

The following is provided by the 2040 Ad Hoc Committee for informational purposes only so that the Board and stakeholders will better understand the proceed used to define DLANC's comments and stipulations.

**Background:**

The DLANC Planning and Land Use Committee formed an Ad-Hoc Committee in July, 2019, called 2040 Ad-Hoc Committee. The purpose of the 2040 Ad Hoc Committee is to serve as a focused committee within DLANC to provide feedback to the City of LA for the purposes of planning and visioning of Downtown LA for the future.

The 2040 Ad Hoc Committee had the following objectives:

- Review Draft and Final 2040 Plans and associated Documents
- Compare Policy issues to DLANC's Vision
- Incorporate new and emerging community considerations not addressed in the DLANC Vision Document
- Prepare findings for PLUC to recommend comments on the documents

The 2040 Ad Hoc Committee reviewed the following DTLA 2040 Documents:

- Draft Downtown Community Plan Text, dated June, 2019
- Draft 2019 Downtown Community Plan Community Benefits Summary, dated June, 2019
- Draft 2019 Downtown Community Plan Community Benefits Summary, dated 10/31/2019
- Draft General Plan Land Use Designation Map, dated 10/31/2019
- Draft 2040 Draft Plan Concepts for Skid Row, dated Summer 2019

The 2040 Ad-Hoc Committee held six meetings between August 2019 to December 2019. The purpose of these meetings was to review the Draft DTLA 2040 documents released in June and October, 2019 from the viewpoint of DLANC and provide findings to report to DLANC's Planning and Land Use Committee. The Ad-Hoc committee's primary approach was to compare the intended outcomes of the DTLA 2040 with the guiding policies in the DLANC Vision Document, published in 2012. Additionally, the 2040 Ad-Hoc working group closely examined characteristics of the land use designations, including geographic locations, descriptions, base-max and bonus max Floor-Area-Ratios, heights, and affordable housing components.

The 2040 Ad-Hoc Committee presented the findings of the policy comparison and the land-use designations to the DLANC Planning and Land Use Committee on December 17, 2019.

**Findings:**

**Comparison of Policies - DTLA 2040 Guiding Policies to DLANC Vision Document Guiding Principles**

- **Land Use Policy:** The DTLA 2040 plan's adoption of re:code LA is in line with the DLANC Vision Document's guiding principle: "Downtown needs its own rules." The sheer variety of uses and users necessitates an approach different from any part of the city to be able to manage its public realm, and uses, and mobility issues appropriately. (DLANC Vision p.51)
- **Increased Density:** The increasing density that would be realized by the DTLA 2040 Plan is in line with the DLANC Vision Documents' guiding principle: "Accommodate 100,000 residents by 2025" and section 5b "Accommodate future growth through infill development." As it continues to grow, Downtown should prioritize housing in future developments for all

incomes and generations. A critical mass of residents will ensure that amenities, attention, and opportunities will follow. (DLANC Vision p.51).

