

# - DTLA 2040 -

## Neighborhood Profile: Union Station 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 **Union Station South**, an area approximately bounded by the 101 Freeway, Alameda Street, First Street and LA River

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, **Union Station South** is primarily characterized by the following zoning:

**[LUF1-WH1-6] [MR1-N]**

**[Low-Unspecified-Full 1, Warehouse 1, District 6] [Industrial Restricted 1-Not Permitted]**

**[PUM2-G1-5] [XC1-FA] [CPIO]**

**[Medium-Plus-Unspecified-Medium 2, General 1, District 5] [Commercial-Mixed Community 1-Limited by Floor Area]**

The Union Station South area is a uniquely zoned area that prohibits residential uses in the MR1 Use District north of Temple Street to preserve industrial uses and public facilities abutting the LA River, but allows for mixed-use development and a diversity of housing types south of Temple Street in the XC1 Use District. There are also several parcels zoned for public and institutional services and amenities mixed within these areas.

The MR1 Use District allows heavy commercial and light industrial uses, as well as a limited amount of commercial activity. The XC1 Use District allows for commercial uses generally up to 50,000 square feet per establishment on the ground floor, as well as a wide range of housing types.

The maximum FAR in areas covered by form district LUF1, including much of the area north of Temple Street, is 3:1 and there are no height limits. District PUM2 generally applies to the southside of Temple Street and allows a max FAR of 8.5:1 through the community benefits system, also without height limits.

Like the rest of DTLA, under the proposed plan in the areas where housing is permitted, Union Station South does not have density limitations. Throughout the area, above-grade parking is counted toward project FAR. *\*Please note not all parcels within Union Station South are this proposed zoning. To review parcel by parcel zoning designations as proposed by DTLA 2040 please click [here](#).*

CCA is concerned about the hodge-podge mix of uses in this area and how it will connect to surrounding areas like Union Station, Little Tokyo and the Arts District. As proposed, this area limits alcohol uses to restaurants, does not allow for hotels larger than 149 keys and limits retail uses to no more than 50,000 SF. It proposes to ban housing north of Temple and preserves areas abutting the LA River for industrial uses, despite plans to revitalize the LA River and foster better connections with DTLA and surrounding areas. 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 a major factor that will increase the cost of producing new housing and industrial 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.