SCAG
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Connect SoCal

The 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy

LOCAL DATA EXCHANGE (LDX) PROCESS

DATA/MAP BOOK

for the City of

LONG BEACH

DRAFT PLAN RELEASE | NOVEMBER 2023

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INTRODUCTION

Founded in 1965, the Southern California Association of Governments (SCAG) holds a federal designation as a Metropolitan Planning Organization (MPO) and is a state-recognized Regional Transportation Planning Agency and Council of Governments. SCAG's primary role is developing long-range plans for a region encompassing six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities, an area covering more than 38,000 square miles.

Beginning in February 2022, SCAG started an extensive data exchange process with local jurisdictions. The purpose of this process was twofold: to inform SCAG's 2024 Regional Transportation Plan/Sustainable Communities Strategy ("Connect SoCal 2024") and to provide data, tools, and platforms to assist in local plan development. This process was developed in conjunction with SCAG's Regional Data Platform. The data and maps in this book can also be accessed in digital and editable form through the RDP (https://scag.ca.gov/RDP) alongside several additional planning tools.

This bottom-up approach ensures that local jurisdictions are actively involved in the development of SCAG's regional plans and that the data is accurate. By providing tools and data back to local jurisdictions for their own plan updates, the objective of the Local Data Exchange is to help make local and regional plans mutually reinforcing.

What is Connect SoCal 2024?

The Regional Transportation Plan is an important planning document for all major US regions which allows transportation projects to qualify for federal funding and/or federal approval. A principal requirement of the RTP is that the US EPA's Transportation Conformity Regulations are complied with at the regional level. The California Sustainable Communities and Climate Protection Act of 2008, better known as Senate Bill 375, mandates the integration of transportation, land use, and housing planning with the objective of smarter growth. Under SB 375, the California Air Resources Board issues a travel-based greenhouse gas (GHG) emissions reduction target for the region and requires MPOs to develop a Sustainable Communities Strategy that demonstrates target achievement in alignment with the RTP and the Regional Housing Needs Assessment (RHNA).[1] These federal and state standards both require the development of a coordinated regional strategy for transportation and land use in order to ensure that the region's goals are achieved.

What is the Local Data Exchange Process?

In order develop a plan that can meet these requirements, SCAG first prepares a set of GIS maps for local jurisdictions. Several maps are produced by third parties and are curated and provided by SCAG for informational purposes as a consideration in developing local plans. Other maps are draft, prior, or public versions of local data which SCAG is requesting local review for possible inclusion in Connect SoCal 2024. Over the course of 2022, SCAG reached out to all 197 local jurisdictions, provided available resources, and met one-on-one with local jurisdictions to discuss these data and maps in their local context, provide background on the development of Connect SoCal 2024, and provide training in tools available to local jurisdictions. Preliminary data and maps were shared with local jurisdictions through the May 2022 released data/map book and through the Regional Data Platform.

This version of the Data/Map Book reflects the conclusion of the Local Data Exchange process with revisions made by local jurisdictions that provided them to SCAG or were granted an extension by the December 2, 2022 deadline.

1 The RHNA is on an eight-year cycle and no RHNA will be developed alongside Connect SoCal 2024.

INTRODUCTION

What is the Regional Data Platform?

The Regional Data Platform (RDP) (https://scag.ca.gov/RDP) is a collaborative data sharing and planning system designed to facilitate better planning for cities and counties of all levels across the region. The RDP is intended to:

- Provide modern planning tools and best practices oriented around the data and analysis requirements of General Plan updates
- Streamline the process of collecting and integrating data from local jurisdictions to SCAG to enhance regional planning
- Facilitate transparency and collaboration, locally and regionally, to drive more democratic and sustainable planning

The RDP has been designed with three major components—*Accessible Data and Information, Planning and Engagement Tools, and Data Sharing Tools and Workflows*. Tools and resources have been produced in each of these categories with the assistance of ten pilot jurisdictions.

Under *Accessible Data and Information*, the RDP's Regional Hub is a one-stop location for data, tools, reports, and collaboration. SoCal Atlas is a web-based application providing the ability to explore commonly-used data, statistics, and maps across topics (e.g., demographics, employment, housing) and geographies (e.g., county, city, census tracts).

Planning and Engagement Tools include the Housing Element Parcel Tool (HELPR) and Parcel Locator applications for public use. Additionally, local jurisdictions have access to several pieces of off-the-shelf Esri software (e.g., ArcGIS Pro, Urban, Business Analyst) and a local General Plan update site template to easily create a website to facilitate and engage residents during a General Plan update.

The *Data Sharing Tools and Workflows* component has been centered around the Local Data Exchange (LDX) Process, which provides opportunities to local jurisdictions and stakeholders to explore, review, update, and comment on data shared by and with SCAG. Local jurisdiction users with login credentials will have the ability to track submission status and receive direct technical assistance from SCAG.

What is the Local Information Services Team?

Responding to jurisdictions' requests for further technical assistance on the RDP and LDX processes, SCAG launched the Local Information Services Team (LIST) comprised of technical staff able to provide customized one-on-one technical and information services and tool demos. LIST aims to:

1. Link SCAG's available information products (e.g., data, applications, model policies and best practices, topical white papers) to help address local needs,
2. Provide local jurisdiction staff an opportunity to offer feedback on how SCAG can improve its products to facilitate better collaboration, and to
3. Coordinate one-on-one meetings with local jurisdictions during the LDX process.

Requests can be submitted through https://scag.ca.gov/RDP or list@scag.ca.gov.

PROVIDING INPUT TO SCAG

This Data/Map Book and its dynamic online equivalent through the Regional Data Platform is specific to your local jurisdiction and is designed to help local planners better understand the sources, methodologies, and contexts of datasets which will be integrated into SCAG's regional plans.

The layers below are being shared with local jurisdictions in preparation for Connect SoCal 2024. During the LDX process, SCAG sought update and corrections on several layers as indicated below. Additional layers represent regional datasets which local update and corrections were optional. The remaining layers are third-party data which relate to regional objectives and are included for reference while developing Connect SoCal 2024's forecasted regional development pattern. Additional detail is found in the description of each layer that follows. **The current datasets reflect the inputs received during the LDX process.**

CATEGORY	LAYER NAME	REVIEW TYPE
Land Use	General Plan	Update/Corrections
	Zoning	Update/Corrections
	Existing Land Use	Update/Corrections
	Specific Plan Land Use	Update/Corrections
	Key Entitlements	Update/Corrections
Priority Development	Neighborhood Mobility Areas	Optional
	Livable Corridors	Optional
	Job Centers	Optional
	Housing Trajectory	Update/Corrections and site inventory upload
Transportation	High Quality Transit Corridors	Reference Only
	Transit Priority Areas and Major Transit Stops	Reference Only
	Regional Bikeways	Optional
	Regional Truck Routes	Optional
Green Region Resource Areas (SB 375)	Resilience *(Flood areas, coastal inundation, wildfire risk)*	Reference Only
	Open Space/Habitat *(Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans)*	Reference Only
	Administrative/Working Lands *(Tribal nations, military installations, farmlands)*	Reference Only
Geographical Boundaries	City Boundary and Sphere of Influence	Reference Only
	Census Tract	Reference Only
	TAZ	Reference Only
Growth	Jurisdiction-level projections of households and employment (2019-2050)	Update/Corrections
	TAZ-level projections of households and employment (2019-2050)	Update/Corrections

PROVIDING INPUT TO SCAG

Due to delays in the 2020 Census and a desire to better integrate the evolving COVID-19 pandemic and local jurisdictions' 6th cycle housing element updates in SCAG's forecasting process, preliminary growth forecast data were available later than other layers in May 2022. SCAG staff collected, reviewed, and incorporated the inputs received from email and RDP-LDX portal which provides several options for input:

- Direct editing (no GIS knowledge required)
- Complete file upload
- Complete plan upload
- Comments & feedback

Unique jurisdictional login information was provided under separate cover. LIST members were available throughout the LDX process to provide technical assistance and can be contacted at list@scag.ca.gov.

Timeline

The Local Data Exchange Process involves the following milestones.

EVENT	DATE
Local Data Exchange Soft Launch. Data layers (except growth) available for local review through Data/Map Books and Regional Data Platform (RDP).	February 2022
Subregional outreach and trainings on LDX and RDP. LIST team available for questions and consultation.	Feb – Apr 2022
Local Data Exchange Complete Launch. Data/Map Book and RDP updated to include preliminary growth data.	May 2022
One-on-one meetings with local jurisdictions to review the data package and feedback opportunity.	Beginning May 2022
Deadline for local jurisdictions to provide feedback for possible inclusion in Connect SoCal 2024.	Dec 2, 2022
Regional collaboration on plan development. Continued development of Connect SoCal 2024 strategies with stakeholders, working groups, and the general public.	Early 2023
Draft Connect SoCal 2024 release	Nov 2023
Final Connect SoCal 2024 adoption	Anticipated April 2024

LAND USE

After the adoption of Connect SoCal 2020, SCAG began the 2019 regional land use dataset development process to update parcel-based land use information in preparation for Connect SoCal 2024. From late 2019 to early 2020, SCAG staff obtained the 2019 parcel boundary GIS file and tax roll property information from county assessor's offices and/or county's GIS portals. After a year of data collection, standardization, and clean-up, SCAG staff prepared a set of land use data and maps at the parcel level as follows:

- Adopted General Plan land use with local jurisdiction's general plan designations and with SCAG Land Use Codes
- Adopted Specific Plan land use with SCAG Land Use Codes
- Adopted Zoning codes with local jurisdiction's zoning codes and with SCAG Land Use Codes
- 2019 Existing land use with SCAG Land Use Codes

The Anderson Land Use Classification was used as the standardized SCAG Land Use Code system. For more detailed information on the land use code system, please refer to Table 1: SCAG Land Use Codes Table. Land use datasets were further reviewed by local jurisdictions during the LDX process. In May 2023, SCAG staff completed the data updates based on the data updates and comments received during the LDX process.

