

Date of Hearing: June 17, 2026

ASSEMBLY COMMITTEE ON LOCAL GOVERNMENT
Juan Carrillo, Chair
SB 722 (Wahab) – As Amended January 15, 2026

SENATE VOTE: 39-0

SUBJECT: Transit-oriented housing development: excluded parcels and sites

SUMMARY: Establishes the Mobile Home Park Protection Act, which exempts existing parcels or sites from SB 79 (Wiener), Chapter 512, Statutes of 2025, (SB 79) if those parcels or sites are subject to the Mobilehome Residency Law, Mobilehome Parks Act, the Recreational Vehicle Park Occupancy Law, and the Special Occupancy Parks Act. Specifically, **this bill:**

- 1) Establishes the Mobile Home Park Protection Act.
- 2) Prohibits a transit-oriented development project pursuant to SB 79 from being located on a parcel of land or site governed under the Mobilehome Residency Law, the Recreational Vehicle Park Occupancy Law, the Mobilehome Parks Act, or the Special Occupancy Parks Act, as specified.
- 3) States that this bill is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the California Constitution and shall go into immediate effect. The facts constituting the necessity are:
 - a) Mobilehome and recreational vehicle parks are widely considered to be naturally occurring affordable housing and are home to 1.6 million Californians who are often older and lower-income individuals.
 - b) To maintain California's progress on slowing down the increase in homelessness, we must keep people housed and preserve all varieties of affordable housing.
 - c) There are 5,230 active mobilehome and recreational vehicle parks in the State of California with a total of 453,755 lots and spaces.
 - d) The average park size is 86 lots or spaces, however the ten largest parks in the state each have over 500 spaces and the largest mobilehome park in California has 923 spaces.
 - e) Half of the ten largest mobilehome parks in California are within Senate District 10; three of those are in Sunnyvale and are impacted by SB 79. As public transit expands and bus rapid transit systems become more popular, the impacts of SB 79 on mobilehome and recreational vehicle parks will become more widespread.
- 4) Makes technical and conforming changes.

EXISTING LAW:

- 1) Creates, pursuant to SB 79, a streamlined, ministerial approvals process for housing development projects in urban transit counties meeting certain objective standards within a specified distance of transit-oriented development (TOD) stops as follows:

- a) Makes housing development projects an allowable use on any site zoned for residential, mixed-use, or commercial development within one-half mile of a TOD stop in cities with a population of 35,000 or more, and within one-quarter mile of a TOD stop in cities with a population of less than 35,000.
 - b) Establishes minimum land use standards, including requirements related to height, density, and floor area ratio, for TOD housing projects based on proximity to the TOD stop and the population of the jurisdiction. [Government Code (GOV) § 65912.157]
- 2) Prohibits a TOD housing development project under SB 79 from being located on either of the following:
- a) A site containing more than two units where the development would require the demolition of housing that is subject to any form of rent or price control through a public entity's valid exercise of its police power that has been occupied by tenants within the past seven years; or
 - b) A site that was previously used for more than two units of housing that were demolished within seven years before the development proponent submits an application under SB 79 and any of the units were subject to any form of rent or price control through a public entity's valid exercise of its police power. (GOV § 65912.157)

FISCAL EFFECT: According to the Senate Appropriations Committee, pursuant to Senate Rule 28.8, negligible state costs.

COMMENTS:

- 1) **Bill Summary.** This bill excludes sites governed by the Mobile Home Park Protection Act, Mobilehome Residency Law, Mobilehome Parks Act, the Recreational Vehicle Park Occupancy Law, and the Special Occupancy Parks Act from SB 79's provisions. This bill contains an urgency clause and will become effective immediately should it be signed by the Governor.

This bill is sponsored by the Golden State Manufactured Home-Owners League (GSMOL).

- 2) **Author's Statement.** According to the author, "SB 79 is unintentionally putting at risk vital naturally occurring affordable housing at a time when the preservation of every housing unit is key to battling the ongoing housing crisis.

"Half of the ten largest mobile home parks in California are in my district. Three of those are in Sunnyvale, including the largest mobile home park in the state with 900 spaces. All three will be vulnerable to SB 79 redevelopment without these amendments that Senator Wiener and I agreed to.

"Thousands of people in just my district — women, seniors, veterans, and families — could lose their homes because of an oversight. That doesn't even include the mobile home parks across the state that are vulnerable because they are within a quarter or half mile of a train, light rail, or bus-rapid-transit stop.

“These are our constituents, neighbors, family, and friends. And the damage this mistake can cause, if not fixed, will irreparably harm these people and our communities.

“We have a duty to make sure the laws we pass lift people up, not push them out, and we must act with urgency to prevent the actual harm this oversight will create.”

- 3) **Background.** Planning for and approving new development is mainly a local responsibility. The California Constitution allows cities and counties to “make and enforce within its limits, all local, police, sanitary and other ordinances and regulations not in conflict with general laws.” It is from this fundamental power, commonly called the police power, that cities and counties derive their authority to regulate behavior to preserve the health, safety, and welfare of the public – including land use authority. Cities and counties enforce this land use authority through zoning regulations, as well as through an “entitlement process” for obtaining discretionary as well as ministerial approvals.

