

Notice of Intent to Circulate Petition

Notice is hereby given by the persons whose names appear hereon of their intention to circulate the petition within the City of Santa Monica for the purpose of allowing certain uses and development on Santa Monica Municipal Airport land after the Airport is permanently closed to aviation and establishing voter-approved limits, as required by Section 640 of the Santa Monica City Charter, on the uses and development that may occur

A statement of the reasons of the proposed action as contemplated in the petition is as follows:

In 2014, Santa Monica voters adopted Measure LC, which added Section 640 to the Santa Monica City Charter. Section 640 allows for the development of parks, public open spaces, and public recreational facilities, and the maintenance and replacement of existing cultural, arts and education uses on Santa Monica Municipal Airport land following the Airport's permanent closure to aviation. Section 640 further provides that no development of other uses on the Airport land shall be allowed until the voters have approved limits on the uses and development that may occur on the land.

Santa Monica now faces some of the highest housing costs in California, with rents and home prices well beyond the reach of many working families. New affordable housing is needed to create opportunities for teachers, nurses, hospital staff, hospitality and retail workers, childcare providers, and other essential workers to live in the community they serve.

Closure of the Santa Monica Municipal Airport to aviation uses presents a unique opportunity to honor the intent of Measure LC by creating a spacious public park with natural, recreational, and educational amenities, while also building a new mixed-income neighborhood that provides housing affordable at a wide range of income levels and supports the ability of individuals and families to thrive in Santa Monica.

This Initiative therefore amends the Santa Monica General Plan Land Use and Circulation Element to establish limits on uses and development, and additional policies governing future development, of the Airport land following the Airport's permanent closure to aviation. Among other things, the Initiative:

- Requires that 75% of the Airport land be committed to the park, open space, recreational, cultural, arts, and educational uses allowed under Section 640 of the Santa Monica City Charter, and that 25% of the Airport land be committed to housing and associated commercial uses meeting the Initiative's requirements.
- Establishes land use designations for the Airport land that provide for 3,000 units of permanently affordable housing; provides rules for the determination of eligibility for the permanently affordable housing units and for the cost of housing that may be charged for those units; and authorizes the City Council, in certain circumstances, to extend eligibility to households at higher income levels and provide for the distribution of units among households of various income levels.

- Provides planning guidelines and labor standards for the development of housing, commercial, and other uses of the Airport land.

Submitted February 12, 2026

Signed By:

/s/

Hajar Muqtasid, Santa
Monica Housing Authority
Boardmember



/s/

Christina Navarro, Santa
Monica Hotel Worker



/s/

Ralph Mechur, Santa Monica
for Renters Rights (SMRR)
Housing Committee



2009141.4

Attachment 2

To the Honorable City Clerk of the City of Santa Monica: We, the undersigned, registered and qualified voters of the City of Santa Monica, hereby propose an initiative measure to amend the Santa Monica General Plan Land Use & Circulation Element. We petition you to submit this measure to the Santa Monica City Council for submission of the measure to the voters of the City of Santa Monica at the earliest election for which it qualifies.

The people of City of Santa Monica do hereby ordain as follows:

SECTION 1: TITLE, PURPOSE AND FINDINGS

A. Title

This measure shall be known and may be cited as the Great Park and Community Housing Initiative (hereafter the “Initiative”).

B. Purpose

To provide for park, open space, affordable housing, and community-serving uses once Santa Monica Municipal Airport is permanently closed to aviation, and to provide voter-approved limits on the uses and development that may occur on the site pursuant to Santa Monica City Charter section 640 (adopted by the voters in Measure LC in 2014).

C. Effect

The Initiative amends the General Plan to (a) provide certain requirements applicable to any future Santa Monica Airport/Business Park Specific Plan adopted in accordance with the General Plan; (b) provide voter-approved limits on new development of the Airport land that will be effective once the Airport is closed to aviation uses and that limit uses and development to the park, open space, recreational, cultural, arts, and educational uses allowed under Section 640 of the Santa Monica City Charter, permanently affordable residential uses in sustainable buildings, and neighborhood-serving commercial uses; (c) require that Airport land be committed 25% to housing and associated commercial uses meeting the Initiative’s requirements and 75% to park, open space, recreational, cultural, arts, and educational uses; (d) require that the land use designations for the Airport land provide for 3,000 units of permanently affordable housing; (e) provide rules for the determination of eligibility for the permanently affordable housing units and for the cost of housing that may be charged for those units; (f) provide planning guidelines for the development of housing and other uses of the Airport land; and (g) authorize the City Council, without a vote of the people in certain circumstances, to extend eligibility to households at higher income levels and provide for the distribution of units among households of various income levels.

D. Findings

1. The City of Santa Monica (“the City” or “Santa Monica”) owns and operates the Santa Monica Municipal Airport (“the Airport” or “Santa Monica Airport”), which occupies more than 191

acres. The Airport is depicted as the area labeled “Airport” on the Land Use Designation Map on page 2.1-28 of the Santa Monica Land Use and Circulation Element, a part of the City’s General Plan. The Land Use Designation Map is attached to this Initiative as Exhibit A for informational purposes only and is not adopted or readopted by this Initiative. As of January 1, 2029, the City will be free to close the Airport, end aviation operations there, and redevelop the land consistent with Section 640 of the Santa Monica City Charter. This will be a rare opportunity to return this public land to public-serving uses. Consistent with Charter Section 640, the General Plan Amendment in this Initiative provides voter approval for a spacious public park and a mixed-income neighborhood that supports the ability of individuals and families to thrive in Santa Monica.

2. Under this Initiative, the bulk of the Airport land will be devoted to the creation of a major new public park—by far the largest non-beach park in the City—with space for a wide range of community-serving uses such as recreation areas, natural landscapes, walking paths, sports fields, play areas, community gardens, and the maintenance and replacement of existing cultural, arts and education uses.

3. Santa Monica faces some of the highest housing costs in California, with rents and home prices well beyond the reach of many working families. The City’s limited housing supply, combined with sustained demand, has driven up costs year after year. This scarcity has displaced many long-time residents and made it difficult for teachers, nurses, hospital staff, hospitality and retail workers, childcare providers, and other essential workers to live in the community they serve. Creating significant new housing opportunities for a range of income levels offers a meaningful step toward addressing this shortage.

4. Because most people who work in Santa Monica cannot afford to live near their jobs, tens of thousands of workers must commute from other cities every work day. These regional commuting patterns worsen traffic congestion, increase greenhouse gas emissions, and add air pollution to surrounding neighborhoods. Providing new homes for working families on the former Airport site will help reduce commutes, relieve traffic burdens, and improve air quality and quality of life.

5. The new neighborhood envisioned by this Initiative may also include community-serving amenities—such as grocery stores, cafés, childcare centers, small neighborhood shops, and spaces for local services—that make daily life more convenient, walkable, and family-friendly. These elements will create a complete neighborhood that complements the surrounding community and enhances quality of life for both existing and new residents.

6. This Initiative establishes a balanced land-use approach by dedicating 75% of the Airport land to permanent park and open space and the maintenance and replacement of existing cultural, arts and education uses while creating a pathway for much-needed family-serving housing on a portion of the remaining land. This balance ensures that future generations will benefit from both abundant open space and stable, attainable homes.

7. Replacing aviation operations and vast paved areas with parkland and environmentally responsible, mixed-income residential uses will advance the City’s goals of sustainability and equity. This transformation will help reduce noise, improve air quality, lessen heat-island effects,

and create healthier neighborhoods. It will also promote equity by providing opportunities for a diversity of families to access outdoor spaces, stable homes, and everyday amenities within walking distance. To further advance equity, people previously displaced from homes in Santa Monica as a result of past government action, and their direct descendants, will receive preference for new housing opportunities on the site to the extent allowed by law. Together, these elements support the City's long-term resilience and diversity and could help prevent the further displacement of essential workers and their families, as well as long-time residents.

8. Section 640 of the Santa Monica City Charter, adopted by the voters in Measure LC in 2014, provides in its entirety:

Subject only to limitations imposed by law, the City Council shall have full authority, without voter approval, to regulate use of the Santa Monica Airport, manage Airport leaseholds, condition leases, and permanently close all or part of the Airport to aviation use.

If all or part of the Airport land is permanently closed to aviation use, no new development of that land shall be allowed until the voters have approved limits on the uses and development that may occur on the land. However, this section shall not prohibit the City Council from approving the following on Airport land that has been permanently closed to aviation use: the development of parks, public open spaces, and public recreational facilities; and the maintenance and replacement of existing cultural, arts and education uses.

9. Goal D36 of the Santa Monica General Plan Land Use & Circulation Element, a portion of the City's General Plan ("the General Plan"), provides that it is a goal of the City to "[c]reate and adopt a specific plan to transition the Santa Monica Business Park and the Santa Monica Airport from stand-alone elements to neighborhoods integrated into the City." General Plan Policy D36.3 provides that "[t]he Santa Monica Airport/Business Park Specific Plan should set forth an appropriate mix of land uses as well as establish a framework of vehicular roadways and pedestrian routes, open space and shared parking facilities to create a complete neighborhood." General Plan Policy D36.4 provides that "[t]he Santa Monica Airport/Business Park Specific Plan should interface carefully with adjoining commercial uses and establish standards and guidelines to transition to the adjacent residential neighborhoods." This Initiative and the General Plan Amendment herein establish additional policies and planning requirements for any Santa Monica Airport/Business Park Specific Plan that is adopted pursuant to Goal D36, including limits on the uses and development that may occur on the Airport land.