Please note that the data shown in some areas may be generalized, because the parcel-level land use dataset does not support multiple uses of designations on a single parcel. Due to this limitation, if site specific data is necessary, users should always reference a local agency's adopted documents or field surveys to determine actual land use designations.

LAND USE

TABLE 1: SCAG Land Use Codes Legend

LEGEND		LAND USE DESCRIPTION
	Single Family Residential	1110 Single Family Residential 1111 High Density Single Family Residential (9 or more DUs/ac) 1112 Medium Density Single Family Residential (3-8 DUs/ac) 1113 Low Density Single Family Residential (2 or less DUs/ac)
	Multi-Family Residential	1120 Multi-Family Residential 1121 Mixed Multi-Family Residential 1122 Duplexes, Triplexes and 2- or 3-Unit Condominiums and Townhouses 1123 Low-Rise Apartments, Condominiums, and Townhouses 1124 Medium-Rise Apartments and Condominiums 1125 High-Rise Apartments and Condominiums
	Mobile Homes and Trailer Parks	1130 Mobile Homes and Trailer Parks 1131 Trailer Parks and Mobile Home Courts, High-Density 1132 Mobile Home Courts and Subdivisions, Low-Density
	Mixed Residential	1140 Mixed Residential 1100 Residential
	Rural Residential	1150 Rural Residential
	General Office	1210 General Office Use 1211 Low- and Medium-Rise Major Office Use 1212 High-Rise Major Office Use 1213 Skyscrapers
	Commercial and Services	1200 Commercial and Services 1220 Retail Stores and Commercial Services 1221 Regional Shopping Center 1222 Retail Centers (Non-Strip With Contiguous Interconnected Off-Street Parking) 1223 Retail Strip Development 1230 Other Commercial 1231 Commercial Storage 1232 Commercial Recreation 1233 Hotels and Motels
	Facilities	1240 Public Facilities 1241 Government Offices 1242 Police and Sheriff Stations 1243 Fire Stations 1244 Major Medical Health Care Facilities 1245 Religious Facilities 1246 Other Public Facilities 1247 Public Parking Facilities 1250 Special Use Facilities 1251 Correctional Facilities 1252 Special Care Facilities 1253 Other Special Use Facilities

TABLE 1: SCAG Land Use Codes Legend (continued)

LEGEND		LAND USE DESCRIPTION
	Education	1260 Educational Institutions 1261 Pre-Schools/Day Care Centers 1262 Elementary Schools 1263 Junior or Intermediate High Schools 1264 Senior High Schools 1265 Colleges and Universities 1266 Trade Schools and Professional Training Facilities
	Military Installations	1270 Military Installations 1271 Base (Built-up Area) 1272 Vacant Area 1273 Air Field 1274 Former Base (Built-up Area) 1275 Former Base Vacant Area 1276 Former Base Air Field
	Industrial	1300 Industrial 1310 Light Industrial 1311 Manufacturing, Assembly, and Industrial Services 1312 Motion Picture and Television Studio Lots 1313 Packing Houses and Grain Elevators 1314 Research and Development 1320 Heavy Industrial 1321 Manufacturing 1322 Petroleum Refining and Processing 1323 Open Storage 1324 Major Metal Processing 1325 Chemical Processing 1330 Extraction 1331 Mineral Extraction - Other Than Oil and Gas 1332 Mineral Extraction - Oil and Gas 1340 Wholesaling and Warehousing

TABLE 1: SCAG Land Use Codes Legend (continued)

LEGEND		LAND USE DESCRIPTION
	Transportation, Communications, and Utilities	1400 Transportation, Communications, and Utilities 1410 Transportation 1411 Airports 1412 Railroads 1413 Freeways and Major Roads 1414 Park-and-Ride Lots 1415 Bus Terminals and Yards 1416 Truck Terminals 1417 Harbor Facilities 1418 Navigation Aids 1420 Communication Facilities 1430 Utility Facilities 1431 Electrical Power Facilities 1432 Solid Waste Disposal Facilities 1433 Liquid Waste Disposal Facilities 1434 Water Storage Facilities 1435 Natural Gas and Petroleum Facilities 1436 Water Transfer Facilities 1437 Improved Flood Waterways and Structures 1438 Mixed Utilities 1440 Maintenance Yards 1441 Bus Yards 1442 Rail Yards 1450 Mixed Transportation 1460 Mixed Transportation and Utility
	Mixed Commercial and Industrial	1500 Mixed Commercial and Industrial
	Mixed Residential and Commercial	1600 Mixed Residential and Commercial 1610 Residential-Oriented Residential/Commercial Mixed Use 1620 Commercial-Oriented Residential/Commercial Mixed Use
	Open Space and Recreation	1800 Open Space and Recreation 1810 Golf Courses 1820 Local Parks and Recreation 1830 Regional Parks and Recreation 1840 Cemeteries 1850 Wildlife Preserves and Sanctuaries 1860 Specimen Gardens and Arboreta 1870 Beach Parks 1880 Other Open Space and Recreation 1890 Off-Street Trails

TABLE 1: SCAG Land Use Codes Legend (continued)

LEGEND		LAND USE DESCRIPTION
	Agriculture	2000 Agriculture 2100 Cropland and Improved Pasture Land 2110 Irrigated Cropland and Improved Pasture Land 2120 Non-Irrigated Cropland and Improved Pasture Land 2200 Orchards and Vineyards 2300 Nurseries 2400 Dairy, Intensive Livestock, and Associated Facilities 2500 Poultry Operations 2600 Other Agriculture 2700 Horse Ranches
	Vacant	3000 Vacant 3100 Vacant Undifferentiated 3200 Abandoned Orchards and Vineyards 3300 Vacant With Limited Improvements 3400 Beaches (Vacant) 1900 Urban Vacant
	Water	4000 Water 4100 Water, Undifferentiated 4200 Harbor Water Facilities 4300 Marina Water Facilities 4400 Water Within a Military Installation 4500 Area of Inundation (High Water)
	Specific Plan	7777 Specific Plan
	Under Construction	1700 Under Construction
	Undevelopable or Protected Land	8888 Undevelopable or Protected Land
	Unknown	9999 Unknown

General Plan Land Use

Beginning in February 2021, SCAG conducted the 2019 general plan land use data update process. In preparation for the update process, SCAG staff conducted an inventory of local general plan land use to review the status of local jurisdiction's general plan land use element updates and to collect recently updated local general plan land use information, based on information available on city/county websites. Throughout the process of collecting local general plan land use information, SCAG staff made every effort to incorporate any local general plan land use maps and designations updated after the development of 2016 regional land use dataset that was used for Connect SoCal 2020. As a part of the update process, SCAG staff migrated 2016 general plan land use information to 2019 parcel polygons and made updates to GIS parcel attributes, symbology layers and general plan correspondence tables. The general plan land use information was coded into GIS format at the parcel level, which includes local land use designations, SCAG land use codes, residential density (dwelling units per acre) and non-residential intensity (floor area ratio). In this Data/Map Book, two different types of general plan land use maps are prepared at the jurisdictional level—one with local designations, consistent with those used in each local jurisdiction and the other with the SCAG's standardized land use codes. **Data reflect revisions made by local jurisdictions during the LDX process in 2022.**

Specific Plan Land Use

Beginning in June 2021, SCAG conducted the 2019 specific plan land use data update process. In preparation for the update process, SCAG staff conducted an inventory of local specific plan land use to collect recently adopted or updated local specific plan land use information, based on information available on city/county websites. Throughout the process of collecting local specific plan documents, SCAG staff made every effort to incorporate any local specific plan land use maps and designations that are newly adopted or updated after the development of 2016 regional land use dataset. As a part of the update process, SCAG staff migrated 2016 specific plan land use information to 2019 parcel polygons and made updates to GIS parcel attributes and specific plan correspondence tables. The specific plan land use information was coded into GIS format at the parcel level, which includes local land use designations, residential density (dwelling units per acre) and non-residential intensity (floor area ratio). In this Data/ Map Book, specific plan land use map is prepared at the jurisdictional level with SCAG's standardized land use codes along with specific plan area boundaries. **Data reflect revisions made by local jurisdictions during the LDX process in 2022.**

