 FT – Street Sides 15 FT – Street Rear
2. Minimum Setback from Interior Property Lines	10 FT – Project Boundaries 4 FT – Side 4 FT – Rear 4 FT – Patio Cover
3. Minimum Setback from Private Drives	10 FT – Living Area 5 FT – Porch (Single-Story) ≤ 5 FT or ≥ 18 FT – Garage Entry 10 FT – Garage Other
4. Minimum Setback from Lanes/Alleyways (measured from back-of-curb)	5 FT – Living Area 5 FT – Porch (Single-Story) 5 FT – Garage
5. Minimum Setback from Parking Spaces	10 FT – Living Area 8 FT – Porch (Single-Story) 5 FT - Garage

APPENDIX II. ANAHEIM

ADUs⁵²

Lot Size Minimums

Anaheim has no minimum lot size for ADU construction.

Lot Coverage and Floor Area Ratio (FAR) Requirements⁵³

Consistent with state law, Anaheim has no lot coverage or floor area ratio (FAR) requirements for ADUs 800 square feet or less.

For ADUs more than 800 square feet, the maximum cumulative square footage of all enclosed accessory structures (including ADUs), is limited to the “minimum livable floor area” of the underlying zone. For all RH zones and RS-1, this is 1,700 square feet. In RS-2, RS-3, and RS-4, this is 1,225 square feet. For RH-1 and RH-2, there is no FAR requirement. For RH-3, the maximum FAR is 40%. For RS-1, RS-2, and RS-3, the maximum FAR is 40%. However, for RS-1, if an ADU encroaches on a required rear setback, that ADU may occupy no more than 25% of the rear setback. For RS-2, an ADU may occupy no more than 35% of a required rear setback. There is no such requirement for RS-3. The FAR requirement for the RS-4 zone is 50%.

Existing accessory structures and built spaces may be converted to ADUs without being affected by lot coverage requirements.

Parking Requirements⁵⁴

Anaheim does not require parking for a studio ADU. An ADU with at least one bedroom must have at least one off-street, on-site parking space. Parking is also not required if part of the proposed or existing primary residence or an existing accessory structure, if on-street parking permits are required but not offered to the occupant of the ADU, or if a garage, carport, or covered parking structure is demolished in conjunction with the construction of an ADU or converted to an ADU. An ADU must use the same vehicle access that serves the existing main unit, unless the ADU has access from a public alley contiguous to the lot, or is located on a corner lot for which secondary access is permitted for parking outside the street side setback. A driveway that provides access to required parking must be at least 10 feet wide.

When an existing garage, carport, or covered parking structure is demolished or converted in conjunction with the construction of an ADU, no replacement parking is required.

Setback Requirements

When an existing structure is converted to an ADU or demolished and replaced by an ADU in the same location and of the same dimensions, there are no setback requirements.

ADUs that are not converted from parking structures must conform to rear and side setbacks of four feet. ADUs must conform to the front setback requirements of the underlying zone. An attached ADU located within an existing structure not conforming to the front setback regulations of the underlying zone is exempted from the front setback requirements when located in the same location and to the same dimension as the existing structure. A modified front setback may be permitted at the discretion of the planning director if the applicant demonstrates that it is not possible to build an 800 square foot ADU outside the front setback. A detached ADU may not be closer to the front property line than the front of the primary structure unless it is an ADU converted from an existing parking structure.

The front setback requirements for single-family zones are as follows: RH-1: 20 feet; RH-2: 25 feet; RH-3: 20 feet; RS-1: 30 feet or 25% the lot depth, whichever is less; RS-2: 25 feet or 25% the lot depth, whichever is less; RS-3: 15 feet, RS-4: 10 feet. The RH-2, RS-3, and RS-4 zones allow smaller setbacks so long as the average front setback along the block is equal to the minimum setback for the zone. Under this condition, an RH-2 setback may be as little as 15 feet, an RS-3 as little as 10 feet, and an RS-4 as little as 5 feet.⁵⁵

ADU Size

The minimum size of an ADU is 150 square feet.