10. The limits on uses and development established in this Initiative include the "Community Housing" designation, which allows housing meeting certain requirements on a portion of the Airport land. These requirements include, among other limitations, affordability requirements limiting the housing cost that may be charged for housing units, and a requirement that certain projects be subject to a "community workforce agreement," which is defined by reference to Section 2500 of the California Public Contract Code. That section in turn refers to Section 158 of Title 29 of the United States Code. These two statutory sections are attached to this Initiative as Exhibits C and D, respectively.

11. This Initiative and the General Plan Amendment herein have been approved by the voters in order to provide limits on the uses and development that may occur on the Airport land in accordance with Section 640 of the City Charter. Following enactment, the uses and development allowed pursuant to this Initiative and the General Plan Amendment herein will be consistent with and authorized under Section 640 of the City Charter.

12. Among the limits on uses and development provided in this Initiative and General Plan Amendment is the requirement that all housing on Airport land be provided to households with incomes that are no greater than specific limits that the State of California uses for determining eligibility for affordable housing opportunities. A table published and periodically updated by the California Tax Credit Allocation Committee showing these limits for Los Angeles County for the year 2025 is attached as Exhibit B for informational purposes only and is not adopted or readopted by this Initiative. This Initiative and General Plan Amendment also requires that all housing on Airport land be provided at affordable cost; the General Plan Amendment provides a formula for calculating that affordable cost.

13. Article XXXIV of the California Constitution requires a vote of the people to authorize development, construction, or acquisition of certain affordable housing by the City; this requirement may apply to some or all housing allowed by this Policy D37.1. Article XXI of the Santa Monica City Charter authorizes the City to develop, construct, or acquire a certain number of such units each year and provides that further authorizations may be granted by a vote of the people.

SECTION 2: SANTA MONICA GENERAL PLAN AMENDMENTS

This Initiative hereby amends the Santa Monica General Plan (“General Plan”), as amended through February 12, 2026, the date that the notice of intention to circulate this Initiative was submitted to the elections official of the City of Santa Monica (“Submittal Date”). Except as specifically provided in this Initiative, the amendment in this Section 2 may be changed only by a vote of the people.

A. General Plan Text Amendments

1. Goal D37 Added to Land Use & Circulation Element of the Santa Monica General Plan

A new Goal D37 is inserted into the Land Use & Circulation Element of the Santa Monica General Plan, at page 2.6-64, immediately following Policy D36.4:

Goal D37

Provide land use designations that will take effect upon the closure of the Santa Monica Municipal Airport and allow the Airport land to become a park and neighborhood that meets the needs of the 21st century. Such designations shall facilitate the construction of 3,000 units of housing available at costs below market rates, including housing with attached social services, to

a vibrant mix of people of various income levels, allowing those people to live close to work, daily needs, and green space. Include provisions in the Santa Monica Airport/Business Park Specific Plan to implement this goal.

2. Policy D37.1 Added to Land Use & Circulation Element of the Santa Monica General Plan.

A new Policy D37.1 is inserted into the Land Use & Circulation Element of the Santa Monica General Plan, at page 2.6-64, immediately following Goal D37 as added by Subsection A.1 of Section 2 of this Initiative.

Policy D37.1

1. Use of the lands within the Airport (“the Airport Land”) after all or part of the Airport is permanently closed to aviation uses shall be limited to:
 - a. “Great Park Open Space” uses, which shall mean parks, public open spaces, and public recreational facilities, as well as the maintenance and replacement of cultural, arts and education uses that exist on the date the Santa Monica Airport ceases to operate as an airport.
 - b. Community Housing and Community Commercial uses meeting the requirements of this Policy.
2. “Community Housing” means residential use meeting the following requirements:
 - a. All residential units are permanently restricted by a recorded covenant or equivalent instrument to be available only to qualified households and to be provided at affordable cost.
 - i. “Qualified households” are households whose gross annual income does not exceed the 120% Income Level, as defined in Section 3 of this Policy D37.1.
 - ii. “Affordable cost” means a cost of housing that ensures that households in rental units have annual rental costs no more than 30% of the income level for that unit and households in for-sale units have annual housing costs no more than 35% of the income level for that unit, all income levels adjusted for household size.
 - b. All buildings meet specific sustainability standards, which shall aim to minimize emissions of greenhouse gases and other pollutants, minimize energy use, minimize storm water runoff, and discourage personal motor vehicle use.
 - c. All residential units are subject to a requirement that residents of Santa Monica, workers who are employed in Santa Monica, people previously displaced from homes in Santa Monica by past government action, and the direct descendants of

such displaced persons and families be given preference for units in Community Housing on Airport Land, to the extent allowed by law.

- d. Any off-street parking required for housing units is contained in structures.
- e. Any development, construction, or rehabilitation of buildings including forty units or more of housing meeting the requirements of this Section 2 of Policy D37.1 undertaken, funded, or financed, in whole or in part, by the City of Santa Monica is subject to a community workforce agreement. For purposes of this Policy D37.1(2)(e):
 - i. The number of units means the maximum number of units authorized in any entitlement granted by the land use permitting authority for the development project, regardless of whether construction proceeds in phases.
 - ii. “Community workforce agreement” means a project labor agreement that includes provisions for hiring local and County workers and registered apprentices.
 - iii. “Local” means residing in the City of Santa Monica.
 - iv. “County” means residing Los Angeles County but not in the City of Santa Monica.
 - v. “Project labor agreement” has the same meaning as in paragraph (1) of subdivision (b) of Section 2500 of the California Public Contract Code.

- 3. For purposes of this Policy D37.1, income levels are defined as follows:

- a. “30% Income Level” means the 30% Income Level, adjusted for household size, as published and periodically updated by the California Tax Credit Allocation Committee (“TCAC”) for Los Angeles County.
- b. “40% Income Level” means the 40% Income Level, adjusted for household size, as published and periodically updated by TCAC for Los Angeles County.
- c. “50% Income Level” means the 50% Income Level, adjusted for household size, as published and periodically updated by TCAC for Los Angeles County.
- d. “60% Income Level” means the 60% Income Level, adjusted for household size, as published and periodically updated by TCAC for Los Angeles County.
- e. “80% Income Level” means the 80% Income Level, adjusted for household size, as published and periodically updated by TCAC for Los Angeles County.
- f. “100% Income Level” means the 100% Income Level, adjusted for household size, as published and periodically updated by TCAC for Los Angeles County.

- g. “120% Income Level” means two times the 60% Income Level.
 - h. “175% Income Level” means 1.75 times the 100% Income Level.
- 4. “Community Commercial” means local-serving retail and service commercial uses that encourage foot traffic, such as small restaurants, cafes, childcare centers, laundromats, dry cleaners, beauty/barber shops, and grocery stores that are integrated into the primary Community Housing uses, as well as public/community uses such as libraries that are local-serving and encourage foot traffic. Any parking required for Community Commercial uses shall be contained in structures.
- 5. Use of the Airport Land shall be subject to the following limits on the uses and development that may occur on the land:
 - a. 75 percent of the Airport Land shall be designated for Great Park Open Space.
 - b. 25 percent of the Airport Land shall be designated for Community Housing; Community Commercial uses may additionally be allowed in all or part of the area designated for Community Housing.
 - c. The density allowed in the Community Housing designation shall be sufficient to provide 3,000 units of Community Housing.
 - d. Residential uses allowed in the Community Housing Designation shall include a mix of unit sizes and a mix of multi-family building types, and shall additionally include housing with permanent supportive services and senior housing.
 - e. Units within the Community Housing designation shall be available to a mix of households at the 30%, 40%, 50%, 80%, 100%, and 120% Income Levels, with no less than half of all units constructed on Airport Land available solely to households at the 80% Income Level or lower.
- 6. It is the policy of the people of Santa Monica that the purposes of Goal D37 and this Policy D37.1 will be best served if the City continues to own all Airport Land and therefore it is the intent of the voters that all Airport Land remain in City ownership to the extent permitted by law.
- 7.
 - a. The people of Santa Monica authorize the City Council, upon a factual finding that such changes are necessary to achieve Goal D37 and without a further vote of the people, to make the following changes to Policy D37.1:
 - i. Revise the definition of “qualified households” such that a qualifying household may have a gross annual income that does not exceed the 175% Income Level, as defined above, and

- ii. Provide that units in in the Community Housing designation shall be made available as follows:
 - (1) No less than 40% of units shall be available to households whose gross annual income does not exceed the 80% Income Level.
 - (2) No more than 40% of units shall be available to households whose gross annual income does not exceed the 120% Income Level.
 - (3) No more than 20% of units shall be available to households whose gross annual income does not exceed the 175% Income Level.
- b. The people of Santa Monica authorize the City Council, without a further vote of the people, to revise the definitions of the various income levels defined in this policy, only in the event that TCAC ceases to publish and update maximum income levels, in which case the City Council is authorized to adopt definitions of income levels that advance Goal D37 and this Policy D37.1 by using a methodology similar to that used by TCAC; in all events recorded covenants required by Section 2.a of this Policy D37.1 shall continue to apply to all units within the Community Housing designation and such requirement shall continue to apply to future units.
- 8. This Policy D37.1 has been approved by the voters and provides limits on the uses and development that may occur on the Airport land. The uses and development allowed pursuant to this Policy D37.1 are therefore consistent with and authorized under Section 640 of the City Charter.
- 9. This Policy D37.1 does not in itself authorize the development, construction, or acquisition of housing units that are subject to Article XXXIV of the California Constitution. Units allowed under this Policy D37.1 that are subject to Article XXXIV of the California Constitution may be constructed pursuant to Article XXI of the Santa Monica City Charter or such other authorization as the voters of the City may adopt.
- 10. It is the policy of the people of Santa Monica that the City Council should take all steps necessary to ensure that 3,000 units of Community Housing are developed and occupied on Airport Land.