Zoning

During the Connect SoCal 2020 Local Input and Envisioning Process, SCAG developed parcel-based zoning dataset, including zoning code—both in local code and SCAG land use code, symbology layers, and zoning standard correspondence tables. The 2016 zoning dataset was then updated based on feedback submitted by local jurisdictions during that process. As a part of the 2019 zoning data update process, SCAG staff migrated 2016 zoning code information to 2019 parcel polygons and prepared two different types of zoning maps at the jurisdictional level—one with local designations, consistent with those used in each local jurisdiction and the other with the SCAG's standardized land use codes. **Data reflect revisions made by local jurisdictions during the LDX process in 2022.**

Existing Land Use

The base year of Connect SoCal 2024 is 2019. To develop the base year 2019 existing land use data, SCAG staff migrated the 2016 existing land use information to 2019 parcel polygons and incorporated any recent land use changes since the year 2016. As a part of the update process, SCAG staff made every effort to identify newly developed parcels that were

previously undeveloped in the 2016 existing land use data by analyzing county assessor's tax roll information, such as use codes and assessed valuations, as well as building footprint information. Additionally, SCAG staff conducted geoprocessing to more accurately reflect the land information from various reference layers, including but not limited to California Protected Areas Database (CPAD), California School Campus Database (CSCD), Farmland Mapping and Monitoring Program (FMMP)'s Important Farmland, U.S. Department of Defense's Military Installations, Ranges, and Training Areas (MIRTA). In this Data/Map Book, the 2019 existing land use map is prepared at the jurisdictional level with SCAG's standardized land use codes. **Data reflect revisions made by local jurisdictions during the LDX process in 2022.**

Key Entitlements

The objective of this data is to improve SCAG's forecast of households and population by ensuring we capture large and/or regionally significant projects. As the land use authorities, local jurisdictions are being asked to review this draft dataset alongside several other land use datasets.

This dataset is not intended to reflect, in and of itself, specific projects which should or should not be included in Connect SoCal 2024. Since Connect SoCal 2024's forecast is not a build-out scenario and entitled projects are often phased over time, not all projects may be reflected and others may be partially reflected. Rather, locally-reviewed Tier2 TAZ growth totals reflect anticipated future growth in Connect SoCal 2024 and this dataset is one of several inputs in assisting to develop these growth totals.

Data reflect revisions made by local jurisdictions during the LDX process in 2022.

PRIORITY DEVELOPMENT

Neighborhood Mobility Areas

Neighborhood Mobility Areas (NMAs) are areas that focus on creating, improving, restoring and enhancing safe and convenient connections to schools, hospitals, shopping, services, places of worship, parks, greenways and other destinations. SCAG uses four empirical measures in its initial identification of NMAs: 1) Intersection density, 2) Low-speed streets, 3) Land use entropy (mixing), and 4) Accessibility to amenities within 1-mile using street network distances. In order to weight these four measures equally, each was converted to a z-score at the TAZ-level. A z-score of zero indicates that a TAZ is at the regional average for that measure – positive scores reflect above-average TAZs and negative scores reflect below average TAZs. A composite score was developed for each TAZ by summarizing the z-scores for all four measures. Based on the results of this process, SCAG took the top 25 percent performing TAZs and identified them as NMAs, to reflect the "top one-fourth" of the region for neighborhood mobility. These preliminary NMAs were then provided to local jurisdictions for review and refinement. We invited local jurisdictions to review the NMA layer by modifying and identifying the TAZs that best reflect (a) the measures and areas important in your community and (b) to link to any local mobility policies/strategies your jurisdiction has. Jurisdictions were asked to describe proposed changes, while keeping the share of each jurisdiction's TAZs identified as NMAs roughly equal (i.e. no more than +/- 10%) so that the regional NMA layer continues to reflect the "top one-fourth" of the region for mobility.

PRIORITY DEVELOPMENT

Livable Corridors

Livable Corridors are areas where local jurisdictions may plan and zone for increased density at nodes along key corridors, and to "redevelop" single-story under-performing retail with well-designed, higher density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within High Quality Transit Corridors (HQTCs), will make transit a more convenient and viable option. The Livable Corridors network is developed utilizing select variables from past regional plans like HQTCs and input from local jurisdictions during LDX. Additionally, this strategy is comprised of two components that will encourage context sensitive density, improve retail performance, combat disinvestment, and improve fiscal outcomes for local communities:

- **Transit Improvements:** Some corridors have been identified as candidates for on-street, dedicated lanes or other enhancements (e.g., Transit Signal Priority). Other corridors have the potential to support features that improve the user experience and bus performance, including enhanced bus shelters, real-time travel information, off-bus ticketing, all-door boarding, and longer distances between stops to increase speeds.
- **Active Transportation Improvements:** Increased investments in Complete Streets within Livable Corridors and intersecting arterials are essential to support safe bicycling, walking, and rolling. Investments may include protected lanes to encourage safe bicycling and lower speed mobility, improved pedestrian access, and bicycle and micromobility parking.

Livable corridors provided for local review were those identified in Connect SoCal 2020.

Based on the criteria above, jurisdictions were asked to describe proposed changes or additions using the line drawing tool.

Job Centers

The Job Centers layer in the Data/Map book was used during Connect SoCal 2020 and identifies areas in the region with significantly higher employment density than surrounding areas. Rather than a traditional downtown core surrounded by a periphery, Southern California has long been known to have a polycentric urban form characterized by multiple centers of activity. 72 job centers were identified in the SCAG region and are places with a greater concentration of employment than areas around them.[2] [3]

This layer was derived from point-level business establishment data from InfoUSA in 2016. Data have been post-processed by SCAG staff or accuracy and job centers are delineated using Tier2 TAZ boundaries. While job data form the basis these centers, places of work also represent the location of activity which may be a destination for other non-work trips (e.g. school, shopping, recreation).

This methodology aims to identify regional peaks of employment density for further plan development and is not intended to capture each local jurisdiction's main commercial areas. Additionally, the use of TAZ boundaries may limit the accuracy of specifc job center boundaries. SCAG requested local insights into the location of regionally-signifcant peaks of existing employment or activities in order to refine Connect SoCal 2024 strategies.

2 For an early methodology delineating job centers in the region, see Giuliano, Genevieve, and K. A. Small. 1991. Subcenters in the Los Angeles region. Regional Science and Urban Economics 21, p. 163-182.

3 These job centers are identified using the methodology described in Kane, K., Hipp, J. R., & Kim, J. H. 2018. Los Angeles employment centers in the twenty-first century. Urban Studies 55:4, p. 844-869

Housing Trajectory

The 6th cycle RHNA process required that each local jurisdiction develop a plan to accommodate its designated housing need across four income categories. Updated housing elements were due to the California Department of Housing and Community Development (HCD) on October 15, 2021 and required the inclusion of a site inventory detailing the location and characteristics of sites which satisfy the RHNA housing need. In some cases, current zoning and general plan designations may not yet be consistent with the housing element's site inventory; however, local jurisdictions have between 1 and 3 years to ensure consistency.

SCAG's 6th cycle RHNA methodology (see https://scag.ca.gov/rhna) allocated the majority of the region's housing need to jurisdictions on the basis of job accessibility and transit accessibility as defined in Connect SoCal 2020. As such, ensuring that local plans to accommodate this need are reflected in Connect SoCal 2024's forecasted regional development pattern is one tool in achieving the region's GHG and conformity targets.

In addition to verifying land use data as described above, SCAG developed an approach to standardize key site inventory criteria in order to help ensure that local jurisdictions' housing element updates are properly reflected. SCAG staff have generated the summary table below based on a review of each local jurisdiction's most recently submitted housing element conducted between December 27, 2021 – January 7, 2022. In addition to reviewing this table for accuracy, local jurisdictions were asked to provide the Excel-based sites inventory table which accompanied the housing element submittal to HCD (see file upload link through https://scag.ca.gov/RDP).

PRIORITY DEVELOPMENT

Table 2: Summary Statistics from 6th Cycle Housing Element Updates

NAME	VALUE	DESCRIPTION
Total RHNA Allocation	26502	Total 6th cycle RHNA allocation issued to local jurisdiction in September 2020.
Pipeline/Approved Units	548	Units which are currently in the process of being developed. While the precise description and likely timing differs between housing elements, most include a similar category to indicate housing units which are likely to materialize in the near-term and do not require any, or any significant deviation from existing plans to accommodate.
Nonvacant/infill sites	0	Units included in the housing element which meet HCD's criteria for providing additional evidence of development likelihood owing to an existing or previous use on the site.
Vacant sites	0	Units identified by the housing element which can be developed on currently vacant parcels, indicating fewer barriers to development. This may differ from pipeline/ approved projects (above), and/or may reflect units on sites other than those listed as nonvacant/infill.
Units requiring rezoning	28571	Number of units proposed to be achieved through rezoning, per HCD's sites inventory guidelines.
Accessory Dwelling Units	1272	
Site Inventory Date/ Version	11/5/21 draft	

Source: Preliminary data from SCAG staff review of most recently available 6th cycle housing element update conducted between 12/27/21 and 1/7/22.

TRANSPORTATION

High Quality Transit Corridors

For Connect SoCal 2024, SCAG developed High Quality Transit Corridors (HQTCs) in the SCAG Region for plan year 2050, based on the following SB 375 language:

- High-Quality Transit Corridor (HQTC): A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (CA Public Resource Code Section 21155(b)).