An attached ADU may be as large as 50% the floor area of the main dwelling unit or 1,200 square feet, whichever is less. If 50% of the floor area is less, studio and one-bedroom units may be up to 850 square feet, and 2+ bedroom units up to 1,000 square feet. A detached ADU may be up to 1,200 square feet. The maximum size for a JADU is 500 square feet.

52 Anaheim, Cal. Municipal Code, Chap. 18.38.015, Accessory Dwelling Units and Accessory Dwelling Units - Junior, April 4, 2023, https://codelibrary.amlegal.com/codes/anaheim/latest/anaheim_ca/0-0-0-67963; “ADUheim,” City of Anaheim, n.d., accessed 18 April 2024, <https://www.anaheim.net/6349/ADUheim>.

53 Anaheim, Cal. Municipal Code, Chap. 18.08.040, Single-Family Residential Zones, Sep. 3, 2023, https://codelibrary.amlegal.com/codes/anaheim/latest/anaheim_ca/0-0-0-65632#JD_18.04.040.

54 Anaheim, Cal. Municipal Code, Chap. 18.42, Parking and Loading, Apr. 4, 2023, <https://export.amlegal.com/api/export-requests/5316b302-573b-41f8-8cef-13f1524af174/download/>.

55 Anaheim, Cal. Municipal Code, Chap. 18.04, Single-Family Residential Zones, Sep. 3, 2013, https://codelibrary.amlegal.com/codes/anaheim/latest/anaheim_ca/0-0-0-65632#JD_18.04.040.

Height Limits

Attached ADUs must comply with the height limits of the underlying zone. Detached ADUs may be up to 18 feet in height with an additional two feet for a roof pitch, or up to the height of the main dwelling, whichever is greater.

The height limits of single-family zones are as follows: RH-1, RH-2, and RH-3: 25 feet or two stories; RS-1 and RS-2: 35 feet or two and a half stories; RS-3: 30 feet or two stories; RS-4: 35 feet or two stories or, if the structure is located 55 feet or more from the property line of any detached single-family use or zone, 35 feet or 3 stories.

Multiple ADUs

Anaheim allows one detached ADU and one Junior ADU (JADU) per single-family lot and two detached ADUs per multi-family lot. As many as 25% of the units in a multiple-family dwelling may be permitted as attached ADUs.

Fees

ADUs are subject to administrative fees of \$201/hour with a minimum initial deposit of \$1,235 and a minimum payment of \$301.⁵⁶

Owner Occupancy Requirements

Anaheim has ownership/occupancy requirements for JADUs. It does not currently have an owner/occupancy requirement for ADUs, but ADUs permitted on or after January 1, 2025 will have owner/occupancy requirements.

Junior ADUs

The level of regulatory stringency for junior ADUs is roughly equivalent to the level of regulatory stringency required for ADUs.

Additional Layers of Review and Other Requirements

For detached ADUs over 800 square feet, there must be at least 10 feet of separation between the ADU and the principal dwelling.

Exterior stairs and doors are required to be located to limit visibility from public rights-of-way, excluding alleys, when possible. The design of an ADU or JADU is required to be “architecturally compatible” with the design of the primary dwelling. If an ADU is located above the primary dwelling or garage, its windows and doors should be located to minimize the privacy impact on neighboring homes, e.g. placing windows

above eye level and facing the main dwelling. Permitted driveways and walkways should occupy no more than 50% of the required setback area. ADUs must be accessible to emergency services. ADUs for homes that are historically preserved must obey additional design and architectural regulations listed in section 18.38.015.090.

ADUs are not permitted to be built in areas designated by the city as having insufficient sewer infrastructure or where the resident has already obtained a permit for a two-unit development or an urban lot split (both governed by SB9).

The city of Anaheim has extensive landscaping requirements for all residential projects with two or more dwelling units.

Clarity of City Ordinance

The city ordinance is similar to that of the other cities. Information is spread across several different documents, and parsing the ADU code requires looking in multiple different areas of the city code, as well as outside the city code. Anaheim does have an outreach program (ADUheim), but it does not yet have much useful information.

