

Date of Hearing: April 22, 2026

ASSEMBLY COMMITTEE ON HOUSING AND COMMUNITY DEVELOPMENT

Matt Haney, Chair

AB 1740 (Zbur) – As Amended April 15, 2026

SUBJECT: Coastal resources: coastal development permits: Santa Monica

SUMMARY: Exempts certain activities and developments in the City of Santa Monica from the requirement to obtain a Coastal Development Permit (CDP) under the California Coastal Act (Act). Specifically, **this bill**:

- 1) Exempts, notwithstanding any provision of an existing certified Local Coastal Program (LCP) or certified land use plan, the following activities and types of developments in Santa Monica (the City) from CDP requirements, and provides that they shall not require an amendment to a certified LCP or certified land use plan, with limited exceptions:
 - a) Establishing, altering, eliminating, or otherwise managing parking regulations and requirements, including the addition or removal of parking spaces, establishing parking minimums and maximums, determining parking rates, and parking pricing management;
 - b) Making roadway or public right-of-way (ROW) improvements to support pedestrians, bicyclists, or public transit;
 - c) Installing accessible walkways compliant with the Americans with Disabilities Act (ADA), pay stations, signage, and electric vehicle (EV) chargers in public facilities;
 - d) Increasing parking rates without limitation until the rate reaches \$10 per day, adjusted annually for inflation;
 - e) Approving a person hosting short-term community events that do not permanently alter land use;
 - f) Making interior or exterior renovations, changes of use, or intensifications of existing buildings;
 - g) Any aspects of a housing development project, including permits, approvals, or public improvements required for the project, if the housing development meets the following requirements:
 - i) The site is located within an area that allows for multifamily housing in the city's general plan land use element, specific plan, or zoning ordinance;
 - ii) The housing development is a multiunit development, excluding a single-family home with an accessory dwelling unit (ADU), that is at least 2/3 residential;
 - iii) The project is not located on or within a 100-foot radius of a wetland or an environmentally sensitive habitat area; or

- iv) 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;
 - h) Outdoor dining; and
 - i) Installing bicycle facilities.
- 2) Provides that the activities described in 1) are subject to approval and regulation by the City in accordance with state and local laws, and do not require review or approval by the California Coastal Commission (Commission).
 - 3) Provides that this bill does not limit the applicability of other exemptions from CDP requirements.
 - 4) Includes a sunset date of January 1, 2037.

EXISTING LAW:

- 1) Establishes the Commission in the Natural Resources Agency and requires the Commission to consist of 15 members (3 non-voting and 12 voting). (Public Resources Code (PRC) Section 31004)
- 2) Requires each local government within the Coastal Zone to prepare an LCP for that portion of the Coastal Zone within its jurisdiction. Authorizes any local government to request, in writing, the Commission to prepare an LCP or a portion thereof, for the local government. Prohibits amendments to an LCP for the purpose of developing a certified LCP from constituting an amendment of a general plan. (PRC 30500)
- 3) Provides the following for the planning and regulation of development within the Coastal Zone, generally:
 - a) A person planning to perform or undertake any development in the Coastal Zone is required to obtain a CDP from the Commission or local government enforcing an LCP that is certified by the Commission; (PRC 30600)
 - b) An LCP cannot be required to include housing programs and policies; (PRC 30500.1)
 - c) The Coastal Zone means the coastal land and waters of California, and includes the lands that extend inland generally 1,000 yards from the mean high tide line, as specified, with various exceptions including the San Francisco Bay; and (PRC 30103)
 - d) Development means, among other things, the placement or construction of any solid material or structure on land or in water. (PRC 30106)
- 4) Pursuant to the Act (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)

- 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) 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)
 - e) Requires all new development to, among other things, minimize energy consumption and vehicle miles traveled (VMT). (PRC 30253)
- 5) 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 an LCP to clarify and simplify the permitting process for accessory dwelling units (ADUs) and junior accessory dwelling units (JADUs) within the Coastal Zone. (PRC 30500.5)
- 6) 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)

FISCAL EFFECT: Unknown.

COMMENTS:

Author's Statement: According to the author, "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 a highly urbanized transit-rich community. 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 an urbanized, transit-rich community 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 in Santa Monica

without protected coastal resources, such as wetlands, environmentally sensitive habitat areas or coastal bluffs.

This bill now only applies to the City of Santa Monica. However, at the bill's inception, it only applied to a small, narrow portion of the California coast- mainly urban built-out areas with transit service. This proposal 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 government, this bill will alleviate an unnecessary regulatory burden, improve local flexibility, and reduce costs and uncertainty for city government, individuals, and businesses. In an area that is 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."

California's Coastal Zone: In 1976, the Legislature enacted the California Coastal Act, which mandates that coastal counties manage the conservation and development of coastal resources through a comprehensive planning and regulatory framework. The boundaries of the Coastal Zone are defined in the Public Resources Code. In ecologically significant areas, such as estuaries, habitats, and recreational zones, the Coastal Zone can extend inland to the first major ridgeline paralleling the sea or up to five miles from the mean high tide line, whichever is less. In more developed urban areas, the Coastal Zone typically extends inland less than 1,000 yards. The Coastal Zone explicitly excludes the jurisdiction of the San Francisco Bay Conservation and Development Commission and any areas contiguous to it, including rivers, streams, tributaries, and flood control channels.