HQTCs included in this Data/Map Book are based on the 2050 plan year transit network of Connect SoCal 2024 and are considered draft until the completion of Connect SoCal 2024. Further explanation of the methodology for identifying HQTCs is included in the Connect SoCal 2024 Transit Technical Report Appendix. Please note that SCAG updates its inventory of planned transit network with the adoption of a new RTP/SCS, once every four years. However, transit planning studies may be completed by transit agencies on a more frequent basis than the RTP/SCS is updated by SCAG. This data is intended for planning purposes only, and SCAG shall incur no responsibility or liability as to the completeness, currentness, or accuracy of this information. SCAG assumes no responsibility arising from use of this information by individuals, businesses, or other public entities. Users should consult with the appropriate transit provider(s) to obtain the latest information on transit routes, stop locations, and service intervals before making determinations regarding CEQA exemption or streamlining.

Transit Priority Areas and Major Transit Stops

For Connect SoCal 2024, SCAG developed Transit Priority Areas (TPAs) and major transit stops in the SCAG Region for plan year 2050. TPAs are Priority Development Areas that are within one half mile of existing or planned major transit stops in the region. A major transit stop is defined as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. TPAs are where TOD can be realized – where people can live, work and play in higher density, compact communities with ready access to a multitude of safe and convenient transportation alternatives. Focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports Connect SoCal's strategies for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.

Major transit stops and the TPAs included in this Data/Map Book are based on the 2050 plan year transit network of Connect SoCal 2024. Please note that SCAG updates its inventory of planned transit network with the adoption of a new RTP/SCS, once every four years. However, transit planning studies may be completed by transit agencies on a more frequent basis than the RTP/SCS is updated by SCAG. This data is intended for planning purposes only, and SCAG shall incur no responsibility or liability as to the completeness, currentness, or accuracy of this information. SCAG assumes no responsibility arising from use of this information by individuals, businesses, or other public entities. Users should consult with the appropriate transit provider(s) to obtain the latest information on transit routes, stop locations, and service intervals before making determinations regarding CEQA exemption or streamlining.

Regional Bikeways

The Southern California Regional Bikeway Shapefile (RBS) builds on what has been compiled in coordination with each of the six County Transportation Commissions (Imperial, Orange, Los Angeles, Riverside, San Bernardino, and Ventura) for the 2020 RTP/SCS. SCAG developed standard data fields using existing fields from each county and others identified by stakeholders and consultants. Since the adoption of the 2020 RTP/SCS, SCAG further refined the data fields necessary to streamline and standardize digitization of the RBS and its associated attributes. For inclusion in the 2024 RTP/SCS, or Connect SoCal 2024, SCAG has added two data fields, lane count and lane direction, to simplify the RBS digitization to street centerlines.

The RBS includes both existing and proposed facilities and was compiled from shapefiles provided by each county transportation commission during the 2016 RTP/SCS and 2020 RTP/SCS. The Connect SoCal 2024 RBS includes updates provided by local jurisdictions following the adoption of the 2020 RTP/SCS. Commissions and local jurisdictions may use different strategies for compiling their files so some areas may be more up to date and contain different amounts of data than others.

Existing routes are facilities that currently are installed upon city streets or paths. Proposed facilities are those contained in city or county level plans that have not yet been constructed. Each route is classified based on definitions for bicycle routes as outlined below. Class I-IV are defined by the California Highway Design Manual. Class V is a SCAG defined route type.

Class Definitions:

- Class I Bikeway (Bike Path): Provides a completely separated facility for the exclusive use of bicycles and pedestrians with crossflow by vehicles minimized.
- Class II Bikeway (Bike Lane): Provides a striped lane for one-way bike travel on a street or highway.
- Class III Bikeway (Bike Route): Provides for shared use with pedestrian or motor vehicle traffic.
- Class IV Bikeway (Separated Bikeway): Provides for the exclusive use of bicycles and includes a separation (e.g., grade separation, flexible posts, inflexible physical barrier, or on-street parking) required between the separated bikeway and the through vehicular traffic.
- Class V Bikeway (Bicycle Friendly Boulevard): Bicycle Friendly Boulevard are facilities parallel to major corridors and that provide a calmer, safer alternative for bicyclists of all ages and skill levels. Bicycle Friendly Streets include traffic calming elements beyond traditional signage, such as roundabouts, diverters, curb extensions, etc.

Regional Truck Routes

The Southern California Regional Truck Route Shapefile (RTRS) has been compiled using the general plans and municipal codes of the jurisdictions in areas of each of the six County Transportation Commissions (Imperial, Orange, Los Angeles, Riverside, San Bernardino, and Ventura). SCAG has developed standard data fields based on information found in local general plans and municipal codes to identify roadways and roadway segments that are designated as truck routes by the cities. The RTRS includes truck routes on existing local facilities. Jurisdictions may use various operational criteria to define truck routes including number of axles, time of the day, weight-related restrictions, like minimum and maximum weights, gross and net weight limits, are the most commonly used criterion. Existing truck routes are those that are specifically identified as facilities where trucks are generally permitted or restricted during all times, or the majority, of a day. It should be recognized that most jurisdictions permit truck to travel on any roadway segment with clear limitations to their movement (e.g., direct delivery to locations

not on a designated route). Each route is at the discretion of its jurisdiction. Confirmation and updates to the RTRS will allow SCAG member cities to understand and develop policy regarding intracity and intercity truck route connections and gaps, and access to relevant land uses within jurisdictional boundaries.

GREEN REGION RESOURCE AREAS (SB 375)

As the region faces unprecedented challenges, it is important to coordinate regional land use and transportation strategies and address Southern California's growth and sustainability challenges in order to protect the SCAG region's natural assets and reduce future risks from climate change. The Green Region Resource Areas (GRRAs), derived from SB 375 statute and Connect SoCal 2020 strategies, highlights where future growth is not encouraged due to sensitivity to natural hazards, conservation value, federal and tribal land management, and a changing climate.

The Green Region Resources Areas consist of ten (10) topic areas broken into three categories: Resilience, Open Space/Habitat, and Administrative/Working Lands. GRRA layers have been selected based off guidance from SB 375 defined "resource areas." As a note, some GRRA layers may be comprised of multiple pieces of underlying source data.

Additionally, Multi-Benefit Asset Maps have been developed for each of the three categories, as well as a consolidated map. Areas in the region that have more instances of overlapping data layers for these themes are shown with relatively higher value on the map. For example, the Resilience map identifies areas with fire, flood, and coastal inundation risks, which may have higher needs for resilience strategies. This approach builds upon the 2020 Connect SoCal Growth Vision's approach by prioritizing areas with a confluence of assets. Note that some GRRA layers are not included in the Multi-Benefit Asset Maps (Endangered Species and Plants; Natural Community and Habitat Conservation Plans) or the growth forecast, and are presented for reference to inform local feedback on non-GRRA data elements.

Resilience

The Resilience category highlights areas within the region at risk due to climate change, such as flooding, coastal inundation (sea level rise), and wildfire risk. Information on the underlying datasets comprising the Resilience Multi-Benefit Asset Map can be found in the table below.

LAYER NAME	UNDERLYING DATASET(S)
Flood Areas	FEMA Effective: 100-Year Floodplains, 2017, FEMA
Coastal Inundation (Sea Level Rise)	Coastal Storm Modeling System (CoSMoS) for Southern California, v3.0, Phase 2, 2018, USGS
Wildfire Risk	Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE
	Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE
	Wildland Urban Interface, 2020, CAL FIRE

- Flood Areas - The Flood Area data was obtained from the Digital Flood Insurance Rate Map (DFIRM), obtained from Federal Emergency Management Agency (FEMA) in August 2017. The DFIRM Database is a digital version of the FEMA Flood Insurance Rate Maps (FIRM)[4] that is designed for use with digital mapping and analysis software. The FIRM is created by FEMA for the purpose of floodplain management, mitigation, and insurance activities for the National Flood Insurance Program (NFIP).

4 The FIRM is the official map of a community on which FEMA has delineated both the special hazard areas and the risk premium zones applicable to the community. Since 1970s, the FEMA has created and updated the flood hazard maps for National Flood Insurance Program (NFIP). NFIP was created by the US Congress in 1968 to reduce future damage and to provide protection for property owners from potential loss through an insurance mechanism.

GREEN REGION RESOURCE AREAS

FEMA prepares the flood maps to show the extent of flood hazard in a flood prone community by conducting engineering studies called 'Flood Insurance Studies (FISs).' From the study, FEMA delineate Special Flood Hazard Areas (SFHAs), which are subject to inundation by a flood that has a 1 percent or greater chance of being equaled or exceeded during any given year. This type of flood is commonly referred to as the 100-year flood or base flood. The 100-year flood has a 26 percent chance of occurring during a 30 year period, the length of many mortgages. The 100-year flood is a regulatory standard used by Federal and most State agencies to administer floodplain management programs. The FIRM includes data on the 100-year (1% annual chance of occurring) and 500-year (0.2% annual chance of occurring) floodplains. The flood maps developed by FEMA are primary tools for state and local governments to mitigate the effects of flooding in their communities. The data are available to the public at FEMA's Map Service Center (https://msc.fema.gov/portal/). You may also request the related documents or other maps, such as FIS result report, or a Flood Boundary and Floodway Map (FBFM). For more information on the FIRM, refer to their website at https://www.fema.gov/flood-insurance-rate-map-firm. Please note the information included in this book includes only 100-year flood data.