SB 9⁵⁷

Unit Size

The maximum unit size for a two-unit development is 800 square feet. The minimum unit size is 400 square feet.

Lot Size

An existing lot must be at least 3,000 square feet to be eligible for an urban lot split, and each new lot must be at least 40% the area of the existing lot.

Design Requirements

Building facades must include articulation along street frontages using variance in colors, varied facade elements, varied facade materials, or other architectural devices. If on a lot with an existing unit, must be constructed in the same architectural style as the existing unit. If two new units are proposed, both must be in the same architectural style. Upper story windows located within 10 feet of an interior property line must be installed at least 72 inches above the floor, or installed with obscure glass. Upper story doors must be located on walls facing the other on-site unit.

⁵⁶ “Planning & Zoning Fee Schedule,” City of Anaheim Planning Services Division, Aug. 2023, <https://www.anaheim.net/DocumentCenter/View/22436/Planning-and-Zoning-Fees>.

⁵⁷ Anaheim, Cal. Municipal Code, Chap. 18.38.255, Two-Unit Development and Urban Lot Split, Jan. 25, 2022, https://codelibrary.amlegal.com/codes/anaheim/latest/anaheim_ca/0-0-0-80296#JD_18.38.255.

Structural Setbacks

Two-unit developments must have side and rear setbacks of at least four feet. The front setback must comply with the front setback requirement of the underlying zone.

The front setback requirements for single-family zones are as follows: RH-1: 20 feet; RH-2: 25 feet; RH-3: 20 feet; RS-1: 30 feet or 25% the lot depth, whichever is less; RS-2: 25 feet or 25% the lot depth, whichever is less; RS-3: 15 feet, RS-4: 10 feet. The RH-2, RS-3, and RS-4 zones allow smaller setbacks so long as the average front setback along the block is equal to the minimum setback for the zone. Under this condition, an RH-2 setback may be as little as 15 feet, an RS-3 as little as 10 feet, and an RS-4 as little as 5 feet.

Parking Requirements

A two-unit development must have at least one off-street, on-site parking space per unit (subject to statewide limitations on parking requirements).

Fees⁵⁸

Anaheim imposes a \$6,180 fee for urban lot split applications.

Landscaping Requirements

The city of Anaheim has extensive landscaping requirements for all residential projects with two or more dwelling units.

Easements

A lot may be required to provide easements for the provision of public services and utilities, as determined by the city of Anaheim.

Affordability Requirements

There are no affordability requirements for two-unit developments or lot splits in Anaheim's city code.

Height Limits

Attached two-unit developments need only comply with the height requirements of the underlying zone. Detached two-unit developments may be up to 16 feet or the height of the main dwelling unit, whichever is greater. Additional height may be permitted at the discretion of the planning director if the applicant demonstrates that it is not possible to build an 800 square foot two-unit development without one.

The height limits of single-family zones are as follows: RH-1, RH-2, and RH-3: 25 feet or two stories; RS-1 and RS-2: 35 feet or two and a half stories; RS-3: 30 feet or two stories; RS-4: 35 feet or two stories or, if the structure is located 55 feet or more

from the property line of any detached single-family use or zone, 35 feet or 3 stories.

Owner Occupancy

The owner of record of the original lot in an urban lot split must occupy one of the lots as their principal residence for a minimum of three years from the date of approval of the urban lot split.

They must execute a covenant setting forth the owner/occupancy requirement. This requirement does not apply to a city-defined "community land trust" or to a qualified nonprofit corporation.

Other Requirements

A lot is not eligible for a two-unit development or a lot split if it is subject to an ordinance, covenant, or law that restricts rents to medium, low, or very low income groups, if it has been occupied by a tenant in the last three years, if an owner of the lot has evicted a tenant within the last 15 years, if the lot is designated as a hazardous waste site, if the lot is identified for conservation in a natural community conservation plan, if the lot is under a conservation easement, or if the lot is in a historically designed district by the city of Anaheim or the California or national registers of historic places.

