

Date of Hearing: April 13, 2026

ASSEMBLY COMMITTEE ON NATURAL RESOURCES

Isaac G. Bryan, Chair

AB 1740 (Zbur) – As Amended April 6, 2026

**SUBJECT:** Coastal resources: coastal development permits: urban multimodal communities: bicycle facilities

**SUMMARY:** Authorizes cities to self-designate as urban multimodal communities, and provides urban multimodal communities broad exemptions from coastal development permit (CDP) requirements under the Coastal Act, including parking modifications, bike lanes, mass transit, housing, outdoor dining, and temporary events, as specified.

**EXISTING LAW:**

- 1) Pursuant to the California Coastal Act (Public Resources Code (PRC) 30000 *et seq.*):
  - a) Declares that it is a basic goal of the state to maximize public access to and along the coast and to maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners. (PRC 30001.5 (c))
  - b) Requires, consistent with the California Constitution, maximum access to be conspicuously posted, and recreational opportunities to be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse. (PRC 30210)
  - c) Provides that lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. (PRC 30213)
  - d) Requires any person wishing to perform or undertake any development in the coastal zone, in addition to obtaining any other permit required by law from any local government or from any state, regional, or local agency, to obtain a CDP. (PRC 30600)
  - e) Requires all temporary development associated with holding the 2028 Olympic Games and Paralympic Games to be considered temporary events that are exempt from the requirement for a CDP. (PRC 30612 (b)(1))
  - f) Requires each local government lying, in whole or in part, within the coastal zone to prepare a local coastal plan (LCP) for that portion of the coastal zone within its jurisdiction. (PRC 30500)
  - g) Defines “development” to mean, among other things, the placement or erection of any solid material or structure on land or in water. “Structure” includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line. (PRC 30106)
  - h) Provides that the location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service,

(2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development. (PRC 30252)

- i) Requires all new development to, among other things, minimize energy consumption and vehicle miles traveled (VMT). (PRC 30253 (e))
- j) Provides for LCPs to be amended by the local government and that the amendment does not take effect until certified by the Coastal Commission (Commission). Authorizes the executive director of the Commission to determine that a proposed LCP amendment is de minimis if the executive director determines that a proposed amendment would have no impact, either individually or cumulatively, on coastal resources, is consistent with specified policies of the Coastal Act, and meets the specified criteria. (PRC 30514)
- k) Requires, by July 1, 2026, the Commission, in coordination with the Department of Housing and Community Development (HCD), to develop and provide guidance for local governments to facilitate the preparation of amendments to a LCP to clarify and simplify the permitting process for accessory dwelling units and junior accessory dwelling units within the coastal zone. (PRC 30500.5)
- l) Requires by July 1, 2027, the Commission, in consultation with HCD, to identify infill areas within at least three local jurisdictions that currently do not have a certified LCP, wherein development of a residential housing project comprised entirely of units, excluding managers' units, that are deed-restricted for persons of very low-, low-, or moderate-income shall be categorically excluded from the requirement to obtain a CDP. (PRC 30610.05)
- m) Exempts specified emergency work projects from CDP requirements. (PRC 30600 (e))
- n) Further provides that the following projects do not require a CDP, among others (PRC 30610):
  - i) Improvements to existing single-family residences, as provided;
  - ii) Improvements to any structure other than a single-family residence or a public works facility, as provided;
  - iii) Repair or maintenance activities that do not result in an addition to, or enlargement or expansion of, the object of those repair or maintenance activities, as provided;
  - iv) The replacement of any structure, other than a public works facility, destroyed by a disaster up to 110% of the structure's footprint;