- Coastal Inundation (Sea Level Rise) - The Coastal Inundation data was obtained from the Coastal Storm Modeling System (CoSMoS) for Southern California (v3.0, Phase 2). CoSMoS is an online mapping viewer that makes detailed predictions over large geographic scales of storm-induced coastal flooding and erosion for both current sea level rise (SLR) scenarios. The data included in this book depicts the potential inundation of coastal areas resulting from a projected 3 feet rise in sea level above current Mean Higher High Water (MHHW) conditions. CoSMoS v3.0 for Southern California shows projections for future climate scenarios (sea- level rise and storms) to provide emergency responders and coastal planners with critical storm-hazards information that can be used to increase public safety, mitigate physical damages, and more effectively manage and allocate resources within complex coastal settings. Phase 2 data for Southern California include storm-hazard information for the coast from the Mexican Border to Pt. Conception. For more information on CoSMoS v3.0 Phase 2, refer to the Summary of Methods at https://www.sciencebase.gov/catalog/file/get/57f1d4f3e4b0bc0bebfee139?name=CoSMoS_SoCalv3_Phase2_summary_of_methods.pdf
- Wildfire Risk - The Wildfire Risk layer depicts areas at risk of wildfires resulting in disastrous property loss. Wildfire Risk consists of the following datasets:

  CAL FIRE Fire and Resource Assessment Program (FRAP) Wildland-Urban Interface (WUI) and Wildland-Urban Intermix

  Wildfires resulting in disastrous property loss are referred to as "Wildland-Urban Interface" fires, or "interface fires." These fires may start as small vegetation fires or be part of large brush and forest fires. The Wildland-Urban Interface is distinct from areas of "Wildland-Urban Intermix" zones in which areas of human habitation are mixed with areas of flammable wildland vegetation. Intermix areas may extend from the edge of developed private land into Federal, private, and State jurisdictions. These data describe relative risk to areas of significant population density from wildfire by intersecting residential housing unit density with proximate fire threat to give a relative measure of potential loss of structures and threats to public safety from wildfire. The data was developed for the 2015 Assessment of Forest and Rangelands. It is derived from several data sources, including housing density, Fire Hazard Severity Zones, Unimproved Parcels, and Vegetation Cover. For more information, refer to the CAL FIRE website at: https://osfm.fire.ca.gov/divisions/code- development-and-analysis/wildfire-protection/

CAL FIRE Fire Hazard Severity Zones: Local and State Responsibility Areas Maps

State law requires CAL FIRE to designate areas, or make recommendations for local agency designation of areas, that are at risk from significant fire hazards based on fuels, terrain, weather, and other relevant factors. These areas at risk of interface fire losses are referred to by law as "Fire Hazard Severity Zones" (FHSZ). The Fire Hazard Severity Zone maps are developed using a science-based and field-tested model that assigns a hazard score based on the factors that influence fire likelihood and fire behavior. Many factors are considered such as fire history, existing and potential fuel (natural vegetation), predicted flame length, blowing embers, terrain, and typical fire weather for the area. There are three levels of hazard in the Local and State Responsibility Areas: moderate, high and very high. The data in this book includes only high and very high levels of hazards. For more information, refer to the CAL FIRE website at https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness- and-mitigation/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/

Open Space/Habitat

The Open Space/Habitat category highlights topic areas related to open space and parks, conservation plan boundaries, and habitat areas sensitive to development, such as areas with endangered species and plants. Information on the underlying datasets comprising the Habitat Multi-Benefit Asset Map are provided in the following table; note that Endangered Species and Plants, as well as Natural Community and Habitat Conservation Plans, are included as individual maps for reference, and are not factored into the Multi-Benefit Asset Maps or Consolidated Map.

LAYER NAME	UNDERLYING DATASET(S)
Open Space and Parks	Save Our Agricultural Resources (SOAR), 2017, County of Ventura
	California Conservation Easement Database (CCED), 2021, Multiple sources
	California Protected Areas Database (CPAD), 2021, Multiple sources
Endangered Species and Plants*	California Natural Diversity Database, 2017, CA Department of Fish and Wildlife
Sensitive Habitat Areas	National Wetlands Inventory, 2020, US Fish and Wildlife Services
	2015 Areas of Conservation Emphasis (ACEIIv2), 2015, CA Department of Fish and Wildlife
	California Essential Habitat Connectivity Project, 2010, CA Department of Fish and Wildlife
Natural Community and Habitat Conservation Plans*	Conservation Plan Boundaries, Habitat Conservation Plans (HCPs) and Natural Community Conservation Plans (NCCPs), 2021, CA Department of Fish and Wildlife

Note: Layers marked with an asterisk (*) are included as individual maps for reference and are not factored into the Multi-Benefit Asset Maps or Consolidated Map.

- Open Space and Parks - As prescribed in SB 375, all publicly owned open space must be considered as part of Connect SoCal 2024. The Open Space and Parks topic area depicts conservation areas, open space, and parks across the region and consists of the following datasets:

  County of Ventura Save Open Space and Agricultural Resources (SOAR)

  SOAR is a series of voter initiatives that require a majority vote of the people before agricultural land or open space areas can be rezoned for development. The eight voter-

GREEN REGION RESOURCE AREAS

approved SOAR initiatives passed by the cities of Camarillo, Fillmore, Moorpark, Oxnard, Santa Paula, Simi Valley, Thousand Oaks and Ventura require voter approval for urban development beyond a City Urban Restriction Boundary (CURB), or, in the case of the City of Ventura, before rezoning agricultural land within the city's sphere of influence. The data in this book depicts the protect areas in Ventura County. For more information, refer to the SOAR website at: https://www.soarvc.org/.

California Conservation Easement Database (CCED)

The CCED contains lands protected under conservation easements, which are voluntary agreements with nonprofit land trusts and/or government agencies that allow landowners to limit the type or amount of development on their property while retaining private ownership of the land. CCED is maintained and published by GreenInfo Network with data updates published twice annually. The data in this book reflects data published in August 2021. For more information, refer to the CCED website at: https://data.cnra.ca.gov/dataset/california-conservation-easement-database.

California Protected Areas Database (CPAD)

The CPAD is a GIS inventory of all publicly owned protected open space lands in the State of California protected for open space purposes through fee ownership. CPAD is maintained and published by GreenInfo Network and consists of aggregated open space data from state, local, and other agencies. It is a parallel dataset to the CCED. The first version of the CPAD database was released in April 2014, the latest update is from December 2021. Please note, this book reflects data published in July 2021.

For a clear understanding of the database, it is important to understand two basic definitions of the database. First, the "protected" status in CPAD does not refer to a specific level of conservation for biodiversity values, but a general commitment to maintain the property for open space uses. Second, by fee ownership mechanism, it means that 1) the lands in CPAD are defined based on the agencies that own the fee title to the property, not the managing parties, and 2) CPAD is not the database of all public lands, but that of all "publicly owned" open space. The owning agencies include public and non-profits. Private owners are not currently included, except for parkland owned by some homeowner associations. For more details on the inclusion criteria, see the CPAD manual from their website at https://www.calands.org/wp-content/uploads/2021/12/CPAD-2021b-Database-Manual.pdf.

The database is prepared into three feature classes; Holdings, Units, and Super Units. Holdings are the parcel level open space information, which correspond to assessor or tax parcel boundaries. Units and Super Units are the aggregated features for the cartographic representation. (Units: the aggregation of Holdings into specific parks and reserves / Super Units: the aggregation of federal and state Holdings regardless county boundaries) All classes of data are downloadable through their website at http://www.calands.org. This book reflects only data under the Holdings feature class. For more information on CPAD update histories and changes, see their website at http://www.calands.org/data.

- Endangered Species and Plants* – The Endangered Species and Plants data includes an inventory of the status and locations of rare plants and animals in California. SCAG obtained the California Natural Diversity Database (CNDDB)[5] October 2017 version developed by the California Department of Fish and Wildlife's Biogeographic Data Branch (BDB). The CNDDB is a library of the location and condition of species of rare and sensitive plants, animals, and natural communities in California. It is updated on a continuous basis to be consistent and current but is not an exhaustive and comprehensive inventory of rare species and natural communities. Field verification for the absence and presence of sensitive species is required by end-users. The dataset shown on the map is based on the combination of the three data fields: element type, accuracy, and element occurrence count. Other fields in CNDDB describe the listing status, ranking, location, site description, and source references, to name a few. The types of elements (ELMTYPE) are specified as four categories of plant, animal, terrestrial community, and aquatic community.

VALUE	DEFINITION
1	Plant (ELMCODEs beginning with "P" or "N")
2	Animal (ELMCODEs beginning with "A" or "I")
3	Terrestrial community (ELMCODEs beginning with "CT")
4	Aquatic community (ELMCODEs beginning with "CA", "CE", "CL", "CM" or "CR")

The precision or accuracy level (ACC_CLASS) represents spatial uncertainty on a scale of one to ten, indicating both accuracy type and accuracy value.