A lot may in general not be split or have a two-unit development in a very high fire severity zone unless the lot has been exempted from the specified hazard zone or lots with mitigation measures. A lot may in general not be split or have a two-unit development in an earthquake fault zone unless the lot complies with applicable California seismic protection building codes. A lot may in general not be split or have a two-unit development in a special flood hazard zone unless the lot has either been subject to a Letter of Map Revision by the Federal Emergency Management Agency (FEMA) or complies with FEMA regulations necessary to meet floodplain management regulations. A lot may in general not be split or have a two-unit development in a regulatory floodway unless the lot provides a no-rise certification.

A two-unit development will not be permitted in an area of the city identified to have insufficient sewer infrastructure if a building official issues written notice that the construction of a two-unit development in the area will result in a specific, adverse impact to either public health and safety or the physical environment, and there is no feasible method to mitigate or avoid the specific, adverse impact. A detached two-unit development must have at least 10 feet of separation from the primary dwelling. An urban lot split must result in both lots having frontage directly onto a public or private street,

58 "Planning & Zoning Fee Schedule (Anaheim),"

excluding alleys. All new units completed after an urban lot split must also comply with section 18.38.255.050, governing two-unit developments. This means the maximum allowed size of a new home on a split lot is 800 square feet. A lot is not eligible for an urban lot split if the owner of the urban lot or anyone acting in concert with the owner has previously split an adjacent lot. Each lot in an urban lot split must have a separate utility connection. ADUs are not permitted on lots created by urban lot splits. Any unit created by an urban lot split must have a rental term of at least 30 days if rented.

Clarity of Ordinance

Anaheim's SB 9 ordinance is similar to that of the other cities. It is reasonably concise. Handouts or flowcharts would make it easier for residents to find and understand the requirements.

APPENDIX III. CORONA

ADUs⁵⁹

Lot Size Minimum

There is no minimum lot size requirement for ADUs in Corona.

Lot Coverage and Floor Area Ratio (FAR) Requirements

The total floor area of any ADU cannot exceed the maximum lot area coverage as prescribed in the underlying zone.

Parking Requirements for ADU

No additional parking is required for an ADU contained within the existing living area of a primary unit or an existing accessory structure.

ADUs attached or detached from the primary unit shall have one parking space per unit or one parking space per bedroom, whichever is less.

For any ADU, parking is not required in any of the following situations: the ADU is located within one-half mile walking distance of public transit, the ADU is located within one of the City's historic districts, on-street parking permits are required but not offered to the occupant of the ADU, or there is a car-share vehicle located within one block of the ADU.

Setback Requirements

No setback is required for conversion of an existing structure to an ADU. All other ADUs require a setback of no more than four feet from the side and rear lot lines, including lot lines adjacent to streets. For any ADU (both conversion and new), the existing space of a primary unit may be expanded by up to 150 square feet to accommodate ingress and egress for the ADU, as long as all fire and safety setbacks are met. JADUs must comply with the setbacks of the primary residence.

ADU Size

There are no minimum size requirements for ADUs. Detached ADUs cannot exceed 1,200 square feet. Attached ADUs cannot exceed 50% of the primary unit's living area. There is no size limit for ADUs contained within an existing space (conversion ADU). JADUs cannot exceed 500 square feet within the existing primary residence.

Height Limits

The only height limit in the Corona Municipal Code regarding ADUs pertains to the statewide exemption ADU: no development standard shall prohibit the construction of an ADU up to 800 square feet, 16 feet in height, and with 4-foot side and rear yard setback.

Multiple ADUs

A single-family residential lot can have a maximum of 2 ADUs in any of the following combinations:

- 1 detached ADU + (1 JADU, conversion, or attached ADU)
- 1 JADU + (1 conversion or 1 attached ADU)
- 2 JADUs

On multi-family residential lots, ADUs and JADUs may be constructed within up to 25% of the existing multi-family residential units on the property, provided that at least 1 ADU or JADU must be constructed within the existing multi-family residential units on the lot. No more than two detached ADUs are allowed on multi-family lots.

