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DATE: August 21, 2025

TO: City Departments
Interested Parties

FROM: Vincent P. Bertoni, AICP
Department of City Planning

**RE: TECHNICAL CORRECTIONS TO MAPS FOR IMPLEMENTATION OF THE CITYWIDE
HOUSING INCENTIVE PROGRAM, ORDINANCE NOS. 188477, 188478**

Pursuant to LAMC Section 12.22 A.38(j)(7) and 12.22 A.39(h)(11) of Chapter 1 and Section 1.5.16.C.1 of Chapter 1A, the Director of Planning may issue and update eligibility maps annually to implement programs associated with the Citywide Housing Incentive Program Ordinance (Ordinance 188,477 and 188,478). Since the Director of Planning issued the Transit Oriented Incentive Map and the Map of the 2024 California Tax Credit Allocation Committee (TCAC) Resource Areas on February 12, 2025, three technical errors in the Transit Oriented Incentive Map and one technical error in the Map of the 2024 California Tax Credit Allocation Committee (TCAC) Resource Areas have been identified and are corrected with the issuance of this memorandum. This memo provides a summary of the aforementioned technical errors and includes corrected maps.

The first correction on the Transit Oriented Incentive Map adds 283 parcels rezoned prior to February 12th, 2025 as part of updates to Community Plan Implementation Overlays in Hollywood, South Los Angeles, Southeast Los Angeles, and West Los Angeles. These zone changes were largely a result of the Slauson Transit Neighborhood Plan Update and include zoning changes from A1 to C2; M1 to C2 or CM; M2 to CM; and R1 to R3. As the new zones now permit multifamily residential uses, they are eligible for bonuses offered by the Transit Oriented Incentive Areas and were erroneously excluded from the previous map publication.

The second correction on the Transit Oriented Incentive Map removes 34 parcels located in Chatsworth that were originally mapped as eligible for T-1 incentives in the Transit Oriented Incentive Areas. Prior mapping analysis erroneously identified the Metro 242/243 bus line as a combined route which met the 20 minute or less service interval times. However, while the Metro 242/243 are linked so that one trip on 242 becomes a 243 trip then back to a 242 trip in both directions, frequency remains 40 min in each direction. These parcels are therefore not eligible for bonuses offered by the Transit Oriented Incentive Areas.

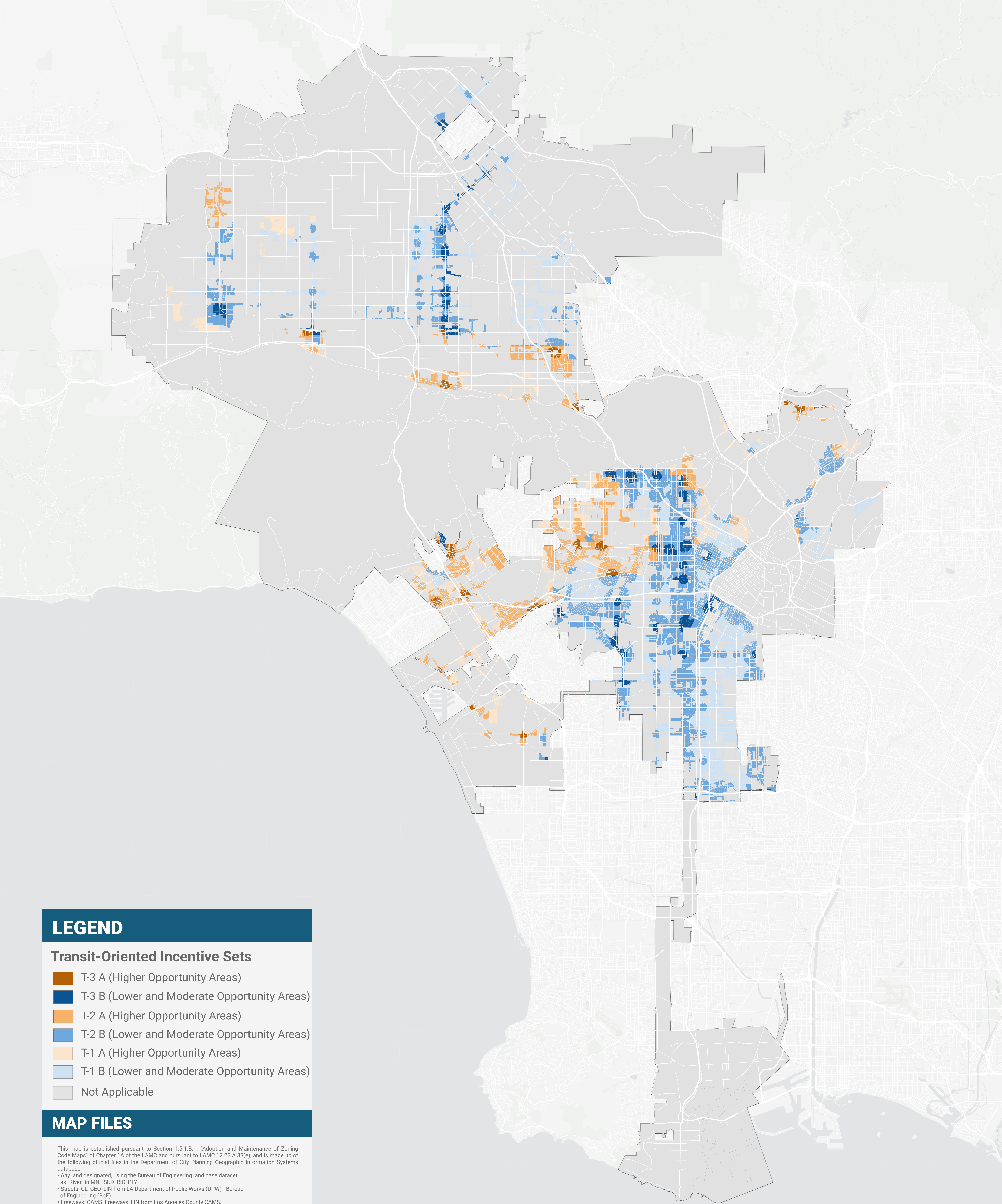
The third correction on the Transit Oriented Incentive Map reclassifies 9,513 parcels citywide, which were incorrectly assigned a lower transit tier. Lots intersecting multiple Transit Oriented