SECTION 3: EXEMPTIONS

- A. Nothing in this Initiative shall apply to prohibit any person or entity from exercising a vested right obtained pursuant to local or State law as of the Effective Date of this Initiative.
- B. The provisions of this Initiative shall not apply to the extent, but only to the extent, that they would violate the constitution or laws of the United States or the State of California or the Charter of the City of Santa Monica.
- C. Takings:

1. If a property owner contends that any provision of this Initiative effects an unconstitutional taking of that owner's property, the City shall grant an exception to the application of that provision if the City finds, based on substantial evidence, that (1) application of that provision could constitute an unconstitutional taking of that owner's property, and (2) that any exception granted will allow additional land uses only to the minimum extent necessary to avoid such a taking.
2. This takings subsection is intended to prevent this Initiative from unconstitutionally interfering with property rights and to avoid the potential fiscal impacts to the City of meritorious claims for just compensation based on allegations of such interference. This subsection is therefore intended to avoid a taking of property, not to provide a remedy for such a taking.

SECTION 4: IMPLEMENTATION

- A. **Effective Date:** "Effective Date" means the date that the Initiative became effective pursuant to State law.
- B. **Submission to the Voters.** The intent of this Initiative is to comply with Section 640 of the Santa Monica City Charter, which requires voter approval of "limits on the uses and development that may occur" on Airport Lands following closure of the Airport to aviation use. Direct adoption of the Initiative by the City Council pursuant to Elections Code section 9215(a) would frustrate the intent of the Initiative and interfere with the rights of the voters of the City of Santa Monica to adopt an initiative measure in furtherance of Section 640 of the Santa Monica City Charter. Accordingly, the undersigned request that the City Council submit the Initiative to the voters without alteration pursuant to Elections Code sections 9215(b) and 1405.
- C. **Santa Monica General Plan Land Use & Circulation Element:** Upon the Effective Date of this Initiative, the provisions of Section 2 of the Initiative are hereby inserted into the Land Use & Circulation Element of the Santa Monica General Plan ("the General Plan"), as an amendment thereof; except that if the four amendments of the mandatory elements of the General Plan permitted by State law for any given calendar year have already been utilized in the year in which the Initiative becomes effective, this General Plan amendment shall be the first amendment inserted into the General Plan on January 1 of the following year.
- D. **Interim Amendments:** The General Plan in effect on the Submittal Date as amended by this Initiative comprises an integrated, internally consistent, and compatible statement of policies for the City of Santa Monica. In order to ensure that nothing in this Initiative measure would prevent the General Plan from being an integrated, internally consistent, and compatible statement of the policies of the City, as required by State law, and to ensure that the actions of the voters in enacting this Initiative are given effect, any amendment or update to the General Plan that is adopted between the Submittal Date and the date that the General Plan is amended by this Initiative measure shall, to the extent that such interim-enacted provision is inconsistent with the General Plan provisions

adopted by this Initiative, be amended as soon as possible to ensure consistency between the provisions adopted by this Initiative and other provisions of the General Plan.

- E. **Other City Plans, Ordinances, and Policies:** The City of Santa Monica is hereby authorized and directed to amend the General Plan, and other plans, ordinances and policies affected by this Initiative, as soon as possible and periodically thereafter as necessary to ensure consistency between the provisions adopted in this Initiative and other sections of the General Plan and other City plans, ordinances, and policies.
- F. **Reorganization:** The General Plan may be reorganized or updated, or readopted in different format, and individual provisions may be renumbered or reordered, in the course of ongoing updates of the General Plan in accordance with the requirements of State law, provided that except as expressly provided in this Initiative, the provisions of Section 2 of this Initiative shall remain in the General Plan unless repealed or amended by vote of the people of the City of Santa Monica.
- G. **Implementing Ordinances and General Plan Amendment:** The City Council is authorized, after a duly noticed public hearing and any further procedures required by law, to adopt the Santa Monica Airport/Business Park Specific Plan and zoning ordinances consistent with this Initiative, as well as any further implementing ordinances, guidelines, rules, and/or regulations, as necessary, to further the purposes of this Initiative.
- H. **Enforcement and Defense of Initiative:** The City Council shall take all steps reasonably necessary to enforce this Initiative and to defend it against any challenge to its validity.
- I. **Project Approvals:** Upon the effective date of this Initiative, the City and its departments, boards, commissions, officers, and employees shall not grant, or by inaction allow to be approved by operation of law, any general plan amendment, rezoning, specific plan, subdivision map, use permit, development plan, building permit, development agreement, or any other entitlement which is inconsistent with this Initiative.

SECTION 5: EFFECT OF COMPETING OR ALTERNATIVE MEASURE ON THE BALLOT

This Initiative adopts a comprehensive scheme of goals and policies concerning the use and development of the land now used as the Santa Monica Airport. By voting for this Initiative, the voters expressly declare their intent that any other measure which appears on the same ballot as this Initiative and addresses the land now used as the Santa Monica Airport, or conflicts with any provision of this Initiative, shall be deemed to conflict with this Initiative. Because of this conflict, if this Initiative and any such other City of Santa Monica measure receive a majority of votes by the voters voting thereon at the same election, then the measure receiving the most votes in favor shall prevail and no provision of the other measure shall take effect. For the purposes of this Section 5, any other measure that appears on the same ballot as this Initiative

and purports to amend any provision of this Initiative shall be deemed to directly conflict with this entire Initiative.

SECTION 6: SEVERABILITY AND INTERPRETATION

This Initiative shall be broadly construed in order to achieve its purpose. For purposes of determining whether any resolution, ordinance, or specific project is consistent with this General Plan, it is the intent of the voters that the goals and policies added by the Initiative be interpreted as fundamental, mandatory, and clear.

This Initiative shall be interpreted so as to be consistent with all applicable Federal and State laws, rules, and regulations and the Charter of the City of Santa Monica. If any section, subsection, paragraph, subparagraph, sentence, clause, phrase, part, or portion of this Initiative is held to be invalid or unconstitutional by a final judgment of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Initiative. The voters hereby declare that this Initiative, and each section, subsection, paragraph, subparagraph, sentence, clause, phrase, part, or portion thereof would have been adopted or passed even if one or more sections, subsections, paragraphs, subparagraphs, sentences, clauses, phrases, parts, or portions were declared invalid or unconstitutional. If any provision of this Initiative is held invalid as applied to any person or circumstance, such invalidity shall not affect any application of this Initiative that can be given effect without the invalid application.

Any singular term shall include the plural and any plural term shall include the singular. The title and captions of the various sections in this Initiative are for convenience and organization only, and are not intended to be referred to in construing the provisions of this Initiative.

SECTION 7: AMENDMENT OR REPEAL

Except as otherwise provided herein, this Initiative may be amended or repealed only by the voters of the City of Santa Monica.

Exhibits:

Exhibit A: Land Use Designation Map excerpted from Land Use and Circulation Element of Santa Monica City's General Plan

Exhibit B: Excerpt from 2025 California Tax Credit Allocation Committee Table of Maximum Income Levels for projects placed in service on or after April 1, 2025

Exhibit C: California Public Contract Code section 2500

Exhibit D: United States Code title 28, section 158

Exhibit A

City of Santa Monica Land Use Designations

Effective July 24, 2015



The LUCE Land Use Designation Map illustrates the citywide distribution of land use designations. The other maps provided throughout the LUCE showing land use designations are primarily provided for orientation purposes. Where conflicts between maps exist, the citywide Land Use Designation Map shall govern.

