

# - DTLA 2040 -

## Neighborhood Profile: Arts District South

Each week, we will highlight an area with distinct zoning characteristics contained in [DTLA 2040](#), which is the community plan for Downtown that will establish the blueprint for new development for the next 20 years. DTLA 2040 is currently underway and City Planning's next project milestone is the release of the Draft EIR, expected in spring 2020.

This week we are highlighting **Arts District South**, an area approximately bounded by Violet Street, LA River, 10 Freeway and Alameda Street.

DTLA 2040 is the first community plan to implement the City's new form-based code which means all new zoning is organized in the following manner: **[Form-Frontage-Standards] [Use-Density] [Overlay]**.

- **Form** directly relates to the allowable building size.
- **Frontage** dictates how a building will appear when viewed from the street.
- **Standards** reflect if the area is auto or pedestrian-orientated.
- **Use** controls what type of activity inside the building is allowed.
- **Density** governs how many homes can be built within the building envelope.
- **Overlay** is a catch-all that regulates anything beyond the zoning code. In the case for DTLA 2040, the overlay provision implements the Community Benefits Program, Downtown Design Guidelines and existing area focused overlays.

As proposed in DTLA 2040, **Arts District South** is primarily characterized by the following zoning:

**[MUM1-WH1-5] [IX2-FA]**

**[Medium-Unspecified-Medium 1-Warehouse 1-District 5] [Industrial-Mixed 2-Limited by Floor Area]**

**[MLM1-CDF1-5] [IH2-FA] [CPIO]**

**[Medium-Limited-Medium 1- Daylight Factory-District 5] [Industrial Mixed Hybrid 2-Limited by Floor Area]**

The MUM1 form district generally applies to the area west of Mateo Street and allows for a max FAR of 4.5:1 and unlimited building height. The IX2 use district is intended to accommodate light industrial uses, office space, and research and development activity. It also allows live/work units. This district also requires day care facilities and schools to obtain conditional use permits (CUPs), and day care facilities must serve local employees.

The MLM1 form district generally applies to the area east of Mateo Street and allows for a max FAR of 4.5:1 and limits buildings to 18 stories. The IH2 use district supports office and commercial uses, as well as research and development, wholesale and light industrial uses. IH2 limits hotels to 75 keys, and daycare facilities and schools must seek a CUP which requires approval by the City Planning Commission. It also allows for a limited number of live/work units and permanent supportive housing (PSH) but no other housing typologies. Construction of new live/work developments are required to have a minimum average unit size of 1,000 square feet. Except for PSH, IH2 also requires that all new structures be built entirely as Type I, II or IV construction, which largely precludes the use of wood materials. Building materials, type of windows, roof style is also severely limited by the Daylight Factory (CDF1) form district. For example, CDF1 requires flat roofs and prohibits balconies.

Like the rest of DTLA under the proposed plan Arts District South does not have density limitations and above-grade parking is counted toward project FAR. *\*Please note not all parcels within Arts District South are this proposed zoning. To review parcel by parcel zoning designations as proposed by DTLA 2040 please click [here](#).*

Like our concerns with the proposed zoning for Arts District North, CCA takes issue with the restrictions on housing, design and construction types in this area. Amid our current housing crisis, limiting housing to live/work or PSH units and greatly reducing the ability to use wood construction is counterproductive and is contrary to our goal of making DTLA the place for housing at all income levels. We believe this will result in exclusionary and economically stratified, not integrated, growth. Live/work units are more expensive to build than typical housing units and the requirements for high-cost construction materials coupled with counting above-grade parking toward project FAR will further increase the cost of housing. DTLA 2040 is seemingly the first community plan that has attempted to dictate construction types and we believe such a determination is out-of-scope for City Planning to mandate based on design preferences and should be left to building and safety codes.

We are also strong advocates for increased daycare and school options for DTLA and believe these uses should be encouraged. Instead, DTLA 2040 discourages these uses by requiring CUPs that can be costly and arduous to process which creates barriers to entry and disincentivizes these uses. Requiring CUPs for these uses in this area also appears to be in conflict with the intended goals for the area, given that developments are incentivized to use the Community Benefits System to achieve additional development capacity, of which schools and daycares are included as priority public benefits. The community benefits program should work in tandem with the proposed zoning, however they are at odds in this case.

Additionally, limiting hotels to 75 keys is arbitrary, as are many of the design requirements. We are concerned that collectively these requirements do not support an inclusive DTLA and are out of character with the vision for DTLA as a vibrant, 24/7, urban environment.

We also remain focused on the impact of counting above-grade parking towards project FAR as major factor that will increase the cost of producing new housing and entrepreneurial uses. It is one of CCA's primary advocacy objectives for DTLA 2040 to maximize opportunities for a jobs/housing balance and we will continue to evaluate the plan through that lens.