

- DTLA 2040 -

Neighborhood Profile: Fashion District

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 **Fashion District**, an area generally bounded by Broadway to the west, 7th Street to the north, Stanford Avenue to the east and the 10 Freeway to the south (note: these boundaries roughly align with the distinct zoning for the area and are not contiguous with the boundaries of the Fashion District Business Improvement District).

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 **Fashion District** is primarily characterized by the following zoning:

[PUM1-G1-5] **[IH1-FA]** **[CPIO]**

[Medium-Plus-Unspecified-Medium 1, General, District 5] **[Industrial-Mixed Hybrid 1, Limited by Floor Area]**

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

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

The western edge of the Fashion District between Broadway and Santee Street shares similar zoning with the eastern edge of South Park, which is flexible and allows a range of housing types. However, the Fashion District east of Santee Street is largely zoned for hybrid-industrial and industrial-mixed uses which are restrictive, with the exception of City Market that sits in the middle of the Fashion District and is zoned for an array of mixed residential and commercial uses. In general, the City's proposed zoning approach for the Fashion District is to allow a wide mix of uses in the western portion, and impose gradually increasingly more restrictive industrial-oriented zoning eastward.

The PUM1 form district that makes up most of the Fashion District allows a 4:1 base FAR and 8:1 FAR max through the Community Benefits System, and the IH1 use district that applies to these areas is intended to promote a range of light industrial and commercial uses. It permits limited housing only by adaptive reuse or as permanent supportive housing (PSH) or live/work units with a minimum average size of 750 square feet. It also limits hotels to 149 keys, requires schools and daycares to receive Conditional Use Permits (CUPs). Daycares must primarily serve workers in the surrounding area. The MUM1 form district that covers the eastern edge of the Fashion District, generally between San Pedro Street and Stanford Avenue, allows a 4.5:1 FAR max, and the IX2 use district is intended to accommodate light industrial uses, office space and research and development activity. New housing and hotels are not permitted. The same limitations on schools and daycares apply in this area as well.

Like the rest of DTLA, above-grade parking is counted towards project FAR in the Fashion District. There are no maximum building height limitations throughout the Fashion District.

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

CCA has significant concerns about the zoning approach for the Fashion District, particularly the sweeping restrictions on new housing and limitations on hotels, schools and daycares. Rather than apply the more dynamic and forward-looking zoning of the City Market site, the current zoning proposal treats City Market as an island and largely freezes the rest of the Fashion District in its current state and inhibits the area's growth. We believe that the City Market zoning and the

zoning on the western edge of the Fashion District should be more broadly applied across the district to allow it to grow as a thriving mixed-use neighborhood.

Amid our current housing crisis, precluding housing in some areas and limiting housing to live/work or PSH units in other areas 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 addition of counting above-grade parking toward project FAR will further increase the cost of housing. Additionally, as the Fashion Industry undergoes major changes and as employment shrinks, the future economic vitality of the neighborhood is dependent on welcoming new residents.

We are strong advocates for increased daycare and school options for DTLA and believe these uses should be encouraged. Instead, the proposed use districts discourage 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. Moreover, the requirement that daycares should primarily serve people working in the surrounding area is arbitrary. Daycares should be encouraged to serve residents as well, which will also foster a more inclusive community.

Additionally, limiting hotels to 149 keys or precluding new hotels altogether does not support an inclusive DTLA and are out of character with the vision for DTLA as a vibrant, 24/7, urban environment. Hotels are an important asset for DTLA, supporting tourism and increasing the tax base.

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.