VALUE	DEFINITION
80 meters	1: Specific bounded area with an 80 meter radius
Specific	2: Specific bounded area
Nonspecific	3: Non-specific bounded area
1/10 mile	4: Circular feature with a 150 meter radius (1/10 mile)
1/5 mile	5: Circular feature with a 300 meter radius (1/5 mile)
2/5 mile	6: Circular feature with a 600 meter radius (2/5 mile)
3/5 mile	7: Circular feature with a 1000 meter radius (3/5 mile)
4/5 mile	8: Circular feature with a 1,300 meter radius (4/5 mile)
1 mile	9: Circular feature with a 1,600 meter radius (1 mile)
5 miles	10: Circular feature with a 8,000 meter radius (5 miles)

The element occurrence count (EOCOUNT) represents how many occurrences share the same spatial feature. An EOCOUNT greater than one indicates the presence of a "multiple." For more information on the CNDDB, please refer to their website (https://www.wildlife.ca.gov/Data/CNDDB). The CNDDB is offered on a yearly subscription basis, and is prohibited from being distributed to anyone outside the subscribing organizations. The data can be ordered online at https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Also, the web- based CNDDB QuickView Tool which provides users with a list of all tracked elements that have been documented by the CNDDB to occur in a selected USGS 7.5' topographic quad or in a selected county is available at https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data#43018410-cnddb-quickview-tool.

5 The CNDDB is a "natural heritage program" and is part of a nationwide network of similar programs overseen by NatureServe (formerly part of The Nature Conservancy). All natural heritage programs provide location and natural history information on special status plants, animals, and natural communities to the public, other agencies, and conservation organizations. The data help drive conservation decisions, aid in the environmental review of projects and land use changes and provide baseline data helpful in recovering endangered species and for research projects.

- Sensitive Habitat Areas – The Sensitive Habitat Areas data depicts areas sensitive to growth, such as wetlands, habitat connectivity, and habitat quality. This dataset identifies areas sensitive to growth due to natural habitats in wetlands, wildlife corridors, high-biodiversity areas, wildfire prone areas, and floodplains. Sensitive Habitat Areas consists of the following datasets:

  U.S. Fish and Wildlife Services National Wetlands Inventory

  Data on wetlands is sourced from the US Fish and Wildlife Services Wetlands Inventory (NWI), a publicly available resources that provides detailed information on the abundance, characteristics, and distribution of US wetlands. For more information and to access the NWI data, refer to the US Fish and Wildlife Services website at: https://www.fws.gov/node/264586.

  California Department of Fish and Wildlife Areas of Conservation Emphasis

  Data on habitat quality consists of data from the CA Department of Fish and Wildlife, recording Areas of Conservation Emphasis (ACEIIv2). ACEIIv2 consists of a statewide analysis of biological richness by 2.5 square mile hexagons to represent areas with high species richness, high levels of rarity and irreplaceability, and/or sensitive habitats. For more information, visit: https://databasin.org/datasets/d5ae610954114029acae112386eee8c9/. For a detailed description of data inputs and analyses, refer to the ACEII Project Report for at: https://nrmsecure.dfg.ca.gov/FileHandler.ashx?DocumentID=24326.

  California Department of Fish and Wildlife Habitat Connectivity Project

  Data on habitat connectivity corridors was derived from California Essential Habitat Connectivity Project, as developed by the California Department of Fish and Wildlife, which identifies large blocks of intact habitat or natural landscapes with connectivity corridors essential for local wildlife. This dataset benefits from feedback from a selection of federal, state, local, tribal, and non-governmental organizations throughout California, and was made publicly available in 2010.

  The California Department of Transportation (Caltrans) and California Department of Fish and Game (CDFG) commissioned the California Essential Habitat Connectivity Project because a functional network of connected wildlands is essential to the continued support of California's diverse natural communities in the face of human development and climate change. The Essential Connectivity Map depicts large, relatively natural habitat blocks that support native biodiversity (Natural Landscape Blocks) and areas essential for ecological connectivity between them (Essential Connectivity Areas). This coarse-scale map was based primarily on the concept of ecological integrity, rather than the needs of particular species. Essential Connectivity Areas are placeholder polygons that can inform land-planning efforts, but that should eventually be replaced by more detailed Linkage Designs, developed at finer resolution based on the needs of particular species and ecological processes. It is important to recognize that even areas outside of Natural Landscape Blocks and Essential Connectivity Areas support important ecological values that should not be "written off" as lacking conservation value. Furthermore, because the Essential Habitat Connectivity Map was created at the statewide scale, based on available statewide data layers, and ignored Natural Landscape Blocks smaller than 2,000 acres squared, it has errors of omission that should be addressed at regional and local scales.

- Natural Community and Habitat Conservation Plans* – This data set contains Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP) boundaries in California. NCCPs are California Department of Fish and Wildlife (CDFW) approved plans that take a broad-based approach to protect habitats and species. An NCCP identifies and provides for the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that compose the development of an NCCP/HCP. CDFW and the US Fish and Wildlife Service provide the necessary support, direction, and guidance to NCCP/HCP participants. For more information on NCCP/HCPs, visit: https://www.wildlife.ca.gov/conservation/planning/nccp.

Administrative/Working Lands

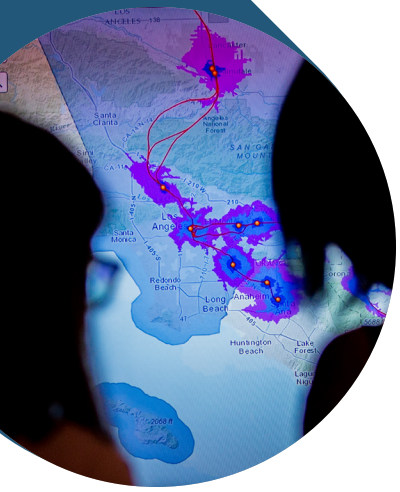
The Administrative/Working Lands category highlights areas with limited to no development allowed, such as tribal, military, and farmlands. Information on the underlying datasets comprising the Administrative/Working Lands Multi-Benefit Asset Map, as well as the individual Administrative/Working Lands layers can be found in the table below.

LAYER NAME	UNDERLYING DATASET(S)
Tribal Lands	American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES
Military Installations	USA Department of Defense Lands, 2018, US Department of Defense
Farmlands	California Important Farmland Farmland Mapping & Monitoring Program (FMMP), 2018, CA Department of Conservation

- Tribal Lands - The American Indian Reservations / Federally Recognized Tribal Entities dataset depicts feature location, selected demographics and other associated data for the 561 Federally Recognized Tribal entities in the contiguous U.S. and Alaska. Categories included are: American Indian Reservations (AIR), Federally Recognized Tribal Entities (FRTE) and Alaska Native Villages (ANV). This dataset is used to identify tribal lands in the SCAG region. The data was obtained from the California Governor's Office of Emergency Services (CalOES) and depicts data as of September 2021. For more information, refer to https://gis-calema.opendata.arcgis.com/datasets/CalEMA::indian-lands-and-native-entities/about.
- Military Installations - In the United States, the federal government manages lands in significant parts of the country. These lands include 193 million acres managed by the US Forest Service in the nation's 154 National Forests and 20 National Grasslands, Bureau of Land Management lands that cover 247 million acres in Alaska and the Western United States, 150 million acres managed for wildlife conservation by the US Fish and Wildlife Service, 84 million acres of National Parks and other lands managed by the National Park Service and over 30 million acres managed by the Department of Defense. The Military Installations dataset displays military lands managed by the US Department of Defense. For more information, refer to https://www.arcgis.com/home/item.html?id=6b911a60a5a4465a85fd5c42668bf907#overview.
- Farmlands - Farmland information was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout

the State of California. For SCAG's purposes, data from year 2016 (and 2014 in areas where 2016 data was unavailable) underwent review and refinement by local jurisdictions through the Bottom-Up Local Input and Envisioning Process for Connect SoCal 2020.

The Farmlands dataset was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout the State of California. For more information, refer to https://gis.conservation.ca.gov/portal/home/item.html?id=c278df0ef3bc4476bb890e5509bcc5cf.



GEOGRAPHICAL BOUNDARIES

City Boundary and Sphere of Influence

City boundary and sphere of influence information are originally from each County's Local Agency Formation Commissions (LAFCO). The city boundary information included here is for the year 2019, the base year of Connect SoCal 2024. For inaccuracy or changes in city boundaries or sphere of influences, local jurisdictions would need to contact LAFCO to reflect the most accurate city and sphere boundaries.

Census Tract Boundary

The census tract boundaries are the 2020 TIGER/Line Shapefiles version, downloaded from U.S. Census, TIGER (Topologically Integrated Geographic Encoding and Referencing) Products website (https://www.census.gov/geographies/mapping-files/time-series/geo/tiger-line-file.2020.html).

Transportation Analysis Zone (TAZ) Boundary

SCAG developed the Transportation Analysis Zones (TAZ) for the SCAG Region. This is used to facilitate Travel Demand and Land Use Modeling needs at SCAG.