California's coast is a vital natural and social resource. However, not all of the Coastal Zone is composed of environmentally sensitive areas. Much of it includes developed urban neighborhoods, including affluent, high-opportunity communities, where housing scarcity is especially acute.

Development in the Coastal Zone: The process of securing approvals for new housing throughout California is often lengthy, unpredictable, and costly. A 2025 study found that California is the most expensive state in the nation for multifamily housing production, in part due to prolonged timelines between application submittal and project approval.¹ This report found that longer production timelines are strongly associated with higher costs, and the time to bring a project to completion in California is more than 22 months longer than the average time required in Texas.²

HCD identifies lengthy permit processing timelines and procedures as a governmental constraint to housing development. In its San Francisco Housing Policy and Practice Review, HCD found that complex entitlement and permitting processes not only discourage new developers from entering the market, but can also cause existing developers to exit high-barrier jurisdictions in favor of those with simpler procedures.³ Bureaucratic delays can result in project abandonment, further constraining the state's housing supply.

¹ https://www.rand.org/pubs/research_reports/RRA3743-1.html

² https://www.rand.org/pubs/research_reports/RRA3743-1.html

³ HCD San Francisco Policy & Practice Review, Page 13. Published October 2023. Accessed from: <https://www.hcd.ca.gov/policy-and-research/plans-and-reports>

Housing development projects in the Coastal Zone face additional layers of review and uncertainty. Each coastal jurisdiction must develop its own LCP, which must be certified by the Commission. Once certified, the LCP governs land use within the Coastal Zone, including whether a CDP is required. Most development in the Coastal Zone must obtain a CDP in addition to any required local land use entitlements. These CDPs often add time and cost to the process. In areas with a certified LCP, the local government conducts the CDP review. However, even when the local government grants the permit, CDP decisions are appealable to the Commission if the development falls within certain defined zones. In areas without a certified LCP, the Commission retains approval authority for CDPs.

Recent Legislative Efforts: In recent years, the Legislature has passed legislation aimed at addressing barriers to coastal development. Notably, AB 462 (Lowenthal), Chapter 491, Statutes of 2025 streamlines the approval of ADUs within the Coastal Zone by requiring local governments or the Commission to approve or deny a CDP application for an ADU within 60 days of a complete application, with concurrent processing alongside the underlying ADU permit, and a “deemed approved” provision if timelines are not met. AB 462 further removed the ability to appeal CDPs for ADUs approved by a local government. AB 462 also creates a limited exception to allow certificates of occupancy for certain detached ADUs in disaster-affected areas prior to reconstruction of the primary dwelling.

Similarly, SB 484 (Laird), Chapter 416, Statutes of 2025, directed the Commission, in consultation with HCD, to identify infill areas within specified jurisdictions where certain development may be categorically excluded from CDP requirements, based on findings that such development would not result in significant adverse impacts to coastal resources or access.

This Bill: This bill establishes a broad set of exemptions from Coastal Act CDP requirements within the City of Santa Monica for specified categories of development and activities, including parking management, multimodal transportation improvements, accessibility upgrades, temporary events, building renovations, outdoor dining, bicycle infrastructure, and housing development. By removing CDP requirements for these activities, this bill shifts primary oversight to the City and is intended to reduce administrative delays associated with coastal permitting.

While the bill is not exclusively focused on housing, its inclusion of a broad exemption for qualifying housing development projects represents a potentially significant change to how housing is approved in the Coastal Zone. Specifically, this bill exempts multifamily housing developments that are already permitted under local zoning, along with all associated permits and public improvements, from CDP requirements, provided the projects are located outside environmentally sensitive areas and not in close proximity to the shoreline. In practice, this removes an additional layer of discretionary review that can introduce delay, cost, and appeal risk, even for projects that are otherwise consistent with local land use plans.

This bill also meaningfully alters the role of the Local Coastal Program (LCP) in governing development within the Coastal Zone. Under existing law, a certified LCP serves as the primary mechanism through which local governments implement the Coastal Act, and CDP requirements are typically embedded within and enforced through the LCP framework. If a local government does not have a certified LCP, then the Coastal Commission is the issuing body for CDPs. This bill, however, provides that the specified exemptions apply notwithstanding any provision of a certified LCP or land use plan and without requiring an LCP amendment, effectively superseding

locally adopted coastal policies for these categories of development. As a result, projects that would otherwise be subject to LCP-based CDP review, including those consistent with zoning, but still requiring CDPs, would instead be processed solely under local land use authority.