Review Timeframe

ADUs and JADUs must be reviewed ministerially through the plan check process for a building permit. Application, plans, and documents required for the plan check process shall be submitted to the Building Division and returned within 60 days (or longer if applicant requests an extension). The city may delay acting on the ADU approval if the application to construct an ADU is submitted alongside an application to construct a new single-family primary dwelling unit on the lot. The city will delay acting on the ADU permit until such time that the building permit is issued for the primary unit (Ord. 3311 § 3, 2020; Ord. 3259 § 43, 2017).

There are 5 main plans that a resident of Corona needs to submit in order to receive a permit to build an ADU: Grading, Building, Fire Sprinkler, Landscape, and Solar Plans.⁶⁰ Each has varying processing times, and as such the city of Corona encourages that applicants submit them all at once. However, if an applicant were to not submit at all once, it could take up to 132 business days to gain approval to build an ADU.

⁵⁹ Corona, Cal. Municipal Code, Chap. 17.85, Accessory Dwelling Unit, accessed Apr. 18, 2024, https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-55111#JD_Chapter17.85; "Accessory Dwelling Unit Guide Sheet," City of Corona Planning and Development Department, August 1, 2022, <https://www.coronaca.gov/home/showpublisheddocument/22662/637949514955870000>.

⁶⁰ "Accessory Dwelling Units (ADUs) from Start to Finish," City of Corona Planning and Development Department, Plan Check Division, n.d., accessed April 18, 2024, <https://www.coronaca.gov/home/showpublisheddocument/21508/637860465610600000>.

Fees

ADUs/JADUs are not subject to development impact fees, except for the Multi Species Habitat Conservation Plan (MSHCP) Fee, which is \$4,236 x (ADUsq.ft / Primary Residence sq.ft) for ADUs of 750 sq.ft or more. As such, the majority of expenses in building an ADU come not from development impact fees, but plan check fees. The minimum fee for a Plan Check is \$123.00. Below are only a few of the fees that any new development, including ADUs, would be subject to.

FEES
Electrical Plan Check Fee: \$256.56
Grading Plan Check: \$1065 to \$9,793
Single Family TUMF Fee: \$10,104
Multi Family TUMF Fee: \$6,580
Solar Review Fee: \$912
Landscape & Irrigation Plan Review: \$2,912
Electrical Plan Review: \$221 + deposit
Permit issuance, per permit issued: \$54

Owner Occupancy Requirement

No own-occupancy requirements for ADUs. For JADUs the property owner must live on the property.

JADUs

JADUs must meet similar requirements as ADUs. The biggest differences are owner occupancy requirements, passageway construction exemptions, and parking exemptions.

Additional Layers of Review And Other Requirements

An individual who wants to build an ADU/JADU must contact the Planning Division to verify if an ADU/JADU is allowed on their property based on its current zoning. The individual must

also contact the Building Division for permitting and plan check information. Several layers of approvals are required, including the Grading Plan Submittal, Building Plan Submittal, Fire Sprinkler Plan Submittal, Landscape Plan Submittal, and the Solar Plan Submittal. Plans are encouraged to be all submitted at the same time, requiring residents who want to build ADUs to prepare all necessary materials and services to do so far in advance rather than submitting each plan incrementally as they acquire the services and materials needed.

One aspect of the Corona plan submission and review process that streamlines the process for residents is the fact that the requirements listed can be submitted online or in person.

Clarity of Program or Ordinance

The ADU program and corresponding ordinances are quite clear thanks to handouts Corona provides on their websites. These include informational flow charts, Gantt charts, and infographics. However, Corona's many permit requirements and fees may cause confusion.

SB 9⁶¹

Unit Size Requirements

The maximum size of each dwelling unit permitted in connection with a two-unit housing development shall be as follows; provided that a garage attached to either dwelling unit shall not be counted toward the floor area of the dwelling unit:

- (1) The total floor area of each new dwelling unit shall not exceed 800 square feet.
- (2) An existing dwelling unit that was legally established on the subject parcel prior to the submission of an application for a two-unit housing development and has a total floor area of at least 800 square feet shall be limited to its current lawful floor area and may not be expanded.
- (3) An existing dwelling unit that was legally established on the subject parcel prior to the submission of an application for a two-unit housing development and has a total floor area less than 800 square feet may be expanded up to 800 square feet.