Exhibit B

CALIFORNIA TAX CREDIT ALLOCATION COMMITTEE
2025

Maximum Income Levels
For Projects that Place In Service on or after April 1, 2025

County	One Person	Two Person	Three Person	Four Person	Five Person	Six Person	Seven Person	Eight Person
30% Income Level	\$19,740	\$22,560	\$25,380	\$28,170	\$30,450	\$32,700	\$34,950	\$37,200
20% Income Level	\$13,160	\$15,040	\$16,920	\$18,780	\$20,300	\$21,800	\$23,300	\$24,800
KINGS								
100% Income Level	\$65,800	\$75,200	\$84,600	\$93,900	\$101,500	\$109,000	\$116,500	\$124,000
80% Income Level	\$52,640	\$60,160	\$67,680	\$75,120	\$81,200	\$87,200	\$93,200	\$99,200
70% Income Level	\$46,060	\$52,640	\$59,220	\$65,730	\$71,050	\$76,300	\$81,550	\$86,800
60% Income Level	\$39,480	\$45,120	\$50,760	\$56,340	\$60,900	\$65,400	\$69,900	\$74,400
55% Income Level	\$36,190	\$41,360	\$46,530	\$51,645	\$55,825	\$59,950	\$64,075	\$68,200
50% Income Level	\$32,900	\$37,600	\$42,300	\$46,950	\$50,750	\$54,500	\$58,250	\$62,000
45% Income Level	\$29,610	\$33,840	\$38,070	\$42,255	\$45,675	\$49,050	\$52,425	\$55,800
40% Income Level	\$26,320	\$30,080	\$33,840	\$37,560	\$40,600	\$43,600	\$46,600	\$49,600
35% Income Level	\$23,030	\$26,320	\$29,610	\$32,865	\$35,525	\$38,150	\$40,775	\$43,400
30% Income Level	\$19,740	\$22,560	\$25,380	\$28,170	\$30,450	\$32,700	\$34,950	\$37,200
20% Income Level	\$13,160	\$15,040	\$16,920	\$18,780	\$20,300	\$21,800	\$23,300	\$24,800
LAKE								
100% Income Level	\$65,800	\$75,200	\$84,600	\$93,900	\$101,500	\$109,000	\$116,500	\$124,000
80% Income Level	\$52,640	\$60,160	\$67,680	\$75,120	\$81,200	\$87,200	\$93,200	\$99,200
70% Income Level	\$46,060	\$52,640	\$59,220	\$65,730	\$71,050	\$76,300	\$81,550	\$86,800
60% Income Level	\$39,480	\$45,120	\$50,760	\$56,340	\$60,900	\$65,400	\$69,900	\$74,400
55% Income Level	\$36,190	\$41,360	\$46,530	\$51,645	\$55,825	\$59,950	\$64,075	\$68,200
50% Income Level	\$32,900	\$37,600	\$42,300	\$46,950	\$50,750	\$54,500	\$58,250	\$62,000
45% Income Level	\$29,610	\$33,840	\$38,070	\$42,255	\$45,675	\$49,050	\$52,425	\$55,800
40% Income Level	\$26,320	\$30,080	\$33,840	\$37,560	\$40,600	\$43,600	\$46,600	\$49,600
35% Income Level	\$23,030	\$26,320	\$29,610	\$32,865	\$35,525	\$38,150	\$40,775	\$43,400
30% Income Level	\$19,740	\$22,560	\$25,380	\$28,170	\$30,450	\$32,700	\$34,950	\$37,200
20% Income Level	\$13,160	\$15,040	\$16,920	\$18,780	\$20,300	\$21,800	\$23,300	\$24,800
LASSEN								
100% Income Level	\$65,800	\$75,200	\$84,600	\$93,900	\$101,500	\$109,000	\$116,500	\$124,000
80% Income Level	\$52,640	\$60,160	\$67,680	\$75,120	\$81,200	\$87,200	\$93,200	\$99,200
70% Income Level	\$46,060	\$52,640	\$59,220	\$65,730	\$71,050	\$76,300	\$81,550	\$86,800
60% Income Level	\$39,480	\$45,120	\$50,760	\$56,340	\$60,900	\$65,400	\$69,900	\$74,400
55% Income Level	\$36,190	\$41,360	\$46,530	\$51,645	\$55,825	\$59,950	\$64,075	\$68,200
50% Income Level	\$32,900	\$37,600	\$42,300	\$46,950	\$50,750	\$54,500	\$58,250	\$62,000
45% Income Level	\$29,610	\$33,840	\$38,070	\$42,255	\$45,675	\$49,050	\$52,425	\$55,800
40% Income Level	\$26,320	\$30,080	\$33,840	\$37,560	\$40,600	\$43,600	\$46,600	\$49,600
35% Income Level	\$23,030	\$26,320	\$29,610	\$32,865	\$35,525	\$38,150	\$40,775	\$43,400
30% Income Level	\$19,740	\$22,560	\$25,380	\$28,170	\$30,450	\$32,700	\$34,950	\$37,200
20% Income Level	\$13,160	\$15,040	\$16,920	\$18,780	\$20,300	\$21,800	\$23,300	\$24,800
LOS ANGELES								
100% Income Level	\$106,000	\$121,200	\$136,300	\$151,500	\$163,600	\$175,700	\$187,800	\$200,000
80% Income Level	\$84,800	\$96,960	\$109,040	\$121,200	\$130,880	\$140,560	\$150,240	\$160,000
70% Income Level	\$74,200	\$84,840	\$95,410	\$106,050	\$114,520	\$122,990	\$131,460	\$140,000
60% Income Level	\$63,600	\$72,720	\$81,780	\$90,900	\$98,160	\$105,420	\$112,680	\$120,000
55% Income Level	\$58,300	\$66,660	\$74,965	\$83,325	\$89,980	\$96,635	\$103,290	\$110,000
50% Income Level	\$53,000	\$60,600	\$68,150	\$75,750	\$81,800	\$87,850	\$93,900	\$100,000
45% Income Level	\$47,700	\$54,540	\$61,335	\$68,175	\$73,620	\$79,065	\$84,510	\$90,000
40% Income Level	\$42,400	\$48,480	\$54,520	\$60,600	\$65,440	\$70,280	\$75,120	\$80,000
35% Income Level	\$37,100	\$42,420	\$47,705	\$53,025	\$57,260	\$61,495	\$65,730	\$70,000
30% Income Level	\$31,800	\$36,360	\$40,990	\$45,450	\$49,080	\$52,710	\$56,340	\$60,000
20% Income Level	\$21,200	\$24,240	\$27,260	\$30,300	\$32,720	\$35,140	\$37,560	\$40,000
MADERA								
100% Income Level	\$65,800	\$75,200	\$84,600	\$93,900	\$101,500	\$109,000	\$116,500	\$124,000
80% Income Level	\$52,640	\$60,160	\$67,680	\$75,120	\$81,200	\$87,200	\$93,200	\$99,200
70% Income Level	\$46,060	\$52,640	\$59,220	\$65,730	\$71,050	\$76,300	\$81,550	\$86,800
60% Income Level	\$39,480	\$45,120	\$50,760	\$56,340	\$60,900	\$65,400	\$69,900	\$74,400
55% Income Level	\$36,190	\$41,360	\$46,530	\$51,645	\$55,825	\$59,950	\$64,075	\$68,200
50% Income Level	\$32,900	\$37,600	\$42,300	\$46,950	\$50,750	\$54,500	\$58,250	\$62,000
45% Income Level	\$29,610	\$33,840	\$38,070	\$42,255	\$45,675	\$49,050	\$52,425	\$55,800
40% Income Level	\$26,320	\$30,080	\$33,840	\$37,560	\$40,600	\$43,600	\$46,600	\$49,600

Exhibit C



State of California

PUBLIC CONTRACT CODE

Section 2500

2500. (a) A public entity may use, enter into, or require contractors to enter into, a project labor agreement for a construction project only if the agreement includes all of the following taxpayer protection provisions:

(1) The agreement prohibits discrimination based on race, national origin, religion, sex, sexual orientation, political affiliation, or membership in a labor organization in hiring and dispatching workers for the project.

(2) The agreement permits all qualified contractors and subcontractors to bid for and be awarded work on the project without regard to whether they are otherwise parties to collective bargaining agreements.

(3) The agreement contains an agreed-upon protocol concerning drug testing for workers who will be employed on the project.

(4) The agreement contains guarantees against work stoppages, strikes, lockouts, and similar disruptions of the project.

(5) The agreement provides that disputes arising from the agreement shall be resolved by a neutral arbitrator.

(b) For purposes of this chapter, both of the following definitions apply:

(1) "Project labor agreement" means a prehire collective bargaining agreement that establishes terms and conditions of employment for a specific construction project or projects and is an agreement described in Section 158(f) of Title 29 of the United States Code.

(2) "Public entity" means a public entity as defined in Section 1100.

(Added by Stats. 2011, Ch. 431, Sec. 2. (SB 922) Effective January 1, 2012.)

Exhibit D

EFFECTIVE DATE OF 1947 AMENDMENT

For effective date of amendment by act June 23, 1947, see section 104 of act June 23, 1947, set out as a note under section 151 of this title.

