

ASSEMBLY THIRD READING

AB 1740 (Zbur)

As Amended May 18, 2026

Majority vote

SUMMARY

Exempts the City of Santa Monica from coastal development permit (CDP) requirements under the Coastal Act for parking modifications, bike lanes, mass transit, housing, outdoor dining, and temporary events, as specified.

Major Provisions

- 1) Exempts the City of Santa Monica from requiring a CDP for the following projects:
 - a) Addition or removal of parking spaces by public or private entities; 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.
 - b) 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.
 - c) Installation of accessible walkways consistent with requirements under the federal Americans with Disabilities Act, pay stations, signage, and electric vehicle chargers in public facilities.
 - d) Increasing parking rates without limitation until rates reach ten dollars (\$10) per day, adjusted annually for inflation.
 - e) 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.
 - f) A person making interior or exterior renovations, changes of use, or intensifications of use of existing buildings, as specified.
 - g) Any aspect of a housing development project, as defined in Section 65589.5 of the Government Code, if the housing development project meets specified conditions.
 - h) Outdoor dining that is otherwise permitted.
 - i) Installation of Class I, Class II, or Class IV bicycle facilities.
- 2) Sunsets the provisions of this bill on January 1, 2029.

COMMENTS

The Coastal 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 local coastal plan (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.

Despite receiving three grants totaling \$375,000 to complete its LCP, the City of Santa Monica has not yet certified its LCP.

AB 1740 provides exemptions from the Coastal Act for CDP requirements for the City of Santa Monica for various projects, including parking modifications, bike lanes, mass transit, housing, outdoor dining, and temporary events, as specified.

According to the Author

"[This] 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."

Arguments in Support

The City of Santa Monica argues the Coastal Act's "one-size-fits-all permitting framework can create unintended barriers to housing production in highly urbanized coastal communities." The city argues that even housing projects that are already consistent with state law, local zoning, and Regional Housing Needs Allocation obligations "can face duplicative [Coastal Commission] review. This can delay infill housing, increase costs, and create uncertainty – particularly for projects that include affordable units or rely on time-sensitive financing." The city argues it is actively working to meet its Regional Housing Needs Assessments (RHNA) targets through infill development, adaptive reuse, and housing located near high-quality transit, and that this bill provides a balanced and targeted solution by allowing Santa Monica – given its established multimodal transportation network and adopted climate and safety policies – to "locally approve a limited set of activities that do not impact coastal resources or reduce public access."

Arguments in Opposition

A coalition of environmental organizations write, "AB 1740 creates a sweeping new exemption from California Coastal Act requirements within the City of Santa Monica for a broad category of housing, transportation, parking, building renovation, temporary events (up to one year), and operational projects. While framed as a streamlining measure, the bill would remove projects from the California Coastal Commission's existing permit review structure while leaving the state with continuing oversight, enforcement, and litigation responsibilities ... Finally, the exemption for Santa Monica will reward this city's failure to complete its Local Coastal Plan despite the fact that the state has already invest \$375,000 in grants to the city for its completion."

FISCAL COMMENTS

According to the Assembly Appropriations Committee, this bill would result in annual General Fund costs of an unknown amount, potentially in excess of \$150,000, up to two years, for the Commission to comply with this bill. For its part, the Commission notes that while the exemptions in the bill may result in potential cost savings to the Commission from not having to process CDPs for exempt projects, these savings would be offset by the need to coordinate with the City of Santa Monica, which does not have experience implementing the Coastal Act, to make the findings necessary to determine whether individual projects meet the bill's criteria for exemption from the Coastal Act. Unlike the 64 coastal cities and counties that have complied with the statutory mandate to develop a local coastal plan (LCP), the City of Santa Monica does not have a certified LCP.

VOTES**ASM NATURAL RESOURCES: 10-0-4**

YES: Bryan, Ellis, Alanis, Garcia, Haney, Hoover, Kalra, Macedo, Schultz, Zbur

ABS, ABST OR NV: Connolly, Muratsuchi, Pellerin, Hart

ASM HOUSING AND COMMUNITY DEVELOPMENT: 12-0-0

YES: Haney, Patterson, Ávila Farías, Caloza, Garcia, Kalra, Lee, Quirk-Silva, Ta, Tangipa, Wicks, Wilson

ASM APPROPRIATIONS: 10-0-5

YES: Wicks, Aguiar-Curry, Calderon, Caloza, Fong, Mark González, Krell, Pacheco, Sharp-Collins, Solache

ABS, ABST OR NV: Hoover, Dixon, Pellerin, Ta, Tangipa

UPDATED

VERSION: May 18, 2026

CONSULTANT: Paige Brokaw / NAT. RES. /

FN: 0002756