Lot Size

The urban lot split shall create no more than two new parcels of approximately equal area provided that one parcel shall not be smaller than 40% of the lot area of the original parcel proposed for subdivision.

61 Corona, Cal. Municipal Code, Chap. 16.18, Urban Lot Splits and Two-Unit Developments, https://codelibrary.amlegal.com/codes/corona/latest/corona_ca/0-0-0-70278#_JD_Chapter16.18; "SB 9 Urban Lot Splits from Start to Finish," City of Corona Planning and Development Department, Development Services Division, n.d., accessed April 18, 2024, <https://www.coronaca.gov/home/showpublisheddocument/24674/638356414028600000>.

Each parcel created by an urban lot split shall not be smaller than 1,200 square feet in area.

In the case of an urban lot split, the subject parcel cannot have been established through a prior urban lot split, and cannot be adjacent to a parcel or lot that was established through an urban lot split by the owner of the subject parcel or by any person acting in concert with the owner of the subject parcel. Furthermore, no more than two dwelling units of any kind may be constructed or maintained on a parcel created by an urban lot split. Accessory dwelling units and junior accessory dwelling units shall be prohibited on a subject parcel where a two-unit housing development is established.

Design Requirements

SB 9 developments must adhere to the city's Residential Development Design Guidelines, to the extent not in conflict with the standards for urban lot splits and two-unit developments.

Setbacks

The setback requirements of the single-family residential zone in which the lot split parcel is located apply unless that would result in either of the two dwelling units being at least 800 square feet in floor area. In that case, each dwelling unit must have a minimum setback of four feet from the side and rear lot lines.

Parking Requirements

Corona requires one covered, off-street parking space for each SB 9 unit, unless the subject parcel is located within one-half mile walking distance of either a high-quality transit corridor, as defined in Cal. Public Resources Code § 21155(b), or a major transit stop, as defined in Cal. Public Resources Code § 21064.3' or there is a car share vehicle located within one block of the subject parcel.

Height Limits

In all single-family zones, no buildings can have more than two stories and be taller than 30 feet, and single story structures cannot be taller than 25 feet.

Landscaping Requirements

There are slight differences in landscaping requirements between zones, but not any to make a significant impact in the development of an SB 9 unit. Front yards are required to be a minimum of around 25 feet, side yard measurements depend on alley access but range between 5 and 15 feet, and rear yards are usually required to be a minimum of 10 feet in depth.

Owner Occupancy

The owner must occupy one of the dwelling units on the subject parcel as their principal residence for at least three years from the date of the city's approval of the urban lot split.

Affordability

At least one of the dwelling units established as part of a two-unit housing development shall be available at a rental rate affordable to low income or moderate income households if one or both of the units is rented or leased.

Clarity of Program or Ordinance

The Corona ordinance on urban lot splits and two-unit developments is concise and clearly written. The city also has a handout, "SB 9 Urban Lot Splits from start to finish," that is very helpful.

APPENDIX IV. POMONA

ADUs⁶²

Lot Size Minimums

Pomona does not require a minimum lot size for ADUs.

Lot Coverage and Floor Area Ratio (FAR) Requirements

The maximum coverage of the lot by all structures is 35%. Lot coverage includes a patio with a roof, open slats, or any other covering (though this does not constitute square footage).

Parking Requirements

Pomona has no parking requirements for either the ADU or primary dwelling unit. If parking is provided, it may be provided in yard areas or be allowed for tandem parking wherein two or more vehicles can park in a lot behind one another. However, if parking is provided it is also subject to a few rules. For instance, parking spaces must be located on an approved surface only, have minimum dimensions of 9.5 feet x 18 feet (10 feet x 20 feet if covered).

Setback Requirements

Pomona requires that ADUs have a minimum front yard of 25 feet and be set 4 feet back from side and rear property lines.

ADU Size

ADUs on lots less than 7,200 square feet may not exceed 850 square feet (for a studio or one-bedroom) or 1,000 square feet (for a unit with two or more bedrooms). ADUs on lots larger than 7,200 square feet may not exceed 1,200 square feet.