- v) A temporary event which does not have any significant adverse impact upon coastal resources within the meaning of guidelines adopted by the Commission.
- 2) Requires each transportation planning agency to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. Requires each transportation planning agency to consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies. (Government Code (GC) 65080 (a))
  - 3) Finds that it is necessary to have one agency at the state level that is responsible for developing state land use policies, coordinating planning of all state agencies, and assisting and monitoring local and regional planning. Recognizes the Office of Land Use and Climate Innovation (LUCI), in the office of the Governor, as the most appropriate state agency to carry out this statewide land use planning function. (GC 65035)
  - 4) Pursuant to the Housing Accountability Act (GC 65589.5):
    - a) Defines “housing development project” as residential units, mixed-use developments consisting of residential and nonresidential uses that meet specified conditions, transitional housing or supportive housing, and farmworker housing. (GC 65589.5 (h)(2))
    - b) Requires a housing development project to be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application including all of the required information was submitted. Provides that this does not prohibit a housing development project from being subject to ordinances, policies, and standards adopted after the preliminary application was submitted pursuant to Section 65941.1 in the specified circumstances. States that “ordinances, policies, and standards” includes general plan, community plan, specific plan, zoning, design review standards and criteria, subdivision standards and criteria, and any other rules, regulations, requirements, and policies of a local agency, including those relating to development impact fees, capacity or connection fees or charges, permit or processing fees, and other exactions. (GC 65589.5 (o))

**THIS BILL:**

- 1) States the intent of the Legislature to modernize coastal zone governance by recognizing and empowering these urbanized, transit-oriented communities to administer specified operational and management activities and minor improvement projects without the need for individual coastal development permits, while otherwise preserving the California Coastal Commission’s authority over activities that constitute physical development and pose potential impacts to coastal resources.
- 2) States the intent of the Legislature to advance the purposes of the Coastal Act by aligning its implementation with contemporary transportation systems, climate imperatives, housing needs, and economic realities, ensuring that California’s coast remains accessible, resilient, and equitably enjoyed by all residents and visitors. State it is not the intent of the Legislature that the act adding this section diminish environmental protections, reduce public access to

the coast, or limit the California Coastal Commission's jurisdiction over development that would adversely affect coastal resources.

- 3) For purposes of this bill, specifies that a city qualifies as an urban multimodal community if it meets all of the following:
  - a) Has at least one high-quality transit corridor or transit priority area in the city that has stops or stations located within the coastal access zone;
  - b) Has adopted plans that include targets to reduce greenhouse gas emissions, and fatal and severe injury crashes, including a climate action and local road safety plan; and,
  - c) Maintains Class I, Class II, or Class IV bicycle facilities, as described in Chapter 1000 of the 7th edition of the Highway Design Manual by the Department of Transportation, in the coastal access zone.
- 4) Authorizes a city that meets the aforementioned criteria to designate itself as an urban multimodal community by submitting documentation demonstrating compliance with the criteria to the LUCI. Requires the city to post that documentation on the city's internet website and notify the Commission of the city's submission.
- 5) Authorizes, within 30 days of submission, LUCI to review the submitted documentation solely for completeness and consistency with the criteria.
- 6) Requires, if LUCI determines that the submitted documentation is incomplete or does not demonstrate compliance, LUCI to notify both the city and the Commission within the 30-day review period and identify the specific deficiencies.
- 7) Requires, if LUCI determines that the submitted documentation demonstrates compliance, LUCI to notify the city within the 30-day review period of the approval of the city's designation as an urban multimodal community.
- 8) Provides that if LUCI does not provide written notice of approval or deficiencies within the 30-day review period, the city's designation as an urban multimodal community is deemed approved.
- 9) Requires, to maintain a city's designation as an urban multimodal community, a city to recertify itself as an urban multimodal community every five years from the date of approval by updating and resubmitting the requisite documentation.
- 10) Requires a city's status as an urban multimodal community to be considered one of the city's ordinances, policies, and standards for purposes of GC 65589.5 (o).
- 11) Notwithstanding any provision of an existing certified LCP or certified land use plan, exempts the following activities and types of development within an urban multimodal community from the permit requirements of the Coastal Act and does not require an amendment to a certified LCP or LUP:
  - a) A local government and public agency establishing, altering, eliminating, or otherwise managing regulations and requirements related to parking, including, but not limited to, all of the following:

- i) Addition or removal of parking spaces by public or private entities;
  - ii) Establishing maximum and minimum parking ratios;
  - iii) Determination of onstreet and offstreet parking rates; and,
  - iv) Management of pricing structures, payment methods, payment access and revenue control systems, parking meters, time limits, and residential preferential parking zones.
  - v) Provides that projects in (i)-(iv) do not apply to a local government or public agency establishing, altering, eliminating, or otherwise managing regulations and requirements related to parking occurring between the sea and the first public road paralleling the sea within 300 feet of the inland extent of any beach or of the mean high tideline of the sea where there is no beach, whichever is the greater distance.
  - vi) Notwithstanding subparagraph (v), provides that a local government or public agency making roadway or public right-of-way improvements that support pedestrians, bicyclists, or public transit, including, but not limited to, altering the use of portions of the roadway or public right-of-way, and adding bicycle lanes, bus lanes, day lighting zones, curb extensions, sidewalk expansions and improvements, pedestrian signals, transit priority infrastructure, and vision-zero focused improvements. Provides that the improvements made pursuant projects listed under (a) may result in the removal of parking spaces.
  - vii) Prohibits a local government from approving a project in (i)-(iv) unless the local government makes a written finding based on substantial evidence that the improvement will not reduce public access to the shoreline.
  - viii) Notwithstanding subparagraph (v), a local government or public agency installing accessible walkways consistent with requirements under the federal Americans with Disabilities Act, pay stations, signage, and electric vehicle chargers in public facilities.
  - ix) Notwithstanding subparagraph (v), a local government may increase parking rates without limitation until rates reach \$10 per day, adjusted annually for inflation based on the California Consumer Price Index (CPI) from the effective date of this bill. Authorizes, when parking rates exceed \$10 per day, as adjusted pursuant to the CPI, a local government to increase parking rates pursuant to this paragraph by not more than the annual change in the CPI.
- b) A person hosting short-term or recurring community events that do not permanently alter land use or access, including the addition of structures for temporary events that promote visitor-serving commercial, cultural, or recreational activities, and are not located on, or within a 100-foot radius of, a wetland, or on, or within 100 feet of, an environmentally sensitive habitat area.
- i) Prohibits a local government from approving an event unless the local government makes a written finding based on substantial evidence that the temporary event will not unduly obstruct public access to the shoreline within the vicinity of the event, and that the event does not prevent the traversing of the shoreline.
  - ii) Allows a temporary event to only be permitted for a maximum of 10 days if the event occurs between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of the beach or of the mean high tideline of the sea where there is no beach, whichever is the greater distance.

- iii) Allows a local government to only permit temporary events constituting a total 10 days per month in the area described in (ii).
  - c) A person making interior or exterior renovations, changes of use, or intensifications of use of existing buildings, subject to all of the following:
    - i) If located between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tideline of the sea where there is no beach, whichever is the greatest distance, the project shall not expand the existing building footprint.
    - ii) If located outside the area, the project may expand the building footprint by up to an additional 50 percent of the existing footprint.
    - iii) A project shall not be located on or within 100 feet of a wetland, or on, or within 100 feet of, an environmentally sensitive habitat area.
  - d) Any aspect of a housing development project, as defined in Section 65589.5 of the Government Code, allowable under state and local law, including any permits, approvals, or public improvements required for the housing development project, if the housing development project meets all of the following conditions:
    - i) The project site is located within an area where multiunit housing is an allowed use in the local government's general plan land use element, specific plan, or zoning ordinance;
    - ii) The project is a housing development project, as defined in GC 65589.5 (h), excluding a single family dwelling with an accessory dwelling unit; and,
    - iii) The project is not located in the following areas:
      - (1) Between the sea and the first public road paralleling the sea or within 300 feet of the inland extent of any beach or of the mean high tideline of the sea where there is no beach, whichever is the greater distance;
      - (2) On, or within a 100-foot radius of, a wetland; and,
      - (3) On, or within 100 feet of, an environmentally sensitive habitat area.
  - e) Outdoor dining that is otherwise permitted.
- 12) Requires, in a city, or an unincorporated area of a county, with multiple certified LCPs, each LCP segment to separately and independently meet the urban multimodal community criteria.
- 13) Authorizes, in a city with multiple LCP segments, an individual LCP to individually qualify and be certified as an urban multimodal community if the individual LCP meets the criteria, provided that the activities exempted occur only within the geographic areas that satisfy those criteria.
- 14) Authorizes a county to designate an individual LCP segment as an urban multimodal community if all of the following are met:
- a) The individual LCP segment is located in an unincorporated area of the county that is an urbanized area or an urban cluster, as designated by the United States Census Bureau;