DRAFT GROWTH FORECAST (SED)

DRAFT GROWTH FORECAST (SED)

SCAG prepares a growth forecast at multiple spatial scales with the primary objective of developing the Socioeconomic Data (SED) used to model federally and state-mandated transportation and air quality outcomes over 2019-2050.

The demographic/economic forecast of population, households, and employment is developed at the regional and county levels, was assisted by a panel of experts, and was shared with SCAG's policy committees on February 3, 2022. The region was expected to grow by 1.7 million people, 1.5 million households, and 1.3 million jobs. In all three measures, expected regional growth was lower than in the last RTP/SCS, Connect SoCal 2020.

The small-area forecast of households and employment is developed at the jurisdiction and Transportation Analysis Zone (TAZ) levels and relies primarily on local land use data and existing housing and employment data to allocate county-level growth.

Connect SoCal 2024's growth forecast is the starting point for reaching plan objectives. In past cycles, SCAG developed scenarios based on priority growth areas and constraint areas following the conclusion of local review. In contrast, the preliminary growth forecast for Connect SoCal 2024 sought to integrate growth strategies from prior plans as well as to integrate under-development local plans associated with the 6th cycle housing element update prior to local review. The objective is to strengthen the connection between regional objectives and local policies which are reasonably foreseeable during the Connect SoCal 2024 horizon.

As such, the preliminary household forecast at the jurisdiction and TAZ-levels explicitly sought to (i) reflect capacity changes following the 6th cycle of RHNA, (ii) emphasize growth in four types of Priority Development Areas (PDAs), and (iii) minimize growth in overlapping Green Region Resources Areas (GRRAs), as shown in the Consolidated Map. In order to accomplish this, the small area forecast considers local growth capacity by the following combination of PDAs and GRRAs in twenty steps which reflect the regional strategy:

Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Number of Green Region Resource Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
Step #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

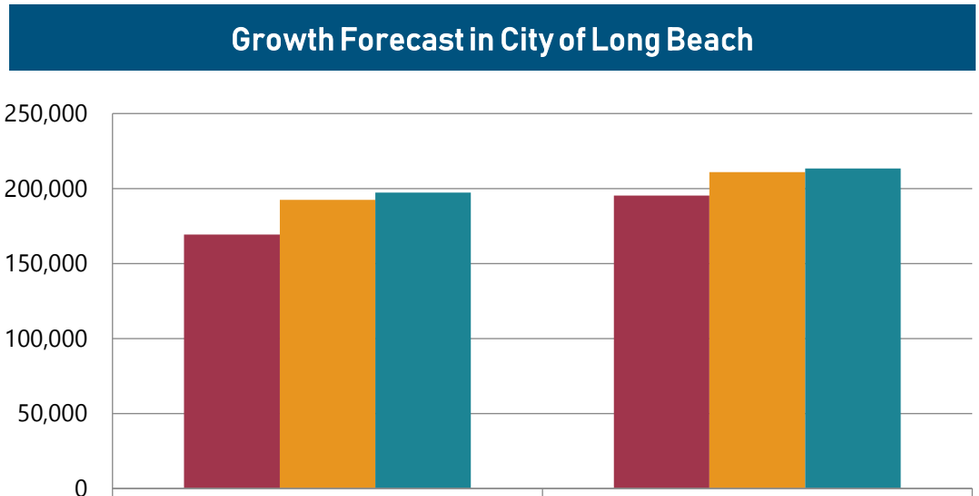
The forecast of total employment at the jurisdiction and TAZ-levels integrates the demographic/economic forecast with locally-reviewed job growth from the last plan and updated land use and employment data across 20 industry sectors.

SCAG invited local jurisdictions to provide input to the growth and land use assumptions, with the understanding that this information is developed in a voluntary, bottom-up process based on interest and participation at the option of each jurisdiction.

The draft growth forecast reflects input from local jurisdictions, and projects 2.3 percent higher household growth and 1.0 percent higher employment growth than the preliminary forecast region-wide. With guidance from the Technical Working Group (TWG), staff found that the draft growth forecast was both technically sound and furthered the plan's targets and objectives beyond what was developed in Connect SoCal 2020.

DRAFT GROWTH FORECAST (SED)

The chart below shows the draft jurisdiction-level growth forecast:



	Households	Employment
2019	169,300	195,300
2035	192,400	210,900
2050	197,300	213,400

The draft Connect SoCal 2024 growth projection reflects SCAG's preliminary, expert-informed growth projection and integrates all edits made by local jurisdictions to total households and total employment in 2019, 2035, and 2050 as part of the Local Data Exchange (LDX) process. These data reflect final input from jurisdictions which provided input or were granted an extension prior to the December 2, 2022 deadline. As such these plan data represent a snapshot in time and may not reflect subsequently available information. Please contact local jurisdictions directly to ensure the most up-to-date planning, development, and construction information.

DEFINITIONS

HOUSEHOLD: An occupied housing unit. Occupants may be one individual, a single family, two or more families living together, or any other group of related or unrelated individuals who share their usual place of residence.

EMPLOYMENT: The number of total jobs counted by place of work. Employment includes wage and salary jobs and self employment (e.g. independent contractors).

Notes: (1) Please note that population data are not requested as part of the local data exchange process. (2) While Government Code 65080(b)(1)(B) et seq. comments on the relationship of the RTP/SCS to the RHNA, a specific requirement does not exist such that forecased household growth at the jurisdictional level is numerically equivalent to a jurisdiction's Regional Housing Needs Allocation.

APPENDIX 1

Sustainable Communities Project (SCP) Criteria
(Extracted from Senate Bill No. 375 Chapter 728)

Chapter 4.2. Implementation of the Sustainable Communities Strategy

21155.1. If the legislative body finds, after conducting a public hearing, that a transit priority project meets all of the requirements of subdivisions (a) and (b) and one of the requirements of subdivision (c), the transit priority project is declared to be a sustainable communities project and shall be exempt from this division.

(a) The transit priority project complies with all of the following environmental criteria:

(1) The transit priority project and other projects approved prior to the approval of the transit priority project but not yet built can be adequately served by existing utilities, and the transit priority project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

(2)

(A) The site of the transit priority project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the transit priority project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

(B) For the purposes of this paragraph, "wetlands" has the same meaning as in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(C) For the purposes of this paragraph:

(i) "Riparian areas" means those areas transitional between terrestrial and aquatic ecosystems and that are distinguished by gradients in biophysical conditions, ecological processes, and biota. A riparian area is an area through which surface and subsurface hydrology connect waterbodies with their adjacent uplands. A riparian area includes those portions of terrestrial ecosystems that significantly influence exchanges of energy and matter with aquatic ecosystems. A riparian area is adjacent to perennial, intermittent, and ephemeral streams, lakes, and estuarine-marine shorelines.

(ii) "Wildlife habitat" means the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.

(iii) Habitat of "significant value" includes wildlife habitat of national, statewide, regional, or local importance; habitat for species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531, et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code); habitat identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies; or habitat essential to the movement of resident or migratory wildlife.

(3) The site of the transit priority project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

(4) The site of the transit priority project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(5) The transit priority project does not have a significant effect on historical resources pursuant to Section 21084.1.

(6) The transit priority project site is not subject to any of the following:

(A) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.

(B) An unusually high risk of fire or explosion from materials stored or used on nearby properties.

(C) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

(D) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.

(E) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.

(7) The transit priority project site is not located on developed open space.

(A) For the purposes of this paragraph, "developed open space" means land that meets all of the following criteria:

(i) Is publicly owned, or financed in whole or in part by public funds.

(ii) Is generally open to, and available for use by, the public.

(iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.

(B) For the purposes of this paragraph, "developed open space" includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired with public funds dedicated to the acquisition of land for housing purposes.

(8) The buildings in the transit priority project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.

(b) The transit priority project meets all of the following land use criteria:

(1) The site of the transit priority project is not more than eight acres in total area.

(2) The transit priority project does not contain more than 200 residential units.

(3) The transit priority project does not result in any net loss in the number of affordable housing units within the project area.

(4) The transit priority project does not include any single level building that exceeds 75,000 square feet.

(5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the transit priority project.

(6) The transit priority project is determined not to conflict with nearby operating industrial uses.

(7) The transit priority project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high-quality transit corridor included in a regional transportation plan.

(c) The transit priority project meets at least one of the following three criteria:

(1) The transit priority project meets both of the following:

(A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.

(B) The transit priority project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.

(2) The transit priority project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).

(3) The transit priority project provides public open space equal to or greater than five acres per 1,000 residents of the project.