The scale of the proposed development, as well as the existing environmental setting determine the degree of local review that occurs. For larger developments, the local entitlement process commonly requires multiple discretionary decisions regarding the subdivision of land, environmental review pursuant to CEQA, and project review by the local agency’s legislative body (city council or county board) or by a planning commission delegated by the legislative body.

- 4) **SB 79.** SB 79 established a statewide framework to increase residential density near major transit stops by making qualifying housing development an allowable use on sites zoned for residential, mixed-use, or commercial development within specified distances of transit in urban transit counties and cities within those counties. The bill set minimum statewide standards for height, density, and residential floor area ratio based on a project’s proximity to high-quality transit and limited the ability of local governments to impose standards that would physically preclude achieving those thresholds. Projects must include at least five units and comply with specified affordability, labor, and antidisplacement requirements, including prohibitions on demolishing rent-restricted housing and requirements to provide deed-restricted affordable units for developments containing more than 10 units.

SB 79 applies to jurisdictions within “urban transit counties” that have qualifying high-quality transit stops, and requires that, beginning July 1, 2026, housing development projects be an allowable use on qualifying sites within one-half mile of a TOD stop (or one-quarter mile in smaller cities). The bill established a series of implementation deadlines, including requiring the Department of Housing and Community Development (HCD) to issue guidance by July 1, 2026, on how SB 79 capacity is counted toward a jurisdiction’s housing element sites inventory, and requiring Metropolitan Planning Organizations (MPOs) to prepare maps of TOD stops and zones to guide implementation. Local governments may adopt implementing ordinances or local TOD alternative plans, subject to HCD review, prior to July 1, 2026, to tailor development standards, so long as the plan maintains equivalent overall residential capacity. SB 79 also provided that, beginning January 1, 2027, denial of a qualifying project in a high-resource area is presumed to violate the Housing Accountability Act, subject to specified exceptions.

Within this framework, SB 79 provided local governments with the ability to craft alternative local plans and implement ordinances. This includes providing local governments with limited local flexibility to reduce development intensity on certain sites. A local TOD

alternative plan may reduce the allowable density on an individual site by up to 50% below SB 79's baseline standards and may further reduce or exempt sites designated as historic resources on a local register, provided that such exemptions do not cumulatively exceed 10% of the total eligible area within a TOD zone. In addition, SB 79 allowed local governments, through an implementing ordinance, to fully exempt sites designated as historic resources on a local register as of January 1, 2025, from SB 79 until one year following the adoption of a seventh cycle housing element.

Currently, SB 79 does not apply to either of the following:

- a) A site in which more than two units in the development would require the demolition of housing that is subject to any form of rent or price control that was occupied by tenants within the last seven years.
 - b) A site that was previously used for more than 2 units of housing that was demolished within the last seven years, and those units were subject to price or rent control.
- 5) **SB 79 Letter to the Senate Journal.** On September 12, 2025, Senator Scott Wiener, author of SB 79, submitted a letter to the Secretary of the Senate to be posted in the Senate Daily Journal stating that “it is [the author’s] intent to prohibit any SB 79 development on land or sites governed under the Mobilehome Residency Law, the Mobilehome Parks Act, or the Special Occupancy Parks Act, and [the author] commit[s] to specifying this intent in subsequent legislation, in partnership with Senator Wahab.” This bill reflects that commitment.
- 6) **Related Legislation.** AB 2415 (Hoover) revises SB 79 to add additional historic preservation protections for cities that meet certain characteristics. This bill is pending in Senate Housing Committee.

AB 2576 (Harabedian) expands the historic sites exclusion in SB 79 to include contributing sites within a historic district and parcels individually listed as a historical resource in the State Historic Resources Inventory designated before January 1, 2025. This bill is pending in Senate Housing Committee.

SB 1361 (Durazo) prohibits a local government with an existing or planned TOD stop from taking actions to interfere with a transit project’s approval to avoid the application of SB 79 development standards. This bill is pending in this committee.

- 7) **Arguments in Support.** GSMOL, the sponsor of the bill, writes in support, “When SB 79 passed the legislature in 2025, it left mobilehome residents vulnerable to displacement and exposed their homes to forfeiture by failing to extend the anti-demolition protections to mobilehome parks.

“The omission is inconsistent with other land use bills such as AB 2011 (Wicks, 2022) that exempted application for mobilehomes. This lack of protection threatens existing affordable housing stock that SB 79 seeks to increase.

“The remedy in SB 722 prohibits a SB 79 development from being located on a parcel of land or site governed by the laws related to mobilehomes, including the Mobilehome Residency Law and the Mobilehome Parks Act.”

8) **Arguments in Opposition.** None on file.

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

10) **Urgency Clause.** This bill contains an urgency clause and requires a 2/3 vote of each house.

REGISTERED SUPPORT / OPPOSITION:

Support

Golden State Manufactured-home Owners League, INC. (GSMOL) - SPONSOR

Aids Healthcare Foundation

City of Carlsbad

League of California Cities

Opposition

None.

Analysis Prepared by: Linda Rios / L. GOV. / (916) 319-3958, Jalen Wise / L. GOV. / (916) 319-3958,