

In 2019, the Los Angeles Planning Commission was still in the process of developing its Downtown Los Angeles Community Plan aka DTLA 2040. That year, DLANC formed an ad hoc committee to explore and report back to the Board with several objectives including, "preparing findings for PLUC to recommend comments on the documents." The committee premised its findings on what it thought was a "final" DTLA 2040 plan. In the two intervening years since the committee's letter was submitted to DLANC BoD, the Planning Commission has continued to update and make changes to DTLA 2040, based on interactive inputs from the public and elected officials. Several subsequent updates to the Plan have been released, including in Nov. 2020 and [Spring 2021](#), which included 34 new policies, 30 refined policies, 6 new future implementation programs, 5 refinements to future implementation plans, and more. Further updates were released in June 2021, and [August 2021](#). As of June 2022, the Commission is on version 19 of DTLA 2040. Therefore, I submit for PLUC's consideration that it form a working group to review updates to the DTLA 2040 plan with the objective of updating its 2019 letter for consideration by the DLANC Board of Directors at its July 12, 2022 regular meeting. Below members can find a list of key topics and their amendment status since the 2019 version of the plan.

DLTA 2040 Topic		2019	2022	DLANC Letter Topic
Adaptive Reuse	Maintains existing code regulations		Proposes an expansion of the Adaptive Reuse tool to the entire Downtown Plan area. Specifically: -Removing dwelling unit size requirements -Removing the limitation that allowed conversion to only dwelling units, and allows for the conversion of any viable use permitted by underlying zoning -Replacing the 1974 qualifying criteria with a rolling date of 25 years to allow for buildings constructed post-1974 to also utilize the program -Offering Floor Area Rights (FAR) exemptions for interstitial floors and mezzanines.	NOT MENTIONED
Character Frontage Districts	Maintained legacy architectural typologies		Proposes the allowance of Alternate (architectural) Typologies	NOT MENTIONED
Community Benefit Fund	Managed by City Council		Proposes a shift in oversight of incentive funds from Council to the Department of City Planning. (Projects that have satisfied the minimum onsite benefits of Level 1 and Level 2 of the Community Benefits Program, may achieve maximum floor area (FAR) by continuing to provide onsite benefits such as affordable housing, publicly accessible open space, or Community Facilities, or by, paying a fee towards the Community Benefits Fund at \$50 per square foot of requested bonus FAR.) Distribution of the fund is proposed to be governed by an oversight committee composed of representatives from city departments, offices of elected officials, and members of the community. (August P 15)	NOT MENTIONED
Community Benefits Program			Proposes a new CBP that replaces fees collected through current Transit Oriented Communities (TOC) and TFAR. Quimby and Affordable Housing Linkage Fee programs will remain in place.	NOT MENTIONED
Discretionary Review	Current process involves appraisals of every project, negotiation of community benefits on a project by project basis, and requires approvals from the City Planning Commission and the City Council.		Proposes a "streamlined" review process that allows the use of "ministerial processes" rather than the legacy discretionary review process (however, the Plan lays out several caveats [June page A-32])	NOT MENTIONED
Downtown Design Guide			Rescinded	NOT MENTIONED
Facilitating Growth/ Value Capture			Calls for a capital improvement study for DTLA that would identify future infrastructure projects and funding sources intended to offer a path for completing the pedestrian, bicycle, and transit improvements needed to support DTLA 2040 land use strategy (DOT has initiated this study [DTLA Mobility Investment Plan]).	Open Space/Linkages
Facilitating Growth/ Value Capture			See E12	Equitable Access to Open Space
Facilitating Growth/ Value Capture			Proposes both Open space and Community Facilities: New Public Open Space: Introduces an incentive system to create publicly accessible open space as part of new private developments. If a project chooses to provide publicly accessible private open space to access the available bonus development potential, it is required to allocate 14% to 24% of its overall lot area as Publicly Accessible Open Space (shade, landscaping, restrooms, drinking water fountains, etc.) Community Facilities: If a project chooses to provide a Community Facility to access bonus development potential, it is required to set aside a minimum of 5,000 square feet and provide an additional 2.5% of Floor Area towards a Community Facility for every additional bonus FAR. Community Facilities may be provided in the form of Schools, Social Services, Public Facilities, or Daycare Services. Examples of eligible Community Facilities include public or non-profit health and counseling clinics, small business resource centers, job training centers, commissary kitchens for food vendors, cultural centers, and libraries. However, CD 14 is against the Community Facilities incentive category.	Private Developer Contributions
Height limits	recommends height limits through the Historic Core (12 stories)		Proposes unlimited height, but where taller buildings exceed 12 stories in height, they are required to step back 30 feet from the street facing property line.	NOT MENTIONED
Mobility			See E15	Transit-Oriented Land Uses
Mobility			Proposes updates to Mobility Plan 2035 including the reclassifications of streets and enhanced networks, and amendments to the Framework Element.	Complete Streets
Mobility			See E15	Improved Connectivity
Mobility			See E15	Transit Circulator Service
Parking Minimums			Proposes the elimination of minimum parking requirements and introduces design standards for above-grade parking that would address the impact of parking on the public realm. CD14 goes further in its 6/2021 request to "unbundle" existing parking requirements for existing buildings.	Elimination of Parking minimums
Production of new Affordable Housing (Base Bonus vs. Inclusionary Housing)	Proposes the establishment of "Base Bonus" incentives, modeled after current Density Bonus, Transit Oriented Community Projects (TOC), Transfer of Floor Area Ratio (TFAR) programs.		No change; however CD14 has come out publically AGAINST Base Bonus, in favor of Mandatory Inclusion (see his 6/2021 and 9/2021 letters to Commission)	NOT MENTIONED
TFAR			will no longer be in effect for Downtown.	NOT MENTIONED
Vehicles Miles Traveled (VMT)			Proposes to implement new zoning tools through frontage districts and development standards districts that reduce vehicular traffic in favor of increased pedestrian access and experience	Pedestrian Experience

