

ASSEMBLY THIRD READING

AB 1740 (Zbur)

As Amended May 22, 2026

Majority vote

SUMMARY

Establishes timeframes for the City of Santa Monica (City) to submit and the Coastal Commission (Commission) to act on the City's local coastal plan (LCP) and provides Coastal Act exemptions for specified projects in the City until the LCP is certified. Streamlines permit requirements statewide for specified bike lane improvements.

Major Provisions

- 1) *Requires, on or before January 1, 2029, the City to submit to the Commission a complete, proposed LCP for the City's portion of the coastal zone. Requires the Commission to act within six months of receipt of a submitted complete LCP proposal, unless an extension is requested by the City.*
- 2) *Exempts, until the City's LCP is certified, the City from coastal development permit (CDP) requirements for the following projects:*
 - a) *Renovations of existing buildings that do not exceed 10,000 square feet. Renovations can exceed up to 10% of the building's existing footprint. Allows for changes in use of the building;*
 - b) *Facilities improvements to facilitate compliance with the federal American Disabilities Act (ADA); and,*
 - c) *Installation of electrical vehicle (EV) charging stations.*
- 3) *Allows, on and after July 1, 2029, until July 1, 2031, if the Commission has not certified the City's submitted LCP, any aspect of a housing development project, as defined in Section 65589.5 of the Government Code and that meet specified geographic limitations, to be exempt from CDP requirements.*
- 4) *Streamlines CDP requirements for development of dedicated bike lanes.*
- 5) *Requires new reporting for the Commission.*

COMMENTS

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.

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

This bill requires the City to submit a complete LCP proposal to the Commission within 2 years, and requires the Commission to take action to certify the LCP within 6 months of receiving the proposal. The bill provides exemptions from the Coastal Act for CDP requirements for the City for various projects until the LCP is certified, including EV parking infrastructure, ADA improvements, building renovations, and housing projects, including residential units, mixed-use developments consisting of residential and nonresidential uses that meet specified conditions, transitional housing or supportive housing, and farmworker housing.

According to the Author

This bill provides for a specified timeline for the development and certification of a Local Coastal Plan for the City of Santa Monica while concurrently providing for smart climate strategies by incentivizing and supporting investments in transit, bike lanes and pedestrian transportation across the state.

This bill allows, for the City of Santa Monica, changes of use and interior and exterior renovations of small buildings, and other minor projects that improve ADA compliance and EV charging station deployment without the need for individual coastal development permits for an interim period of time while an LCP is being developed. The bill only would apply to areas in Santa Monica without protected coastal resources, such as wetlands, environmentally sensitive habitat areas or coastal bluffs.

This bill would also provide expedited consideration by the Coastal Commission of bike lanes and pedestrian and minor transit improvements, in urbanized coastal areas statewide, and authorizes the Commission to expedite projects without parking mitigation if the projects are near existing parking and increase public access to the coast for residents and visitors.

Arguments in Support

The City of Santa Monica writes, "AB 1740 provides a balanced solution by allowing Santa Monica to locally approve only a narrow set of activities while maintaining full Coastal Commission authority over sensitive habitat areas, wetlands, shoreline access, and projects that could impact coastal resources. The amendments limiting the bill to Santa Monica and establishing a sunset ensure that the Legislature can evaluate the effectiveness of this approach before considering any broader application. By reducing unnecessary procedural barriers, AB 1740 will help accelerate housing production, support local businesses, improve pedestrian and bicycle safety, and allow the Coastal Commission to focus its resources where they are most needed—protecting California's sensitive coastal habitats and ensuring meaningful public coastal access."

Arguments in Opposition

A coalition of environmental organizations, *including California Coastal Protection Network and Surfrider Foundation, among many others*, 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 1 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

Unknown

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 22, 2026

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FN: 0003137