Incentive Area tiers should always receive the higher incentive tier of the two tiers they intersect. In the February 12th, 2025 Transit Oriented Incentive Area Map, these sites were erroneously assigned the lower incentive tier. The correct tier has been applied in the revised Transit Oriented Incentive Map.

The Map of the 2024 California Tax Credit Allocation Committee (TCAC) Resource Areas is revised to correct the legend title. 'Transit-Oriented Incentive Sets' is replaced with 'TCAC Opportunity Areas', as the map identifies TCAC opportunity areas. There are no additional changes in the symbology or changes to the data.

With the above stated corrections in mind, the Transit Oriented Incentive Area Map is updated for the purposes of implementing eligibility criteria and incentives associated with Transit Oriented Incentives contained in LAMC Section 12.22 A.38 of Chapter 1 or LAMC Section 9.2.5 of Chapter 1A and the CA TCAC Resources Areas map is updated for clarity. To verify eligibility for a particular address, applicants may utilize Los Angeles City Planning's online mapping tool, Zone Information and Map Access System (ZIMAS) (<https://zimas.lacity.org/>). An applicant may confirm a site's eligibility for the Transit Oriented Incentive Areas by visiting ZIMAS and entering the project's address into the search field. Once the address is located, users can click on the Planning and Zoning dropdown menu where they will be able to view eligibility for the Transit Oriented Incentive Area under the Mixed Income Incentive Programs section. In the Planning and Zoning dropdown, users may also verify an address' TCAC Opportunity Area.

Transit Oriented Incentive Map



LEGEND

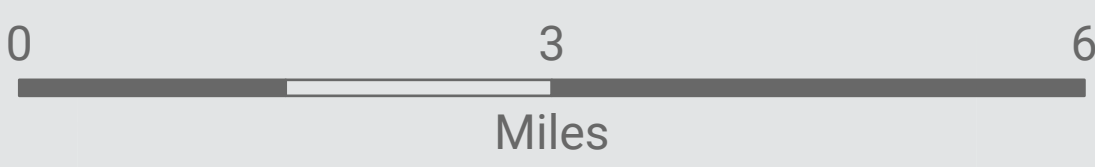
Transit-Oriented Incentive Sets

- T-3 A (Higher Opportunity Areas)
- T-3 B (Lower and Moderate Opportunity Areas)
- T-2 A (Higher Opportunity Areas)
- T-2 B (Lower and Moderate Opportunity Areas)
- T-1 A (Higher Opportunity Areas)
- T-1 B (Lower and Moderate Opportunity Areas)
- Not Applicable