- b) The individual LCP segment meets the urban multimodal community criteria, and the activities exempted occur only within the segment that meets those criteria; and,
  - c) The county follows the designated process when designating the individual LCP segment as an urban multimodal community.
- 15) Provides that a city or county’s adopted climate action plan and local road safety plan is deemed to satisfy the designated requirements if those plans apply to the LCP segment.
- 16) Notwithstanding any other provision in the Coastal Act, exempts the installation of Class I, Class II, or Class IV bicycle facilities, as described in Chapter 1000 of the 7th edition of the Highway Design Manual by the Department of Transportation, including associated roadway reconfiguration and relocation of onstreet parking, within the right-of-way of a state highway, if the project does not eliminate existing public coastal accessways, from CDP requirements.
- 17) Provides that specified projects are subject to approval and regulation by the local government in accordance with applicable state and local laws and do not require review or approval by the Commission.
- 18) Provides that the provisions of this bill do not limit the applicability of other exemptions from the permitting requirements of the Coastal Act.
- 19) Defines the following terms:
- a) “Coastal access zone” as the “Coastal zone” as defined by Section 30103 and the area within one-quarter mile of the coastal zone.
  - b) “High-quality transit corridor” has the same meaning as defined in subdivision (b) of Section 21155.
  - c) “Local coastal program segment” as a discrete geographic area within a local government’s coastal zone jurisdiction that has been designated by the Commission as a LCP segment pursuant to PRC 30511, as identified on the Commission’s official local coastal program status maps or charts as those maps or charts exist on the effective date of this bill, whether or not the LCP for that segment has been certified.
  - d) “Outdoor dining” as the service or consumption of food or beverages by patrons in any area that is outside the fully enclosed interior of a building, including, but not limited to, patios, courtyards, decks, terraces, sidewalks, curbside parking lanes, parklets, and similar open-air outdoor seating areas.
  - e) “Temporary events” means events lasting 12 months or less, and includes “motion picture productions” as defined in Labor Code 9151 (h).
  - f) “Transit priority area” has the same meaning as defined in PRC 21099.

**FISCAL EFFECT:** Unknown

**COMMENTS:**

**1) Author’s statement:**

AB 1740 modernizes the coastal act to support local jurisdictions’ climate action, transit and housing strategies by reforming the way the Coastal Act advances

public access to the coast in highly urbanized transit-rich communities. In particular, the bill embraces smart climate strategies by incentivizing and supporting investments in transit, bike lanes and pedestrian transportation, rather than imposing unnecessary parking and road improvements. It does this by recognizing and empowering certain urbanized transit-rich communities to have the ability to approve housing, bike and pedestrian improvements, outdoor dining and certain building renovations and certain other minor projects without the need for individual coastal development permits. The bill would only apply to areas without protected coastal resources, such as wetlands, environmentally sensitive habitat areas or coastal bluffs.

This bill only applies to a small fraction of the coastal zone, mainly urban built-out areas with transit service, and will preserve the California Coastal Commission's authority and ability to protect beaches and coastal resources from activities that threaten sensitive habitats. By returning control over a limited but important set of permitting activities to local governments, this bill will alleviate an unnecessary regulatory burden, improve local flexibility, and reduce costs and uncertainty for city government, individuals, and businesses. In areas that are urbanized, intensively developed, and void of sensitive ecological resources and habitats, Coastal Commission oversight merely adds cost and significant delay- and diverts Commission staff resources from their crucial role of protecting our beaches and sensitive habitats.