Because LCPs often include additional coastal-specific standards, discretionary review processes, and appeal pathways, they can function as an additional layer of regulation beyond local zoning. By bypassing CDP requirements and, by extension, key components of LCP implementation for qualifying projects, this bill may streamline infill housing production in a high-opportunity coastal jurisdiction and reduce permitting timelines. At the same time, this approach shifts the balance between state-directed streamlining and the Coastal Act's long-standing reliance on locally tailored coastal planning through certified LCPs. This bill maintains geographic and environmental guardrails and sunsets on January 1, 2037, allowing the Legislature to evaluate how these changes affect housing production, coastal access, and resource protection over time.

Arguments in Support: The California Home Building Alliance (HBA) writes in support: "AB 1740 recognizes the critical role played by the Coastal Commission's while also acknowledging that urban communities with high quality transit are burdened by the need to seek Coastal Commission approval for activities ranging from removing a parking space and installing outdoor dining to building housing or changing the use of an existing, already constructed building."

Arguments in Opposition: The California Coastal Protection Network, Environmental Action Committee of West Marin, Azul, and Surfrider Foundation write in an oppose unless amended position: "Unfortunately, the author of AB 1740 continues to pursue a Coastal Act exemption-based approach. The core of the bill - which guts essential Coastal Act provisions for the protection of the environment, public access, environmental justice and sea level rise planning - remains intact. For this reason, we remain opposed until ALL of the Coastal Act Exemptions are removed from AB 1740."

Committee Amendment: The Committee may wish to consider the following amendment, so that sites identified for housing in the housing element, not just the land use element, are eligible:

(A) The project site is located within an area where multiunit housing is an allowed use in the city's general plan ~~land use element~~, specific plan, or zoning ordinance.

Related Legislation:

AB 462 (Lowenthal), Chapter 491, Statutes of 2025, streamlines the approval of ADUs within the Coastal Zone by requiring local governments or the Commission to approve or deny a CDP application for an ADU within 60 days of a complete application.

SB 484 (Laird), Chapter 416, Statutes of 2025, directed the Commission, in consultation with HCD, to identify infill areas within specified jurisdictions where certain development may be categorically excluded from CDP requirements, based on findings that such development would not result in significant adverse impacts to coastal resources or access.

Double-Referred: This bill was also referred to the Committee on Natural Resources, where it passed with a 10-0 vote on April 13, 2026.

REGISTERED SUPPORT / OPPOSITION:**Support**

Abundant Housing LA (Co-Sponsor)
City of Santa Monica (Co-Sponsor)
Streets for All (Co-Sponsor)
AARP
Abundant Housing Los Angeles
Abundant Housing Pasadena
Abundant Housing Sunset
Ahla Koreatown
Alhambra Urbanists
American Gonzo Food Corporation
Bay Area Council
Burbank Abundant Housing
Cal Chamber
California Attractions and Parks Association
California Council for Affordable Housing
California Downtown Association
California Mobility and Parking Association
California Restaurant Association
California Travel Association
California YIMBY
CBIA
Chulita Restaurant Group
Circulate San Diego
City of Long Beach
Climate Resolve
Downtown Santa Monica
DTLA 4 All
Eastside Housing for All
Fieldstead and Company
Glendale YIMBY
Housing Action Coalition
Independent Hospitality Coalition
League of California Cities
LISC San Diego
Los Angeles Cleantech Incubator
Los Angeles County
Los Angeles County Business Federation
Mayor Todd Gloria, City of San Diego
MidPen Housing Corporation
Move LA
New Way Homes
Office of City Councilwoman Traci Park, Council District 11, City of Los Angeles
Santa Monica Chamber of Commerce
Santa Monica Forward
SPUR

Streets are for Everyone
The Brig
The Wish You Were Here Group
Urban Environmentalists, Los Angeles
Venice Ale House
Venice Chamber of Commerce
Westside Council of Chambers of Commerce
Westside for Everyone

Opposition

Coastal San Pedro Neighborhood Council
Environmental Defense Center
Sierra Club
Venice Neighborhood Council

Oppose Unless Amended

350 Bay Area Action
Amigos De Bolsa Chica
Audubon California
Azul
Ballona Wetlands Institute
California Coastal Protection Network
California Coastkeeper Alliance
Citizens Preserving Venice
Cleaneart4kids.org
Coalition for a Beautiful Los Angeles
Coastal Corridor Alliance
Coastal Lands Action Network
Defend Ballona Wetlands
Endangered Habitats League
Environmental Action Committee of West Marin
Environmental Action Committee of West Marin
Environmental Center of San Diego
Escondido Neighbors United
Friends of Harbors, Beaches and Parks
Friends of Los Penasquitos Canyon Preserve
Green Foothills
Heal the Bay
Humboldt Waterkeeper
Inland Empire Waterkeeper
National Parks Conservation Association
Newport Mooring Association
Ocean Defenders Alliance
Orange County Coastkeeper
Outdoor Outreach
Planning and Conservation League
Resource Renewal Institute
Save Our Shores

Sea and Sage Audubon Society
SoCal 350 Climate Action
Surfrider Foundation
Surfrider Foundation Los Angeles Chapter
Tubb Canyon Desert Conservancy
WILDCOAST

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