Height Limits

Detached ADUs must be less than 16 feet high, unless within a one-half-mile walk of a transit stop or high-quality transit corridor, in which case the height limit is 18 feet. Pomona also permits an additional two feet of ADU height if necessary to accommodate alignment of roof pitch with the primary dwelling unit. Attached ADUs may not exceed 25 feet in height or the limit of the underlying zone, whichever is lower, and may not exceed two stories.

Multiple ADUs

Pomona allows one detached ADU and one Junior ADU (JADU) per single-family lot. Two detached ADUs are allowed per multi-family lot but as many as 25% of the units in a multi-family dwelling may be permitted as interior ADUs.

Fees

For ADUs above 750 ft, developers must pay a fee charged proportionally in relation to the square footage of the primary dwelling unit (ex: the floor area of the ADU divided by the floor area of the primary dwelling, times the typical fee amount charged for a new dwelling). Residential impact fees for dwellings that are in the range of 501-1499 square feet are maximized at \$15,204. As a result, a proportionate impact fee for an ADU (whose square footage is capped at 1200 square feet) is also maximized at \$15,204.⁶³

Landscaping Requirements

20% of the entire parcel must be landscaped, with some combination of trees, shrubs, groundcover, and turf.

Easements

Pomona has no easement requirements for its ADUs or JADUs.

Occupancy Requirements

Owners must live on the property with their ADUs unless the ADU was permitted between 1/1/2020 and 1/1/2025. JADU owners must live on the property of their JADUs. These requirements do not apply to property that is entirely owned by another governmental agency, land trust, or housing organization.

Additional Layers of Review

An application to create an ADU or JADU must be considered and approved ministerially, without discretionary review or a hearing. If an application is denied, the city must provide sufficient explanation with a set of written comments that may be remedied by the applicant. Any application not approved or denied within 60 days is considered approved (unless the applicant requests a delay or the application requests ADU/JADU construction *alongside* the creation of a new single- or multi-family dwelling).

There are certain ADUs that do not apply for ministerial review however. This includes ADU applications that ask to deviate from ADU standards like lot coverage, minimum distance between buildings, and yard requirements. Conditional Use Permits may be required for ADUs that deviate from certain requirements while a Major Certificate of Appropriateness may be required for ADUs that deviate from architectural requirements or located on a historic landmark/district.

⁶² Pomona, Cal. Urgency Ordinance No. 4324 Accessory Dwelling Units, Dec. 19, 2022, <https://www.pomonaca.gov/home/showpublisheddocument/5569/63821576486570000>.

⁶³ "Development Impact Fees, Taxes, & Other Fees," City of Pomona, Mar. 13, 2024, <https://www.pomonaca.gov/home/showpublisheddocument/6488/63845945577950000>.

Other Requirements

Pomona has several other miscellaneous requirements necessary for ADU production as outlined below:

The materials and colors of the ADU exterior must match the appearance and architectural design of the primary dwelling unit.

10 feet of distance is required between ADU and Primary Dwelling Unit ADU and 6 feet between an ADU and other accessory structures.

Detached ADUs must not be in the front yard.

A yard is required unless the ADU is developed within an existing living area, an existing accessory structure, or a structure constructed in the same location and to the same dimensions as an existing structure converted to ADU or to a portion of an ADU.

Roof eaves must not project more than 1 ft into the side yard and be closer than 2 ft from the side property line, while the roof pitch must meet 3 inch rise per 12 inch run sloping requirements.

ADUs must have independent access on the exterior of the unit.

Clarity of Program or Ordinance

Pomona's ADU regulations are highly complex but presented intelligibly within the ordinance. A supplemental guide or explainer was not available on Pomona's website.

SB 9

Pomona's 2014 Update to its General Plan⁶⁴ permits at least twenty units per net acre—a high-density, progressive standard in comparison to its peer cities. Pomona did not, however, update its zoning map. The Housing Crisis Act of 2019 (Senate Bill 330⁶⁵) locked in Pomona's high-density General Plan by limiting downzoning efforts, requiring any housing areas designated by the General Plan—even areas previously zoned for industry and business—to be allowed housing development rights.