- 2) **Active transportation.** Active transportation is the use of non-vehicular modes of transportation, including bicycling, walking, skateboarding, etc. Providing greater access to safe modes of active transit improve local air quality through reduced VMT, give greater opportunities for physical activity, enhance public health benefits, and provide a broad spectrum opportunities for greater transit options. In 2017, the Department of Transportation (Caltrans) published the first-ever statewide plan for active modes of transportation, *Toward an Active California - State Bicycle and Pedestrian Plan*, with the following vision statement, "By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs." All California cities and counties are required to include complete streets policies as part of any substantial revision to the circulation element of their general plans. The complete streets policy requires that roadways are planned, designed, and operated for the safety of all people, including people biking and walking.
- 3) **Smart growth in the coastal zone.** The Coastal Commission's *Smart Growth Planning and Permitting in the Coastal Zone*<sup>1</sup> (April 2024) memorandum is intended to provide an overview of what smart growth means in the Coastal Act context and discuss how Commission and local government staff can apply smart growth principles to meet land use planning and coastal resource protection requirements in the Coastal Act.

Under the Coastal Act, new development (with the exception of hazardous industrial development) is required to be located within or in close proximity to existing developed areas with adequate public services to accommodate the new development or, if that is not feasible, in other areas with adequate public services and where it will not have significant adverse effects on coastal resources. Further, the Coastal Act specifically states that new development should maintain and enhance public access to the coast by facilitating public

transit services, providing commercial facilities in residential and other areas, providing non-automobile circulation options, providing adequate parking or access via public transit, assuring the potential for public transit with new high-density uses, and providing sufficient recreational facilities to not overload nearby coastal recreation areas.

- 4) **Urban Multimodal Communities.** The bill provides that a city can be designated an urban multimodal community if it meets three criteria: 1) it has at least one high-quality transit corridor or transit priority area in the city that has stops or stations located within the coastal access zone; 2) it has adopted plans that include targets to reduce GHGs, and fatal and severe injury crashes, including a climate action and local road safety plan; and, 3) it maintains Class I, Class II, or Class IV bicycle facilities, as defined, in the coastal zone.

The bill authorizes – but does not require – LUCI to review the submitted documentation for designation as an urban multimodal community and provides that if LUCI does not provide written notice of approval or deficiencies within the 30-day review period, the city’s designation as UMC is deemed approved.

Without any backstop for review, this bill allows a city to self-certify its designation and afford Coastal Act exemptions for a multitude of transportation-related projects, housing and redevelopment projects, temporary events, and more.

- 5) **Coastal Act jurisdiction.** The Commission administers the Coastal Act and regulates proposed development along the coast and in nearby areas in the coastal zone. Generally, any development activity in the coastal zone requires a CDP from the Commission or local government with a certified LCP. In the jurisdictions with certified LCPs, local governments issue CDPs with detailed planning and design standards. About 88% of the coastal zone is governed by a certified LCP. There are 14 jurisdictions (out of 15 counties and 61 cities) without LCPs – also known as “uncertified” jurisdictions – where the Commission is still the permitting authority for CDPs. Additionally, permitting decisions made by a local government with an approved LCP can be appealed directly to the Commission under specified circumstances. In reviewing the permit, the Commission generally must defer to those standards outlined in the LCP.

Jurisdictions with LCPs are empowered to control what to permit and how to permit coastal development. Some, but not all, CDPs approved by local governments are appealable to the Commission. Generally, projects can be appealed only if they are located between the ocean and the nearest public road, within 300 feet of a coastal bluff or within 100 feet of a wetland. Only a small fraction of appealable projects are actually appealed, as noted below.

- 6) **Permit timelines.** Like all other public agencies, the Commission and local governments with LCPs are subject to the Permit Streamlining Act (GC 65957). Once it receives an initial application, the Commission/local government has 30 days to notify the applicant of any additional materials needed to complete the application. There is no timeline for when the applicant must respond or provide the requested information, but when the Commission does, it has another 30 days to review it to determine whether it is complete. If not, the 30-day cycle starts again. Once the application is complete, the Commission is required to take a final action within 180 days. That time limit may be extended one time for up to 90 days upon the mutual consent of the agency and the applicant. If an agency fails to approve or disapprove the permit within the time limits specified, the permit is subject to being deemed approved.

According to the *California Coastal Commission Key Metrics Report 2025*, the average turnaround time for completed application to final hearing was 47 days. Last year, the Commission denied only one project, which involved a proposal to reconfigure public boat moorings for small vessels in Newport Beach Harbor. Of the 1,290 locally issued CDPs, ~3.5% were appealed to the Commission. Of those 44 appeals, 29 were dismissed for raising no substantial issue, and the remaining 15 were approved with conditions.

