

- DTLA 2040 -

Neighborhood Profile: Financial District and Bunker Hill

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 the **Financial District and Bunker Hill**, an area generally bounded by the 110 Freeway to the west, 1st Street to the north, Hill Street to the east and 8th Street to the south.

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, the **Financial District and Bunker Hill** are primarily characterized by the following zoning:

[HUB3-G1-5] [XG1-FA] [CPIO]

[High-Unspecified-Broad 3, General, District 5] [Commercial-Mixed General 1, Limited by Floor Area]

[HUB3-SH1-5] [XE1-FA] [CPIO]

[High-Unspecified-Broad 3, Shopfront 1, District 5] [Commercial-Mixed Entertainment 1, Limited by Floor Area]

Like South Park, the proposed zoning for the Financial District and Bunker Hill is flexible. The vast majority of the area is zoned with form district HUB3, which allows a 9:1 base FAR and 13:1 FAR max through the Community Benefits System, and use district XG1 which allows for a broad mix of uses. Parcels that front 7th Street and those south of 7th Street between the 110 Freeway and Hope Street are zoned with the XE1 use district, which allows for a wide range of commercial and residential uses, and is intended to support activities that cater to tourism and entertainment. K-12 schools are only permitted by Conditional Use Permit (CUP) in this area.

Like the rest of DTLA, above-grade parking is counted towards project FAR in the Financial District and Bunker Hill. There are no maximum building height limitations, but the HUB3 form district imposes a minimum building height of 10-stories.

**Please note not all parcels within the Financial District and Bunker Hill are this proposed zoning. To review parcel by parcel zoning designations as proposed by DTLA 2040 please click [here](#).*

CCA appreciates the largely flexible approach to the proposed zoning in the Financial District and Bunker Hill, but we have concerns about some provisions that appear arbitrary and may unduly hamper the ability for new development to meet the needs of DTLA's growing population.

We believe that K-12 schools in the XE1 use district should be allowed by-right and not be required to obtain a CUP. The Financial District and Bunker Hill are the employment centers of DTLA and would greatly benefit from community resources like schools within walking distance of jobs and residences to continue to grow sustainably into the future. Additionally, schools are considered a Tier 2 public benefit within the Community Benefits System. The City should therefore make the provision of schools simple and easy, not impose additional approval processes.

We also believe that minimum building heights, while well-intentioned, may have the unintended consequence of limiting near-term infill development. We want to see more high-rise development in DTLA, but don't believe that it's necessary to prohibit developments less than 10 stories that may be financially feasible and would add to DTLA's housing stock. Minimum building heights may also decrease the viability of schools, daycare and other neighborhood-serving uses that generally require one- or two-story buildings.

Lastly, we also remain focused on the impact of counting above-grade parking towards project FAR as a 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. We believe that the plan should at least exempt from project FAR above-ground parking that meets certain design standards, including if it is wrapped with active uses, mechanically ventilated or is convertible for other uses in the future.