Pomona established an "SB 330 Overlay District"⁶⁶ on almost the entire city to establish consistency between the 2014 General Plan zones (referenced above) and the zoning map. Due to the General Plan and SB 330 Overlay, all single-family neighborhoods in Pomona are effectively up-zoned to allow multi-family development.

However, parcels located in multi-family residential zones are not subject to SB 9 mandates even if they allow single-family residential uses as a permitted use,⁶⁷ so Pomona's SB 330 Overlay results in an inability of Pomona residents to make use of SB 9 provisions.

64 *City of Pomona General Plan Update (2014)*, Section 7A: Land Use and Density: 77-86, March 2014, <https://www.pomonaca.gov/home/showpublisheddocument/2402/637521057423830000>: 86, 7, 8, 9.

65 SB 330 (2019), authored by Sen. Nancy Skinner (D-Berkeley), https://leginfo.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB330.

66 Pomona, Cal. Ordinance No. 4311, Feb. 7, 2022, <https://library.municode.com/ca/pomona/ordinances/zoning?nodeId=1178596>.

67 "SB 9 Fact Sheet: On the Implementation of Senate Bill 9 (Chapter 162, States of 2021)," California Department of Housing and Community Development, March 2022, <https://www.hcd.ca.gov/docs/planning-and-community-development/sb9factsheet.pdf>.

APPENDIX V. CALIFORNIA ADU LAWS (2016-2023)

- [AB 2299](#) and [SB 1069](#) (2016) - Require cities and counties allow ADUs on single-family lots, eliminate water and utility fees, reduce parking requirements, add leniency to zoning requirements, and use ministerial process for ADU approval.
- [SB 229](#) and [AB 494](#) (2017) - Require cities to allow ADUs on lots with a single-family unit, ban local prohibitions on renting out ADUs, and place a cap on parking requirements at one space per unit/bedroom (whichever is less).
- [AB 68](#), [AB 881](#), [SB 13](#) (2019) - Ban minimum lot sizes and floor area ratios, cap setback requirements, reduce permitting timelines to 60 days, extend ministerial approvals to Junior ADUs, give HCD power to judge if local ADU ordinances comply with the law, ban owner-occupancy requirements, clarify that garages can be converted, ban certain restrictions on such conversions, and allow multiple ADUs on multifamily lots.
- [AB 587](#) (2019) - Enables local jurisdictions to permit the sale of ADUs built by nonprofit organizations that comply with certain conditions.
- [AB 670](#) (2019) - Bans HOAs from prohibiting or unreasonably restricting ADU construction, allows reasonable restrictions that do not unreasonably increase construction costs or effectively prohibit construction/restrict the ability to construct ADUs.
- [AB 671](#) (2019) - Requires local agencies to prepare plans to promote ADU development in housing elements of general land use plans, and requires HCD to develop a list of existing state grants and incentives to facilitate ADUs.
- [AB 3182](#) (2021) - Bans homeowner association (HOA) restrictions on rentals longer than 30 days.
- [AB 2221](#) and [SB 897](#) (2022) - Mandate that local agencies allow ADUs up to 16 ft in height, modify front setbacks requirements to allow ADUs up to 800 sq ft, and provide applicants with a full list of problems and solutions when denying ADU applications.
- [AB 1033](#) (2023) - Authorizes homeowners to sell ADUs separately from their primary residence.
- [AB 976](#) (2023) - Prevents local agencies from imposing owner-occupancy requirements for new or converted ADU projects.
- [AB 434](#) (2023) - Mandates California cities and municipalities have pre-approved ADU plan schemes by the start of 2025.

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The Rose Institute of State and Local Government is a leading source of objective, non-partisan information on California state and local governments. Founded at Claremont McKenna College in 1973, the Institute's mission is to enhance the education of students at CMC, produce high quality research, and promote public understanding on issues of state and local government, politics, and policy, with an emphasis on California.

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