§ 158. Unfair labor practices

(a) Unfair labor practices by employer

It shall be an unfair labor practice for an employer—

(1) to interfere with, restrain, or coerce employees in the exercise of the rights guaranteed in section 157 of this title;

(2) to dominate or interfere with the formation or administration of any labor organization or contribute financial or other support to it: *Provided*, That subject to rules and regulations made and published by the Board pursuant to section 156 of this title, an employer shall not be prohibited from permitting employees to confer with him during working hours without loss of time or pay;

(3) by discrimination in regard to hire or tenure of employment or any term or condition of employment to encourage or discourage membership in any labor organization: *Provided*, That nothing in this subchapter, or in any other statute of the United States,

shall preclude an employer from making an agreement with a labor organization (not established, maintained, or assisted by any action defined in this subsection as an unfair labor practice) to require as a condition of employment membership therein on or after the thirtieth day following the beginning of such employment or the effective date of such agreement, whichever is the later, (i) if such labor organization is the representative of the employees as provided in section 159(a) of this title, in the appropriate collective-bargaining unit covered by such agreement when made, and (ii) unless following an election held as provided in section 159(e) of this title within one year preceding the effective date of such agreement, the Board shall have certified that at least a majority of the employees eligible to vote in such election have voted to rescind the authority of such labor organization to make such an agreement: *Provided further*, That no employer shall justify any discrimination against an employee for nonmembership in a labor organization (A) if he has reasonable grounds for believing that such membership was not available to the employee on the same terms and conditions generally applicable to other members, or (B) if he has reasonable grounds for believing that membership was denied or terminated for reasons other than the failure of the employee to tender the periodic dues and the initiation fees uniformly required as a condition of acquiring or retaining membership;

(4) to discharge or otherwise discriminate against an employee because he has filed charges or given testimony under this subchapter;

(5) to refuse to bargain collectively with the representatives of his employees, subject to the provisions of section 159(a) of this title.

(b) Unfair labor practices by labor organization

It shall be an unfair labor practice for a labor organization or its agents—

(1) to restrain or coerce (A) employees in the exercise of the rights guaranteed in section 157 of this title: *Provided*, That this paragraph shall not impair the right of a labor organization to prescribe its own rules with respect to the acquisition or retention of membership therein; or (B) an employer in the selection of his representatives for the purposes of collective bargaining or the adjustment of grievances;

(2) to cause or attempt to cause an employer to discriminate against an employee in violation of subsection (a)(3) or to discriminate against an employee with respect to whom membership in such organization has been denied or terminated on some ground other than his failure to tender the periodic dues and the initiation fees uniformly required as a condition of acquiring or retaining membership;

(3) to refuse to bargain collectively with an employer, provided it is the representative of his employees subject to the provisions of section 159(a) of this title;

(4)(i) to engage in, or to induce or encourage any individual employed by any person engaged in commerce or in an industry affecting

commerce to engage in, a strike or a refusal in the course of his employment to use, manufacture, process, transport, or otherwise handle or work on any goods, articles, materials, or commodities or to perform any services; or (ii) to threaten, coerce, or restrain any person engaged in commerce or in an industry affecting commerce, where in either case an object thereof is—

(A) forcing or requiring any employer or self-employed person to join any labor or employer organization or to enter into any agreement which is prohibited by subsection (e);

(B) forcing or requiring any person to cease using, selling, handling, transporting, or otherwise dealing in the products of any other producer, processor, or manufacturer, or to cease doing business with any other person, or forcing or requiring any other employer to recognize or bargain with a labor organization as the representative of his employees unless such labor organization has been certified as the representative of such employees under the provisions of section 159 of this title: *Provided*, That nothing contained in this clause (B) shall be construed to make unlawful, where not otherwise unlawful, any primary strike or primary picketing;

(C) forcing or requiring any employer to recognize or bargain with a particular labor organization as the representative of his employees if another labor organization has been certified as the representative of such employees under the provisions of section 159 of this title;

(D) forcing or requiring any employer to assign particular work to employees in a particular labor organization or in a particular trade, craft, or class rather than to employees in another labor organization or in another trade, craft, or class, unless such employer is failing to conform to an order or certification of the Board determining the bargaining representative for employees performing such work:

Provided, That nothing contained in this subsection shall be construed to make unlawful a refusal by any person to enter upon the premises of any employer (other than his own employer), if the employees of such employer are engaged in a strike ratified or approved by a representative of such employees whom such employer is required to recognize under this subchapter: *Provided further*, That for the purposes of this paragraph (4) only, nothing contained in such paragraph shall be construed to prohibit publicity, other than picketing, for the purpose of truthfully advising the public, including consumers and members of a labor organization, that a product or products are produced by an employer with whom the labor organization has a primary dispute and are distributed by another employer, as long as such publicity does not have an effect of inducing any individual employed by any person other than the primary employer in the course of his employment to refuse to pick up, deliver, or transport any goods, or not to perform any services, at the establishment of the employer engaged in such distribution;

(5) to require of employees covered by an agreement authorized under subsection (a)(3) the payment, as a condition precedent to becoming a member of such organization, of a fee in an amount which the Board finds excessive or discriminatory under all the circumstances. In making such a finding, the Board shall consider, among other relevant factors, the practices and customs of labor organizations in the particular industry, and the wages currently paid to the employees affected;

(6) to cause or attempt to cause an employer to pay or deliver or agree to pay or deliver any money or other thing of value, in the nature of an exaction, for services which are not performed or not to be performed; and

(7) to picket or cause to be picketed, or threaten to picket or cause to be picketed, any employer where an object thereof is forcing or requiring an employer to recognize or bargain with a labor organization as the representative of his employees, or forcing or requiring the employees of an employer to accept or select such labor organization as their collective bargaining representative, unless such labor organization is currently certified as the representative of such employees:

(A) where the employer has lawfully recognized in accordance with this subchapter any other labor organization and a question concerning representation may not appropriately be raised under section 159(c) of this title,

(B) where within the preceding twelve months a valid election under section 159(c) of this title has been conducted, or

(C) where such picketing has been conducted without a petition under section 159(c) of this title being filed within a reasonable period of time not to exceed thirty days from the commencement of such picketing: *Provided*, That when such a petition has been filed the Board shall forthwith, without regard to the provisions of section 159(c)(1) of this title or the absence of a showing of a substantial interest on the part of the labor organization, direct an election in such unit as the Board finds to be appropriate and shall certify the results thereof: *Provided further*, That nothing in this subparagraph (C) shall be construed to prohibit any picketing or other publicity for the purpose of truthfully advising the public (including consumers) that an employer does not employ members of, or have a contract with, a labor organization, unless an effect of such picketing is to induce any individual employed by any other person in the course of his employment, not to pick up, deliver or transport any goods or not to perform any services.

Nothing in this paragraph (7) shall be construed to permit any act which would otherwise be an unfair labor practice under this subsection.

(c) Expression of views without threat of reprisal or force or promise of benefit

The expressing of any views, argument, or opinion, or the dissemination thereof, whether

in written, printed, graphic, or visual form, shall not constitute or be evidence of an unfair labor practice under any of the provisions of this subchapter, if such expression contains no threat of reprisal or force or promise of benefit.

(d) Obligation to bargain collectively

For the purposes of this section, to bargain collectively is the performance of the mutual obligation of the employer and the representative of the employees to meet at reasonable times and confer in good faith with respect to wages, hours, and other terms and conditions of employment, or the negotiation of an agreement, or any question arising thereunder, and the execution of a written contract incorporating any agreement reached if requested by either party, but such obligation does not compel either party to agree to a proposal or require the making of a concession: *Provided*, That where there is in effect a collective-bargaining contract covering employees in an industry affecting commerce, the duty to bargain collectively shall also mean that no party to such contract shall terminate or modify such contract, unless the party desiring such termination or modification—

(1) serves a written notice upon the other party to the contract of the proposed termination or modification sixty days prior to the expiration date thereof, or in the event such contract contains no expiration date, sixty days prior to the time it is proposed to make such termination or modification;

(2) offers to meet and confer with the other party for the purpose of negotiating a new contract or a contract containing the proposed modifications;

(3) notifies the Federal Mediation and Conciliation Service within thirty days after such notice of the existence of a dispute, and simultaneously therewith notifies any State or Territorial agency established to mediate and conciliate disputes within the State or Territory where the dispute occurred, provided no agreement has been reached by that time; and

(4) continues in full force and effect, without resorting to strike or lock-out, all the terms and conditions of the existing contract for a period of sixty days after such notice is given or until the expiration date of such contract, whichever occurs later:

The duties imposed upon employers, employees, and labor organizations by paragraphs (2) to (4) of this subsection shall become inapplicable upon an intervening certification of the Board, under which the labor organization or individual, which is a party to the contract, has been superseded as or ceased to be the representative of the employees subject to the provisions of section 159(a) of this title, and the duties so imposed shall not be construed as requiring either party to discuss or agree to any modification of the terms and conditions contained in a contract for a fixed period, if such modification is to become effective before such terms and conditions can be reopened under the provisions of the contract. Any employee who engages in a strike within any notice period specified in this subsection, or who engages in any strike within the appropriate period specified in subsection (g)

of this section, shall lose his status as an employee of the employer engaged in the particular labor dispute, for the purposes of sections 158, 169, and 160 of this title, but such loss of status for such employee shall terminate if and when he is reemployed by such employer. Whenever the collective bargaining involves employees of a health care institution, the provisions of this subsection shall be modified as follows:

(A) The notice of paragraph (1) of this subsection shall be ninety days; the notice of paragraph (3) of this subsection shall be sixty days; and the contract period of paragraph (4) of this subsection shall be ninety days.

(B) Where the bargaining is for an initial agreement following certification or recognition, at least thirty days' notice of the existence of a dispute shall be given by the labor organization to the agencies set forth in paragraph (3) of this subsection.

(C) After notice is given to the Federal Mediation and Conciliation Service under either clause (A) or (B) of this sentence, the Service shall promptly communicate with the parties and use its best efforts, by mediation and conciliation, to bring them to agreement. The parties shall participate fully and promptly in such meetings as may be undertaken by the Service for the purpose of aiding in a settlement of the dispute.