Table 5. Locally issued CDPs by appeals status in 2025

Total	Not appealable	Appealable	Appealed
1290	767	523	44

Self-designation for the CDP exemptions offered under the bill undermines the work that went into and the value of existing jurisdiction’s approved LCPs. Additionally, requiring local jurisdictions to submit documentation to LUCI to be approved as urban multimodal communities is misplaced state jurisdiction. The Commission should be the arbiter of any new designation under the Coastal Act.

- 7) **Proposed CDP exemptions.** This bill would exempt designated urban multimodal communities from CDP requirements for projects related to parking infrastructure, active transportation improvements, structure renovations, community events, qualified housing developments, and bike lanes.
  - **Bike lanes.** Encroachments into the Pacific Coast Highway 1 (PCH) in Malibu could support both bike lanes (and parking) if they were removed, according the CalTrans *Pacific Coast Highway Master Plan Feasibility Study, State Route 1, City of Malibu* (June 2025).

In eastern Malibu, PCH is a 4-lane highway with two lanes in each direction. For example, shoulder parking is present along the southern (ocean-facing) side of PCH, which is frequently used by visitors accessing the beach. Parking is free, which contributes to a high turnover rate and significant demand for these spaces. The shoulder width on the mountain side varies and is sometimes obstructed by residential encroachments, limiting the continuous availability of the shoulder for emergency stop or bicyclists. In more residential areas, shoulder width becomes narrower and is frequently obstructed by adjacent property improvements, reducing the space available for continuous public parking.

Bike and bus lanes can be more creatively accommodated by better analyzing current land use over exempting critical coastal zone to development without Coastal Act oversight.

It is also worth noting that the Legislature has recently taken action to streamline bike lane development in the coastal zone. SB 689 (Blakespear), Chapter 445, Statutes of 2024, provides that an application by a local government to convert an existing motorized vehicle travel lane into a dedicated bicycle lane, dedicated transit lane, or a pedestrian

walkway does not require a traffic study for the processing of either a CDP or an amendment to an LCP.

- **Parking.** One of the main tenets of the Coastal Act is to protect coastal access to all Californians, and the Coastal Act has been interpreted to consider parking costs and parking restrictions (including paid parking/parking meters) as relevant to coastal access. Further, parking fees and meters can be treated as “development” because they affect access. Under the Coastal Act, “development” includes not just physical structures but also changes that affect public access to coastal waters. PRC 30211 expressly states that “Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization....” This has been interpreted to include user access fees or restrictions such as parking fees and regulations near the coast (e.g., user fees, timing restrictions, or parking-only zones) because they can influence the intensity or ease of access to the shoreline. Charging for parking — and steadily increasing costs — can make it harder for some groups (especially lower-income visitors) to access the coast, and that these impacts are considered as part of Coastal Act public access policies.

This bill exempts an urban multimodal community from CDP requirements for establishing, altering, eliminating parking requirements, including the addition or removal of parking spaces, establishment of maximum and minimum parking ratios, determination of onstreet and offstreet parking rates, and management of pricing structures, payment methods, payment access and revenue control systems, parking meters, time limits, and residential preferential parking zones.

California Coastal Protection Network argues that the bill would allow for immediate, statewide removal of thousands of public parking spaces with no mandatory replacement, representing a significant loss of coastal access used by thousands if not millions of visitors annually. In many areas, such as Malibu and Sonoma, this is the only available parking for visitors from inland areas.

Without consideration of the public access requirements under the Coastal Act, or consideration of the needs of visitors who may have no other option but to drive, these provisions can be seen as a violation of the Coastal Act.

- **Structure renovations.** Under current law, a CDP is not required for the replacement of any structure destroyed by a disaster up to 110% of its existing footprint. (PRC 30610) The demolition and reconstruction of a single-family residence is not considered “new development” for providing public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10%. (PRC 30212)

The Commission generally considers a remodel as “redevelopment” requiring approval under the Coastal Act if it would result in replacement of 50% or more of major structural components (exterior walls, floor, roof structure or foundation) as they existed when the Coastal Act was enacted (January 1, 1977). This means that a single remodel that replaces 50% of the 1977-era major structure components would be “redevelopment” requiring a permit. Likewise, if a property owner replaced 25% of the 1977-era major

structural components, and then later proposed to replace another 25% of the major structural components, then that second proposal would reach the 50% threshold and require approval under the Coastal Act. Local jurisdictions generally carry forward this standard into their LCPs, and may include additional nuances.