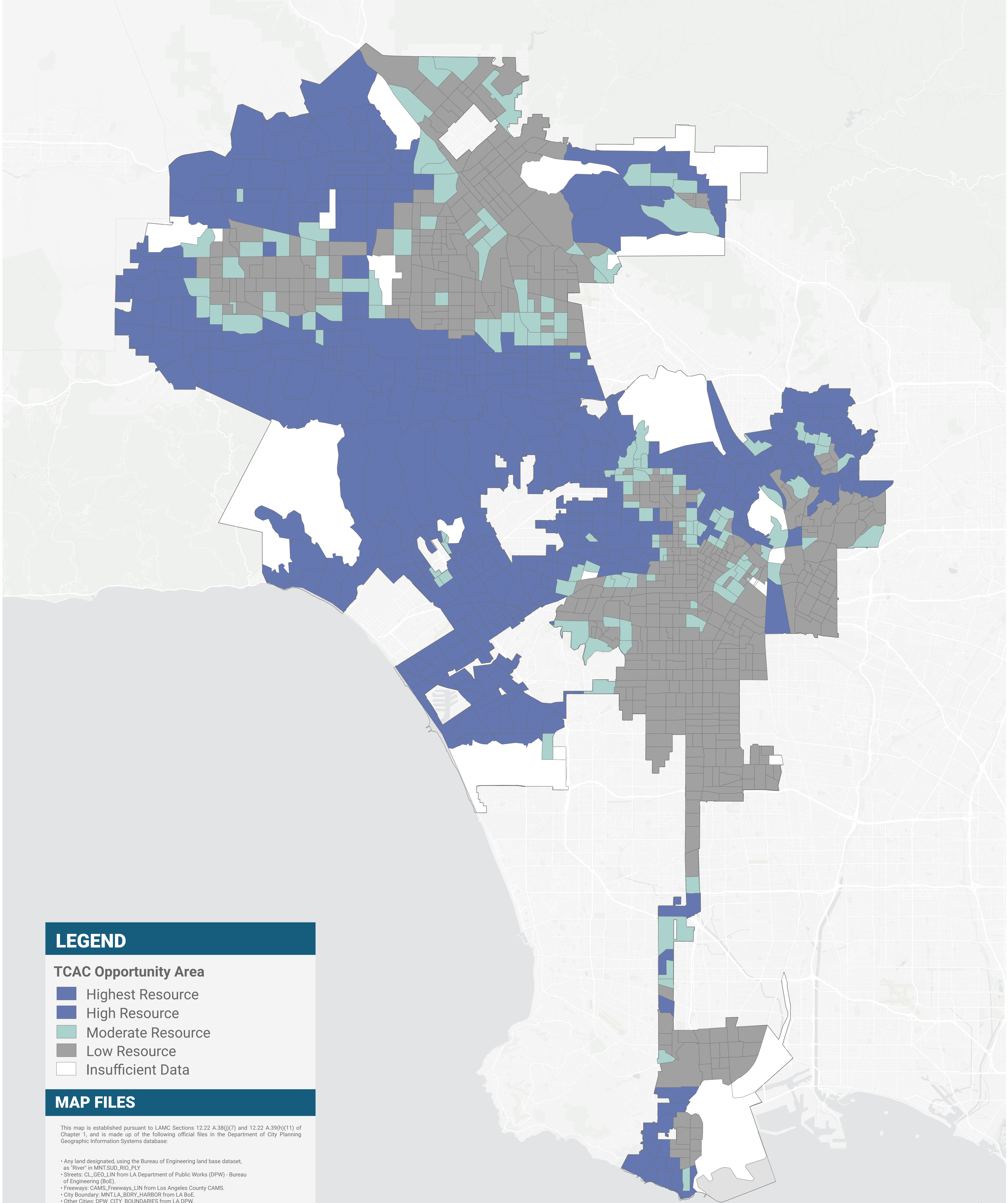
MAP FILES

This map is established pursuant to Section 1.5.1.B.1. (Adoption and Maintenance of Zoning Code Maps) of Chapter 1A of the LAMC and pursuant to LAMC 12.22 A.38(e), and is made up of the following official files in the Department of City Planning Geographic Information Systems database:

- Any land designated, using the Bureau of Engineering land base dataset, as "River" in MNT.SUD_RIO_PLY
- Streets: CL_GEO_LIN from LA Department of Public Works (DPW) - Bureau of Engineering (BoE).
- Freeways: CAMS_Freeways_LIN from Los Angeles County CAMS.
- City Boundary: MNT.LA_BDRY_HARBOR from LA BoE.
- Other Cities: DPW_CITY_BOUNDARIES from LA DPW.
- Basemap: Esri Light Gray Canvas.
- Projection: NAD 1983 StatePlane California V FIPS 0405 (US Feet)



2024 Tax Credit Allocation Committee (TCAC) Map



LEGEND

TCAC Opportunity Area

- Highest Resource
- High Resource
- Moderate Resource
- Low Resource
- Insufficient Data

MAP FILES

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