(e) Enforceability of contract or agreement to boycott any other employer; exception

It shall be an unfair labor practice for any labor organization and any employer to enter into any contract or agreement, express or implied, whereby such employer ceases or refrains or agrees to cease or refrain from handling, using, selling, transporting or otherwise dealing in any of the products of any other employer, or to cease doing business with any other person, and any contract or agreement entered into heretofore or hereafter containing such an agreement shall be to such extent unenforceable and void: *Provided*, That nothing in this subsection shall apply to an agreement between a labor organization and an employer in the construction industry relating to the contracting or subcontracting of work to be done at the site of the construction, alteration, painting, or repair of a building, structure, or other work: *Provided further*, That for the purposes of this subsection and subsection (b)(4)(B) the terms "any employer", "any person engaged in commerce or an industry affecting commerce", and "any person" when used in relation to the terms "any other producer, processor, or manufacturer", "any other employer", or "any other person" shall not include persons in the relation of a jobber, manufacturer, contractor, or subcontractor working on the goods or premises of the jobber or manufacturer or performing parts of an integrated process of production in the apparel and clothing industry: *Provided further*, That nothing in this subchapter shall prohibit the enforcement of any agreement which is within the foregoing exception.

(f) Agreement covering employees in the building and construction industry

It shall not be an unfair labor practice under subsections (a) and (b) of this section for an employer engaged primarily in the building and construction industry to make an agreement covering employees engaged (or who, upon their employment, will be engaged) in the building and construction industry with a labor organization of which building and construction employees are members (not established, maintained, or assisted by any action defined in subsection (a) as an unfair labor practice) because (1) the majority status of such labor organization has not been established under the provisions of section 159 of this title prior to the making of such agreement, or (2) such agreement requires as a condition of employment, membership in such labor organization after the seventh day following the beginning of such employment or the effective date of the agreement, whichever is later, or (3) such agreement requires the employer to notify such labor organization of opportunities for employment with such employer, or gives such labor organization an opportunity to refer qualified applicants for such employment, or (4) such agreement specifies minimum training or experience qualifications for employment or provides for priority in opportunities for employment based upon length of service with such employer, in the industry or in the particular geographical area: *Provided*, That nothing in this subsection shall set aside the final proviso to subsection (a)(3): *Provided further*, That any agreement which would be invalid, but for clause (1) of this subsection, shall not be a bar to a petition filed pursuant to section 159(c) or 159(e) of this title.

(g) Notification of intention to strike or picket at any health care institution

A labor organization before engaging in any strike, picketing, or other concerted refusal to work at any health care institution shall, not less than ten days prior to such action, notify the institution in writing and the Federal Mediation and Conciliation Service of that intention, except that in the case of bargaining for an initial agreement following certification or recognition the notice required by this subsection shall not be given until the expiration of the period specified in clause (B) of the last sentence of subsection (d). The notice shall state the date and time that such action will commence. The notice, once given, may be extended by the written agreement of both parties.

(July 5, 1935, ch. 372, § 8, 49 Stat. 452; June 23, 1947, ch. 120, title I, § 101, 61 Stat. 140; Oct. 22, 1951, ch. 534, § 1(b), 65 Stat. 601; Pub. L. 86-257, title II, § 201(e), title VII, §§ 704(a)-(c), 705(a), Sept. 14, 1959, 73 Stat. 525, 542-545; Pub. L. 93-360, § 1(c)-(e), July 26, 1974, 88 Stat. 395, 396.)

¹So in original. Probably should be "unenforceable".

Attachment 4

To the Honorable City Clerk of the City of Santa Monica: We, the undersigned, registered and qualified voters of the City of Santa Monica, hereby propose an initiative measure to amend the Santa Monica General Plan Land Use & Circulation Element. We petition you to submit this measure to the Santa Monica City Council for submission of the measure to the voters of the City of Santa Monica at the earliest election for which it qualifies.

The people of City of Santa Monica do hereby ordain as follows:

SECTION 1: TITLE, PURPOSE AND FINDINGS

A. Title

This measure shall be known and may be cited as the Great Park and Community Housing Initiative (hereafter the “Initiative”).

B. Purpose

To provide for park, open space, affordable housing, and community-serving uses once Santa Monica Municipal Airport is permanently closed to aviation, and to provide voter-approved limits on the uses and development that may occur on the site pursuant to Santa Monica City Charter section 640 (adopted by the voters in Measure LC in 2014).

C. Effect

The Initiative amends the General Plan to (a) provide certain requirements applicable to any future Santa Monica Airport/Business Park Specific Plan adopted in accordance with the General Plan; (b) provide voter-approved limits on new development of the Airport land that will be effective once the Airport is closed to aviation uses and that limit uses and development to the park, open space, recreational, cultural, arts, and educational uses allowed under Section 640 of the Santa Monica City Charter, permanently affordable residential uses in sustainable buildings, and neighborhood-serving commercial uses; (c) require that Airport land be committed 25% to housing and associated commercial uses meeting the Initiative’s requirements and 75% to park, open space, recreational, cultural, arts, and educational uses; (d) require that the land use designations for the Airport land provide for 3,000 units of permanently affordable housing; (e) provide rules for the determination of eligibility for the permanently affordable housing units and for the cost of housing that may be charged for those units; (f) provide planning guidelines for the development of housing and other uses of the Airport land; and (g) authorize the City Council, without a vote of the people in certain circumstances, to extend eligibility to households at higher income levels and provide for the distribution of units among households of various income levels.

D. Findings

1. The City of Santa Monica (“the City” or “Santa Monica”) owns and operates the Santa Monica Municipal Airport (“the Airport” or “Santa Monica Airport”), which occupies more than 191

acres. The Airport is depicted as the area labeled “Airport” on the Land Use Designation Map on page 2.1-28 of the Santa Monica Land Use and Circulation Element, a part of the City’s General Plan. The Land Use Designation Map is attached to this Initiative as Exhibit A for informational purposes only and is not adopted or readopted by this Initiative. As of January 1, 2029, the City will be free to close the Airport, end aviation operations there, and redevelop the land consistent with Section 640 of the Santa Monica City Charter. This will be a rare opportunity to return this public land to public-serving uses. Consistent with Charter Section 640, the General Plan Amendment in this Initiative provides voter approval for a spacious public park and a mixed-income neighborhood that supports the ability of individuals and families to thrive in Santa Monica.

2. Under this Initiative, the bulk of the Airport land will be devoted to the creation of a major new public park—by far the largest non-beach park in the City—with space for a wide range of community-serving uses such as recreation areas, natural landscapes, walking paths, sports fields, play areas, community gardens, and the maintenance and replacement of existing cultural, arts and education uses.
3. Santa Monica faces some of the highest housing costs in California, with rents and home prices well beyond the reach of many working families. The City’s limited housing supply, combined with sustained demand, has driven up costs year after year. This scarcity has displaced many long-time residents and made it difficult for teachers, nurses, hospital staff, hospitality and retail workers, childcare providers, and other essential workers to live in the community they serve. Creating significant new housing opportunities for a range of income levels offers a meaningful step toward addressing this shortage.
4. Because most people who work in Santa Monica cannot afford to live near their jobs, tens of thousands of workers must commute from other cities every work day. These regional commuting patterns worsen traffic congestion, increase greenhouse gas emissions, and add air pollution to surrounding neighborhoods. Providing new homes for working families on the former Airport site will help reduce commutes, relieve traffic burdens, and improve air quality and quality of life.
5. The new neighborhood envisioned by this Initiative may also include community-serving amenities—such as grocery stores, cafés, childcare centers, small neighborhood shops, and spaces for local services—that make daily life more convenient, walkable, and family-friendly. These elements will create a complete neighborhood that complements the surrounding community and enhances quality of life for both existing and new residents.
6. This Initiative establishes a balanced land-use approach by dedicating 75% of the Airport land to permanent park and open space and the maintenance and replacement of existing cultural, arts and education uses while creating a pathway for much-needed family-serving housing on a portion of the remaining land. This balance ensures that future generations will benefit from both abundant open space and stable, attainable homes.
7. Replacing aviation operations and vast paved areas with parkland and environmentally responsible, mixed-income residential uses will advance the ~~city's~~City's goals of sustainability and equity. This transformation will help reduce noise, improve air quality, lessen heat-island

effects, and create healthier neighborhoods. It will also promote equity by providing opportunities for a diversity of families to access outdoor spaces, stable homes, and everyday amenities within walking distance. To further advance equity, people previously displaced from homes in Santa Monica as a result of past government action, and their direct descendants, will receive preference for new housing opportunities on the site to the extent allowed by law. Together, these elements support the ~~city's~~City's long-term resilience and diversity and could help prevent the further displacement of essential workers and their families, as well as long-time residents.

8. Section 640 of the Santa Monica City Charter, adopted by the voters in Measure LC in 2014, provides in its entirety:

Subject only to limitations imposed by law, the City Council shall have full authority, without voter approval, to regulate use of the Santa Monica Airport, manage Airport leaseholds, condition leases, and permanently close all or part of the Airport to aviation use.