This bill proposes to exempt interior or exterior renovations up to 50% if not within specified geographic proximity to the beach, and prohibits exemptions for renovations located on or within 100 feet of a wetland or environmentally sensitive habitat area.

- **Community events.** A person hosting short-term or recurring community events that do not permanently alter land use or access, including the addition of structures for temporary events that promote visitor-serving commercial, cultural, or recreational activities, and are not located on, or within a 100-foot radius of, a wetland, or on, or within, an environmentally sensitive habitat area.

According to the author, this is intended to accommodate events for the 2026 Olympics. AB 149 (Committee on Budget), Chapter 160, Statutes of 2025, provides all temporary development for 2028 Olympic and Paralympic Games an exemption from the requirements to obtain a CDP until December 31, 2028. (PRC 30612.5)

Further, the Coastal Act provides that a temporary event which does not have any significant adverse impact upon coastal resources does not need a CDP. The Commission's 1998 guidelines<sup>ii</sup> are still used by the Commission, and because they are not regulations or statute, afford ongoing flexibility. The challenge with the exemption under this bill is that it covers reoccurring seasonal events (e.g., exclusive summertime surf camps) that, while not permanent, could significantly limit access for the public non-profit groups during the most popular season for visiting the coast.

- **Outdoor dining.** This bill exempts outdoor dining that is otherwise permitted. This exemption would be irrespective of size or location, or restrictions to coastal access (e.g., blocking a sidewalk, limiting a coastal access path, replacing parking spots).

During the COVID-19 pandemic, the Commission issued numerous CDP waivers for pandemic relief activities including for outdoor dining programs in existing coastal zone parking areas. Projects approved via CDP waiver included the use of public and private parking spaces or certain parklets for outdoor dining purposes so long as certain conditions – such as sidewalks remaining open – were met. The waivers are due to expire on July 1, 2026.

It is unclear what the nexus of outdoor dining is to multimodality.

- **Housing.** Any aspect of a residential housing project, mixed-use housing development that meets specified conditions, transitional housing or supportive housing, and farmworker housing would be exempt.

The Coastal Act continues to require the Commission to encourage housing opportunities for persons of low and moderate income. It further prohibits, in reviewing residential development applications for low- and moderate-income housing, the issuing local agency, or the Commission on appeal, from requiring measures that reduce residential

densities below the density sought by an applicant if the density sought is within the permitted density or range of density established by local zoning plus the additional permitted density. As of 2019, the Commission had approved more than 90% of all development applications, and has never denied a single affordable housing project in its history.

Last year, the Legislature approved SB 484 (Laird), Chapter 416, Statutes of 2025, to require the Commission, in consultation with HCD, by July 1, 2027, to identify infill areas within at least three local jurisdictions that do not have a certified LCPs for a categorical exclusion from CDP requirements. Before exempting more housing from the Coastal Act, the author may wish to see how that novel approach advances in the coastal jurisdictions for which infill projects are identified and developed.

- 8) **Value of the Coastal Act.** The Coastal Act, through CDPs, provides unique protections to the coastal zone that are separate and distinct from the California Environmental Quality Act or other environmental regulations. The Coastal Act includes consideration of the prevention of sprawling development, protection of views to and along the ocean and scenic coastal areas, and maintenance and enhancement of public access to the coast. Further, all new development is required to minimize risk to life and property in areas of high geologic, flood, and fire hazard; assure geologic stability; minimize energy consumption and vehicle miles travelled; and, where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

This year marks the 50<sup>th</sup> anniversary of the Coastal Act. In that time, the Coastal Act has been responsible for creating more than 2,500 public accessways to and along the coast; protecting 12,000 acres of open space and habitat; providing \$30 million to local governments to plan for sea level rise; and, many more things.