- **Residential and Mixed-Use Zoning:** Allowing for residential and mixed-use zoning throughout downtown is in line with the DLANC Vision guiding principle: “Challenge underlying land use constraints” and section 5a “Embed flexibility into the zoning code.” Downtown should challenge policies (such as restrictive industrial zoning or inability to reuse historic buildings) and demonstrate that the need for land use flexibility is necessary and essential to the continuing success of Downtown. (DLANC Vision p.51).
- **Manufacturing/Production District:** Retaining a district designated for production is in line with the DLANC Vision guiding principle: “Keep a light on for manufacturing.” At some point, manufacturing (in the form of clean-tech or otherwise) may return to Los Angeles. When it does, Downtown needs to be prepared to accommodate it. (DLANC Vision p.51).
- **Hybrid Industrial District:** The Hybrid Industrial District is in line with the DLANC Vision guiding principle: “Develop Guidelines for Flex uses in the industrial district” and “Expand adaptive reuse for industrial properties.” Given the constraints of industrial uses, flexibility should be embedded into the zoning code to ensure that, if and when demand for industrial uses shifts, parcels and buildings will not remain vacant or underutilized. (DLANC Vision p. 54). The City should allow aging buildings in industrial zones by right reuse opportunities as are provided in other zones. This approach will complement a “flex”-use approach and allow industrial areas (especially along the margins with commercial areas) to contribute in creating a 24-hour Downtown. (DLANC Vision p.55).
- **Transit-Oriented Land Uses:** Concentrating the highest densities near transit is in line with the DLANC Vision section 5c: “Transit networks should serve as the framework for future smart-growth development.” (DLANC Vision p.57). Since Downtown is at the confluence of many transit lines, it is better situated than most others to become the model for smart growth development in the region.
- **Complete Streets:** The DTLA 2040 Plan’s concentration of the highest densities and FARs near transit is in line with the DLANC Vision section 5c: All Downtown streets should be complete streets. “All streets throughout Downtown should be safe, well-balanced and usable by everyone -- pedestrians, bicyclists, motorists, and transit riders. To make them so, the right street infrastructure improvements must be made, in addition to operations and maintenance, e.g., sidewalks, bike lanes, bus lanes, pedestrian crossings, curb extensions, transit stops, etc.” (DLANC Vision p.61).
- **Improved Connectivity:** The DTLA 2040 Plan meets DLANC’s vision that Downtown neighborhoods, districts, and destinations should be better connected and accessible. “Although Downtown is the hub of regional transit networks, the transit linkages between Downtown neighborhoods are insufficient to make navigating Downtown (and using multi-modal transit) pleasant for residents, workers and visitors. Whether by bike, bus, or rail, all transportation networks should be expanded across all of Downtown, not just regional destinations (e.g., Union Station and 7th/Metro Station).” (DLANC Vision p.61).
- **Transit Circulator Service:** The DTLA 2040 plan does not include any specific mention of the LA Streetcar or alternative to meet the DLANC Vision: “Downtown needs its own short hop transit service separate from Metro and DASH. Neither Metro nor LADOT provide enough service for all Downtown. If the Downtown DASH bus network cannot be improved, Los Angeles Streetcar, Inc. (or other entity) should expand its mission to become the dedicated transit provider for Downtown, offering frequent and convenient service 7-days a week (including evening and nighttime service) throughout all of Downtown’s neighborhoods and districts.” (DLANC Vision p. 61).

- **Elimination of Parking minimums:** The DTLA 2040 plan is in line with the DLANC Vision to manage parking to control traffic.
- **Pedestrian Experience:** DLANC Vision: “The pedestrian comes first (Identifies non-walkable areas and locations for improvements). The pedestrian experience is the predominant experience in Downtown. The design and upkeep of Downtown’s public realm should provide a safe, comfortable, attractive, and easily navigable environment for all pedestrians. (DLANC Vision p. 75).
- **Open Space/Linkages:** DLANC Vision: “Reclaim what the automobile has taken. Opportunities to expand the areas for pedestrian or transit activity exist in spaces that more recently have catered to the automobile. Alleys, dead-ends, and odd-angle intersections, for example, are often overlooked or neglected spaces, but can be reclaimed as more usable, public spaces.” (DLANC Vision p. 75).
- **Equitable Access to Open Space:** DLANC Vision: The City should prioritize opportunity sites for open space. Give everyone in downtown equal access to open space. Creative solutions are possible (in land acquisition, design, funding, operations, and management) to create more public open space throughout Downtown, especially for areas that are currently under-served. All Downtown users (residents, workers, and visitors) should be no more than a 10-minute walk from a public park that is sized proportionately to the number of users within the 10-minute walk.
- **Private Developer Contributions to Open Space: DLANC Vision:** “Private developments should provide public benefits that contribute to the public realm” Private developers should incorporate publicly-accessible open space (parks, plazas, paseos, dog runs, and programmed alleyways) into their developments. The benefits are two-fold: improvements add value to their developments while enhancing the public realm for all of Downtown. An effort must be made to identify why many developers resist it, and how more publicly-accessible open space can be incentivized.” (DLANC Vision p. 75).