If all or part of the Airport land is permanently closed to aviation use, no new development of that land shall be allowed until the voters have approved limits on the uses and development that may occur on the land. However, this section shall not prohibit the City Council from approving the following on Airport land that has been permanently closed to aviation use: the development of parks, public open spaces, and public recreational facilities; and the maintenance and replacement of existing cultural, arts and education uses.

9. Goal D36 of the Santa Monica General Plan Land Use & Circulation Element, a portion of the City's General Plan ("the General Plan"), provides that it is a goal of the City to "[c]reate and adopt a specific plan to transition the Santa Monica Business Park and the Santa Monica Airport from stand-alone elements to neighborhoods integrated into the City." General Plan Policy D36.3 provides that "[t]he Santa Monica Airport-Business Park Specific Plan should set forth an appropriate mix of land uses as well as establish a framework of vehicular roadways and pedestrian routes, open space and shared parking facilities to create a complete neighborhood." General Plan Policy D36.4 provides that "[t]he Santa Monica Airport/Business Park Specific Plan should interface carefully with adjoining commercial uses and establish standards and guidelines to transition to the adjacent residential neighborhoods." This Initiative and the General Plan Amendment herein establish additional policies and planning requirements for any Santa Monica Airport-Business Park Specific Plan that is adopted pursuant to Goal D36, including limits on the uses and development that may occur on the Airport land.

10. The limits on uses and development established in this Initiative include the "Community Housing" designation, which allows housing meeting certain requirements on a portion of the Airport land. These requirements include, among other limitations, affordability requirements limiting the housing cost that may be charged for housing units, and a requirement that certain projects be subject to a "community workforce agreement," which is defined by reference to Section 2500 of the California Public Contract Code. That section in turn refers to Section 158 of

Title 29 of the United States Code. These two statutory sections are attached to this Initiative as Exhibits C and D, respectively.

11. This Initiative and the General Plan Amendment herein have been approved by the voters in order to provide limits on the uses and development that ~~may~~ occur on the Airport land in accordance with Section 640 of the City Charter. Following enactment, the uses and development allowed pursuant to this Initiative and the General Plan Amendment herein will be consistent with and authorized under Section 640 of the City Charter.

12. Among the limits on uses and development provided in this Initiative and General Plan Amendment is the requirement that all housing on Airport land be provided to households with incomes that are no greater than specific limits that the State of California uses for determining eligibility for affordable housing opportunities. A table published and periodically updated by the California Tax Credit ~~Tax~~ Allocation Committee showing these limits for Los Angeles County for the year 2025 is attached as Exhibit B for informational purposes only and is not adopted or readopted by this Initiative. This Initiative and General Plan Amendment also requires that all housing on Airport land be provided at affordable cost; the General Plan Amendment provides a formula for calculating that affordable cost.

13. Article XXXIV of the California Constitution requires a vote of the people to authorize development, construction, or acquisition of certain affordable housing by the City; this requirement may apply to some or all housing allowed by this Policy D37.1. Article XXI of the Santa Monica City Charter authorizes the City to develop, construct, or acquire a certain number of such units each year and provides that further authorizations may be granted by a vote of the people.

SECTION 2: SANTA MONICA GENERAL PLAN AMENDMENTS

This Initiative hereby amends the Santa Monica General Plan (“General Plan”), as amended through ~~January 13~~February 12, 2026, the date that the notice of intention to circulate this Initiative was submitted to the elections official of the ~~County of Los Angeles~~City of Santa Monica (“Submittal Date”). Except as specifically provided in this Initiative, the amendment in this Section 2 may be changed only by a vote of the people.

A. General Plan Text Amendments

1. Goal D37 Added to Land Use & Circulation Element of the Santa Monica General Plan

A new Goal D37 is inserted into the Land Use & Circulation Element of the Santa Monica General Plan, at page 2.6-64, immediately following Policy D36.4:

Goal D37

Provide land use designations that will take effect upon the closure of the Santa Monica Municipal Airport and allow the Airport land to become a park and neighborhood that meets the

needs of the 21st century. Such designations shall facilitate the construction of 3,000 units of housing available at costs below market rates, including housing with attached social services, to a vibrant mix of people of various income levels, allowing those people to live close to work, daily needs, and green space. Include provisions in the Santa Monica Airport/Business Park Specific Plan to implement this goal.

2. Policy D37.1 Added to Land Use & Circulation Element of the Santa Monica General Plan.

A new Policy D37.1 is inserted into the Land Use & Circulation Element of the Santa Monica General Plan, at page 2.6-64, immediately following Goal D37 as added by Subsection A.1 of Section 2 of this Initiative.

Policy D37.1

1. Use of the lands within the Airport (“the Airport Land”) after all or part of the Airport is permanently closed to aviation uses shall be limited to:
 - a. “Great Park Open Space” uses, which shall mean parks, public open spaces, and public recreational facilities, as well as the maintenance and replacement of cultural, arts and education uses that exist on the date the Santa Monica Airport ceases to operate as an airport.
 - b. Community Housing and Community Commercial uses meeting the requirements of this Policy.
2. “Community Housing” means residential use meeting the following requirements:
 - a. All residential units are permanently restricted by a recorded covenant or equivalent instrument to be available only to qualified households and to be provided at affordable cost.
 - i. “Qualified households” are households whose gross annual income does not exceed the 120% Income Level, as defined in Section 3 of this Policy D-37.1.
 - ii. “Affordable cost” means a cost of housing that ensures that households in rental units have annual rental costs no more than 30% of the income level for that unit and households in for-sale units have annual housing costs no more than 35% of the income level for that unit, all income levels adjusted for household size.
 - b. All buildings meet specific sustainability standards, which shall aim to minimize emissions of greenhouse gases and other pollutants, minimize energy use, minimize storm water runoff, and discourage personal motor vehicle use.

- c. All residential units are subject to a requirement that residents of Santa Monica, workers who are employed in Santa Monica, people previously displaced from homes in Santa Monica by past government action, and the direct descendants of such displaced persons and families be given preference for units in Community Housing on Airport Land, to the extent allowed by law.
- d. Any off-street parking required for housing units is contained in structures.
- e. Any development, construction, or rehabilitation of buildings including forty units or more of housing meeting the requirements of this Section 2 of Policy D-37.1 undertaken, funded, or financed, in whole or in part, by the City of Santa Monica is subject to a community workforce agreement. For purposes of this Policy D37.1(2)(e):
 - i. The number of units means the maximum number of units authorized in any entitlement granted by the land use permitting authority for the development project, regardless of whether construction proceeds in phases.
 - ii. “Community workforce agreement” means a project labor agreement that includes provisions for hiring local and County workers and registered apprentices.
 - iii. “Local” means residing in the City of Santa Monica.
 - iv. “County” means residing Los Angeles County but not in the City of Santa Monica.
 - v. “Project labor agreement” has the same meaning as in paragraph (1) of subdivision (b) of Section 2500 of the California Public Contract Code.

3. For purposes of this Policy D37.1, income levels are defined as follows:

- a. “30% Income Level” means the 30% Income Level, adjusted for household size, as published and periodically updated by the California Tax Credit Allocation Committee (“TCAC”) for Los Angeles County.
- b. “40% Income Level” means the 40% Income Level, adjusted for household size, as published and periodically updated by TCAC for Los Angeles County.
- c. “50% Income Level” means the 50% Income Level, adjusted for household size, as published and periodically updated by TCAC for Los Angeles County.
- d. “60% Income Level” means the 60% Income Level, adjusted for household size, as published and periodically updated by TCAC for Los Angeles County.
- e. “80% Income Level” means the 80% Income Level, adjusted for household size, as published and periodically updated by TCAC for Los Angeles County.

- f. "100% Income Level" means the 100% Income Level, adjusted for household size, as published and periodically updated by TCAC for Los Angeles County.
 - g. "120% Income Level" means two times the 60% Income Level.
 - h. "175% Income Level" means 1.75 times the 100% Income Level.
- 4. "Community Commercial" means local-serving retail and service commercial uses that encourage foot traffic, such as small restaurants, cafes, childcare centers, laundromats, dry cleaners, beauty/barber shops, and grocery stores that are integrated into the primary Community Housing uses, as well as public/community uses such as libraries that are local-serving and encourage foot traffic. Any parking required for Community Commercial uses shall be contained in structures.
- 5. Use of the Airport Land shall be subject to the following limits on the uses and development that may occur on the land:
 - a. 75 percent of the Airport Land shall be designated for Great Park Open Space.
 - b. 25 percent of the Airport Land shall be designated for Community Housing; Community Commercial uses may additionally be allowed in all or part of the area designated for Community Housing.
 - c. The density allowed in the Community Housing designation shall be sufficient to provide 3,000 units of Community Housing.
 - d. Residential uses allowed in the Community Housing Designation shall include a mix of unit sizes and a mix of multi-family building types, and shall additionally include housing with permanent supportive services and senior housing.
 - e. Units within the Community Housing designation shall be available to a mix of households at the 30%, 40%, 50%, 80%, 100%, and 120% Income Levels, with no less than half of all units constructed on Airport Land available solely to households at the 80% Income Level or lower.
- 6. It is the policy of the people of Santa Monica that the purposes of Goal D37 and this Policy D37.1 will be best served if the City continues to own all Airport Land and therefore it is the intent of the voters that all Airport Land remain in City ownership to the extent permitted by law.
- 7.
 - a. The people of Santa Monica authorize the City Council, upon a factual finding that such changes are necessary to achieve Goal D37 and without a further vote of the people, to make the following changes to Policy D37.1:

- i. Revise the definition of “qualified households” such that a qualifying household may have a gross annual income that does not exceed the 175% Income Level, as defined above, and
- ii. Provide that units in the Community Housing designation shall be made available as follows:
 - (1) No less than 40% of units shall be available to households whose gross annual income does not exceed the 80% Income Level.
 - (2) No more than 40% of units shall be available to households whose gross annual income does not exceed the 120% Income Level.
 - (3) ~~MeNo~~ more than 20% of units shall be available to households whose gross annual income does not exceed the 175% Income Level. -

b. The people of Santa Monica authorize the City Council, without a further vote of the people, to revise the definitions of the various income levels defined in this policy, only in the event that TCAC ceases to publish and update maximum income levels, in which case the City Council is authorized to adopt definitions of income levels that advance Goal D37 and this Policy D37.1 by using a methodology similar to that used by TCAC; in all events recorded covenants required by Section 2.a of this Policy D37.1 shall continue to apply to all units within the Community Housing designation and such requirement shall continue to apply to future units.