Finally, it's worth noting that the National Park Service is currently conducting a congressionally mandated study<sup>iii</sup> to designate coastal areas from Will Rogers State Beach south to Torrance Beach along the Santa Monica Bay coastline as part of the national park system. While only Congress or the president has authority to designate new units of the national park system, about one in four studies result in an actual park. If designated, lands directly managed by the Park Service would be 'protected in perpetuity.' This study sends a strong signal from the current presidential administration how special this area of the coastal zone is to protect.

- 9) **Double referral.** This bill is also referred to the Assembly Housing and Community Development Committee.
- 10) **Committee amendments.** The *committee may wish to consider* amending the bill to limit it to author's district by providing the proposed exemptions exclusively for the City of Santa Monica, and sunset the exemptions in 2034.
- 11) **Related legislation.**

AB 1470 (Haney, 2025) proposed exempting all outdoor dining of undetermined size and location to be from CDP permitting requirements. The bill was ultimately amended to

remove the Coastal Act exemption for outdoor dining and held on the Senate Appropriations suspense file.

SB 484 (Laird), Chapter 416, Statutes of 2025, requires the Commission, in consultation with HCD, by July 1, 2027, to identify infill areas within at least three local jurisdictions that do not have a certified LCP a categorical exclusion from the CDP requirement

## REGISTERED SUPPORT / OPPOSITION:

### Support

AARP	Eastside Housing for All
Abundant Housing LA	Fieldstead and Company, INC.
Abundant Housing Pasadena	Glendale Yimby
Abundant Housing Sunset	Greenbelt Alliance
Ahla Koreatown	Housing Action Coalition
Alhambra Urbanists	Independent Hospitality Coalition
Bay Area Council	Los Angeles Cleantech Incubator
Burbank Abundant Housing	Los Angeles County
Cal Chamber	Los Angeles County Business Federation
California Attractions and Parks Association	Mayor Todd Gloria, City of San Diego
California Building Industry Association	Midpen Housing Corporation
California Council for Affordable Housing	Move LA
California Downtown Association	Office of City Councilwoman Traci Park,
California Mobility and Parking Association	Council District 11, City of Los Angeles
California Restaurant Association	Santa Monica Chamber of Commerce
California Travel Association	Santa Monica Forward
California Yimby	Spur
Circulate San Diego	Streets for All
City of Santa Monica	Urban Environmentalists, Los Angeles
City of Culver City	Venice Chamber of Commerce
City of Long Beach	Westside Council of Chambers of
Climate Resolve	Commerce
Downtown Santa Monica	Westside for Everyone
Dtla 4 All	

### Opposition

Amigos De Bolsa Chica	Coastal Lands Action Network
Audubon California	Defend Ballona Wetlands
Azul	Endangered Habitats League
Ballona Wetlands Institute	Environmental Action Committee of West
Black Surfers Collective	Marin
Black.surfers	Environmental Center of San Diego
California Coastal Protection Network	Escondido Neighbors United
California Coastkeeper Alliance	Friends of Harbors, Beaches and Parks
Citizens Preserving Venice	Friends of Los Penasquitos Canyon Preserve
City Surf Project	Friends of Sunset Park
Cleanearth4kids.org	Green Foothills
Coalition for a Beautiful Los Angeles	Humboldt Waterkeeper

Inland Empire Waterkeeper  
National Parks Conservation Association  
Newport Mooring Association  
Ocean Defenders Alliance  
Orange County Coastkeeper  
Outdoor Outreach  
Paddle for Peace  
Planning and Conservation League  
Queer Surf  
Resource Renewal Institute

Salted Roots  
Save Our Shores  
Sea and Sage Audubon Society  
Social 350 Climate Action  
Surf Justice Collective  
Surfrider Foundation  
Surfrider Foundation Los Angeles Chapter  
Tubb Canyon Desert Conservancy  
Wildcoast

**Analysis Prepared by:** Paige Brokaw / NAT. RES. /

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<sup>i</sup> [Smart Growth Guidance April 2024.pdf](#)

<sup>ii</sup> [Regulation of Temporary Events in the Coastal Zone, Memorandum to Planning Directors of Coastal Cities and Counties](#)

<sup>iii</sup> Public Law 117-328