8. This Policy D37.1 has been approved by the voters and provides limits on the uses and development that may occur on the Airport land. The uses and development allowed pursuant to this Policy D37.1 are therefore consistent with and authorized under Section 640 of the City Charter.

9. This Policy D37.1 does not in itself authorize the development, construction, or acquisition of housing units that are subject to Article XXXIV of the California Constitution. Units allowed under this Policy D37.1 that are subject to Article XXXIV of the California Constitution may be constructed pursuant to Article XXI of the Santa Monica City Charter or such other authorization as the voters of the City may adopt.

10. It is the policy of the people of Santa Monica that the City Council should take all steps necessary to ensure that 3,000 units of Community Housing are developed and occupied on Airport Land.

SECTION 3: EXEMPTIONS

A. Nothing in this Initiative shall apply to prohibit any person or entity from exercising a vested right obtained pursuant to local or State law as of the Effective Date of this Initiative.

- B. The provisions of this Initiative shall not apply to the extent, but only to the extent, that they would violate the constitution or laws of the United States or the State of California or the Charter of the City of Santa Monica.
- C. Takings:
 - 1. If a property owner contends that any provision of this Initiative effects an unconstitutional taking of that owner's property, the City shall grant an exception to the application of that provision if the City finds, based on substantial evidence, that (1) application of that provision could constitute an unconstitutional taking of that owner's property, and (2) that any exception granted will allow additional land uses only to the minimum extent necessary to avoid such a taking.
 - 2. This takings subsection is intended to prevent this Initiative from unconstitutionally interfering with property rights and to avoid the potential fiscal impacts to the City of meritorious claims for just compensation based on allegations of such interference. This subsection is therefore intended to avoid a taking of property, not to provide a remedy for such a taking.

SECTION 4: IMPLEMENTATION

- A. **Effective Date:** "Effective Date" means the date that the Initiative became effective pursuant to State law.
- B. **Submission to the Voters.** The intent of this Initiative is to comply with Section 640 of the Santa Monica City Charter, which requires voter approval of "limits on the uses and development that may occur" on Airport Lands following closure of the Airport to aviation use. Direct adoption of the Initiative by the City Council pursuant to Elections Code section 9215(a) would frustrate the intent of the Initiative and interfere with the rights of the voters of the City of Santa Monica to adopt an initiative measure in furtherance of Section 640 of the Santa Monica City Charter. Accordingly, the undersigned request that the City Council submit the Initiative to the voters without alteration pursuant to Elections Code sections 9215(b) and 1405.
- C. **Santa Monica General Plan Land Use & Circulation Element:** Upon the Effective Date of this Initiative, the provisions of Section 2 of the Initiative are hereby inserted into the Land Use & Circulation Element of the Santa Monica General Plan ("the General Plan"), as an amendment thereof; except that if the four amendments of the mandatory elements of the General Plan permitted by State law for any given calendar year have already been utilized in the year in which the Initiative becomes effective, this General Plan amendment shall be the first amendment inserted into the General Plan on January 1 of the following year.
- D. **Interim Amendments:** The General Plan in effect on the Submittal Date as amended by this Initiative comprises an integrated, internally consistent, and compatible statement of policies for the City of Santa Monica. In order to ensure that nothing in this Initiative measure would prevent the General Plan from being an integrated, internally consistent,

and compatible statement of the policies of the City, as required by State law, and to ensure that the actions of the voters in enacting this Initiative are given effect, any amendment or update to the General Plan that is adopted between the Submittal Date and the date that the General Plan is amended by this Initiative measure shall, to the extent that such interim-enacted provision is inconsistent with the General Plan provisions adopted by this Initiative, be amended as soon as possible to ensure consistency between the provisions adopted by this Initiative and other provisions of the General Plan.

- E. **Other City Plans, Ordinances, and Policies:** The City of Santa Monica is hereby authorized and directed to amend the General Plan, and other plans, ordinances and policies affected by this Initiative, as soon as possible and periodically thereafter as necessary to ensure consistency between the provisions adopted in this Initiative and other sections of the General Plan and other City plans, ordinances, and policies.
- F. **Reorganization:** The General Plan may be reorganized or updated, or readopted in different format, and individual provisions may be renumbered or reordered, in the course of ongoing updates of the General Plan in accordance with the requirements of State law, provided that except as expressly provided in this Initiative, the provisions of Section 2 of this Initiative shall remain in the General Plan unless repealed or amended by vote of the people of the City of Santa Monica.
- G. **Implementing Ordinances and General Plan Amendment:** The City Council is authorized, after a duly noticed public hearing and any further procedures required by law, to adopt the Santa Monica Airport/Business Park Specific Plan and zoning ordinances consistent with this Initiative, as well as any further implementing ordinances, guidelines, rules, and/or regulations, as necessary, to further the purposes of this Initiative.
- H. **Enforcement and Defense of Initiative:** The City Council shall take all steps reasonably necessary to enforce this Initiative and to defend it against any challenge to its validity.
- I. **Project Approvals:** Upon the effective date of this Initiative, the City and its departments, boards, commissions, officers, and employees shall not grant, or by inaction allow to be approved by operation of law, any general plan amendment, rezoning, specific plan, subdivision map, use permit, development plan, building permit, development agreement, or any other entitlement which is inconsistent with this Initiative.

SECTION 5: EFFECT OF COMPETING OR ALTERNATIVE MEASURE ON THE BALLOT

This Initiative adopts a comprehensive scheme of goals and policies concerning the use and development of the land now used as the Santa Monica Airport. By voting for this Initiative, the voters expressly declare their intent that any other measure which appears on the same ballot as this Initiative and addresses the land now used as the Santa Monica Airport, or conflicts with any provision of this Initiative, shall be deemed to conflict with this Initiative. Because of this

conflict, if this Initiative and any such other City of Santa Monica measure receive a majority of votes by the voters voting thereon at the same election, then the measure receiving the most votes in favor shall prevail and no provision of the other measure shall take effect. For the purposes of this Section 5, any other measure that appears on the same ballot as this Initiative and purports to amend any provision of this Initiative shall be deemed to directly conflict with this entire Initiative.

SECTION 6: SEVERABILITY AND INTERPRETATION

This Initiative shall be broadly construed in order to achieve its purpose. For purposes of determining whether any resolution, ordinance, or specific project is consistent with this General Plan, it is the intent of the voters that the goals and policies added by the Initiative be interpreted as fundamental, mandatory, and clear.

This Initiative shall be interpreted so as to be consistent with all applicable Federal and State laws, rules, and regulations and the Charter of the City of Santa Monica. If any section, subsection, paragraph, subparagraph, sentence, clause, phrase, part, or portion of this Initiative is held to be invalid or unconstitutional by a final judgment of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Initiative. The voters hereby declare that this Initiative, and each section, subsection, paragraph, subparagraph, sentence, clause, phrase, part, or portion thereof would have been adopted or passed even if one or more sections, subsections, paragraphs, subparagraphs, sentences, clauses, phrases, parts, or portions were declared invalid or unconstitutional. If any provision of this Initiative is held invalid as applied to any person or circumstance, such invalidity shall not affect any application of this Initiative that can be given effect without the invalid application.

Any singular term shall include the plural and any plural term shall include the singular. The title and captions of the various sections in this Initiative are for convenience and organization only, and are not intended to be referred to in construing the provisions of this Initiative.

SECTION 7: AMENDMENT OR REPEAL

Except as otherwise provided herein, this Initiative may be amended or repealed only by the voters of the City of Santa Monica.

Exhibits:

Exhibit A: Land Use Designation Map excerpted from Land Use and Circulation Element of Santa Monica City's General Plan

Exhibit B: Excerpt from 2025 California Tax Credit Allocation Committee Table of Maximum Income Levels for projects placed in service on or after April 1, 2025

Exhibit C: California Public Contract Code section 2500

Exhibit D: United States Code title 28, section 158