APPENDIX 2

DISCLAIMER

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Draft Socioeconomic Estimates and Projection by TAZ within Jurisdiction
(Split by Jurisdictional Boundary)

TAZ	Household			Employment		
	2019	2035	2050	2019	2035	2050
21354100	0	0	0	10	11	11
21361300	0	0	0	1,567	1,733	1,759
21362100	0	0	0	406	438	443
21363100	0	0	0	0	0	0
21365100	5	5	5	4,154	4,250	4,266
21365200	5	5	5	1,179	1,198	1,200
21366100	441	441	441	47	91	98
21366200	515	515	515	133	205	217
21367100	154	154	154	571	690	730
21367200	324	324	324	530	662	662
21368100	1,618	1,618	1,618	184	204	207
21369100	6	6	6	1,151	1,188	1,191
21369200	7	7	7	1,388	1,427	1,431
21369300	11	11	11	2,777	2,840	2,846
21369400	1	1	1	641	684	700
21370100	347	347	347	62	77	79
21370200	411	428	570	389	400	404
21370300	530	572	670	194	226	229
21371100	564	740	814	264	291	296
21371200	348	348	348	203	224	226
21371300	461	461	465	66	72	73
21372100	739	850	935	102	111	112
21372200	552	592	592	413	476	486
21373100	425	425	425	145	148	148
21373200	423	423	423	195	196	196
21374100	288	288	288	391	413	416
21375100	700	700	700	147	180	185
21376100	508	592	592	65	70	71
21376200	373	390	393	217	237	240
21376300	524	524	524	193	230	236
21377100	299	299	301	33	38	39
21378100	218	593	652	1,540	1,635	1,650
21378200	360	450	495	606	662	670
21378300	666	717	734	571	605	611
21379100	1,061	1,260	1,301	8,613	8,974	9,029
21379200	1	1,100	1,205	5,428	5,578	5,608
21379300	0	0	0	1,446	1,475	1,477
21380100	522	579	581	151	199	205

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Draft Socioeconomic Estimates and Projection by TAZ within Jurisdiction
(Split by Jurisdictional Boundary)

TAZ	Household			Employment		
	2019	2035	2050	2019	2035	2050
21380200	629	651	659	73	117	124
21380300	1,070	1,284	1,412	160	196	202
21381100	566	566	566	357	506	531
21381200	880	880	880	118	154	160
21381300	476	476	476	175	246	257
21382100	711	711	711	79	115	122
21382200	902	902	902	78	97	99
21383100	1,170	1,291	1,429	183	277	294
21383200	447	489	504	91	118	120
21383300	404	505	530	73	159	172
21384100	607	911	957	333	436	452
21384200	1,112	1,413	1,413	151	199	208
21384300	688	826	909	432	518	532
21385100	688	826	867	150	231	241
21385200	275	344	354	515	666	693
21386100	203	305	336	557	679	674
21386200	246	246	246	404	464	509
21386300	456	570	627	305	376	376
21387100	987	1,020	1,043	1,537	1,694	1,716
21387200	323	323	323	1,395	1,534	1,559
21388100	1,355	1,882	1,887	730	866	893
21388200	1,843	2,036	2,037	391	470	477
21389100	375	466	484	874	925	934
21389200	554	609	670	93	98	100
21389300	772	775	867	432	454	459
21389400	322	339	348	457	517	524
21390100	1,239	2,103	2,103	679	774	789
21391100	491	491	491	222	260	265
21391200	988	1,025	1,040	166	234	246
21392100	440	448	452	2,795	2,922	2,942
21392200	908	909	936	1,900	2,015	2,033
21392300	397	399	399	45	46	47
21393100	1,008	2,218	2,329	783	930	954
21394100	529	898	898	295	364	377
21394200	578	673	678	457	563	578
21395100	1,130	1,356	1,492	125	179	188
21396100	1,670	1,688	1,688	249	306	314
21396200	869	869	869	147	191	199

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APPENDIX 2

Draft Socioeconomic Estimates and Projection by TAZ within Jurisdiction

(Split by Jurisdictional Boundary)

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TAZ	Household			Employment		
	2019	2035	2050	2019	2035	2050
21397100	176	238	280	13,912	14,207	14,255
21398100	471	517	517	265	327	334
21398200	1,072	1,072	1,072	335	410	421
21398300	465	468	468	28	31	33
21398400	259	262	262	174	200	206
21399100	694	901	901	385	450	521
21399200	812	1,274	1,274	3,720	3,927	3,921
21399300	1,033	1,033	1,033	1,811	1,995	2,003
21400100	442	577	577	279	342	349
21400200	1,498	1,871	1,871	1,007	1,121	1,141
21400300	670	889	889	741	811	820
21400400	125	1,088	1,088	432	540	564
21400500	310	1,215	1,215	2,268	2,504	2,537
21401100	484	484	484	93	116	119
21401200	387	440	440	32	40	41
21401300	788	1,173	1,558	385	471	483
21401400	523	1,327	1,327	521	588	599
21401500	664	1,406	1,406	234	296	304
21401600	338	798	798	2,761	3,085	3,141
21402100	845	845	845	782	1,029	1,069
21402200	510	918	1,096	195	290	305
21403100	621	703	758	211	304	317
21403200	1,066	1,386	1,428	250	320	333
21404100	615	687	837	281	331	336
21404200	728	1,238	1,300	469	576	596
21405100	821	821	821	358	406	412
21405200	411	411	411	723	894	924
21405300	582	582	582	1,221	1,321	1,336
21406100	4	60	66	578	615	616
21407100	825	825	825	126	133	134
21408100	887	1,020	1,122	228	274	284
21408200	662	662	662	201	319	335
21409100	1,606	1,606	1,606	128	160	165
21409200	1,184	1,288	1,288	158	181	185
21410100	1,401	1,844	1,844	514	685	712
21411100	483	507	507	294	351	360
21411200	753	904	904	189	214	218
21412100	626	751	864	645	677	683

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TAZ	Household			Employment		
	2019	2035	2050	2019	2035	2050
21412200	605	635	635	207	227	231
21412300	878	1,010	1,111	154	181	184
21413100	0	0	0	755	811	820
21414100	254	254	254	192	214	219
21414200	363	363	365	183	206	209
21414300	458	573	630	350	407	415
21414400	587	590	592	37	38	38
21415100	799	999	1,049	385	471	486
21415200	638	937	954	270	314	320
21416100	309	309	309	720	792	825
21416200	508	508	508	302	349	349
21416300	267	267	267	378	481	499
21416400	663	663	663	1,126	1,250	1,257
21416500	550	550	550	185	220	223
21417100	675	675	675	398	413	416
21417200	959	1,000	1,024	546	576	582
21417300	516	715	798	1,240	1,316	1,327
21418100	580	859	859	262	301	307
21418200	760	777	790	132	137	138
21419100	745	879	916	419	556	568
21419200	328	492	566	1,263	1,656	1,729
21420100	1,041	1,041	1,041	195	260	272
21420200	993	993	993	108	156	162
21421100	518	518	518	193	203	205
21421200	584	584	584	78	88	89
21421300	384	384	384	151	163	165
21421400	362	362	362	83	94	95
21422100	1,079	1,079	1,079	128	147	150
21422200	926	926	926	178	180	181
21422300	594	594	594	79	83	83
21423100	500	609	639	39	56	58
21423200	717	896	941	1,114	1,218	1,235
21424100	822	822	822	517	599	611
21424200	938	938	938	125	148	153
21425100	652	708	724	213	230	234
21425200	830	843	844	137	159	162
21426100	769	769	769	105	125	128
21426200	1,416	1,416	1,416	696	796	813

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TAZ	Household			Employment		
	2019	2035	2050	2019	2035	2050
21426300	296	296	296	41	45	46
21426400	342	342	342	90	110	112
21428100	447	447	447	111	130	131
21428200	577	577	577	1,925	1,967	1,976
21428300	792	792	792	137	148	149
21429100	1,200	1,620	1,782	365	404	410
21429200	637	674	674	348	382	388
21430100	1,057	1,057	1,057	370	452	469
21430200	1,006	1,006	1,006	256	313	319
21431100	632	896	897	26	33	34
21431200	573	917	963	484	558	569
21432100	771	809	813	252	288	295
21432200	707	1,145	1,146	362	429	439
21433100	485	485	485	108	116	117
21433200	1,282	1,282	1,282	843	864	868
21434100	1,159	1,159	1,159	315	338	340
21434200	1,021	1,021	1,021	441	437	437
21435100	17	28	44	12	13	13
21436100	765	765	765	587	612	623
21436200	404	404	404	1,210	1,234	1,231
21438100	1,888	1,894	1,894	581	629	637
21440100	732	751	754	540	638	658
21440200	1,235	1,375	1,384	165	196	203
21440300	652	748	750	209	232	229
21441100	0	0	0	2,132	2,201	2,212
21442100	1,125	1,125	1,125	560	576	578
21443100	0	0	0	5,291	5,620	5,705
21443200	1	1	1	9,210	9,593	9,629
21443300	0	0	0	1,732	1,818	1,830
21443400	0	0	0	681	746	752
21444100	1,181	1,251	1,271	139	153	152
21444200	778	878	906	782	809	816
21445100	365	365	365	584	598	600
21445200	385	385	385	2,941	2,959	2,962
21447100	628	659	675	370	359	357
21447200	1,389	1,451	1,476	352	375	377
21447300	1,169	1,194	1,205	675	677	679
21449100	680	798	816	427	446	448

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(Split by Jurisdictional Boundary)

TAZ	Household			Employment		
	2019	2035	2050	2019	2035	2050
21449200	1,037	1,131	1,302	560	593	599
21449300	895	916	947	598	627	633
21449400	775	873	887	439	479	485
21450100	1,789	1,806	1,883	827	898	909
21451100	320	320	320	370	409	414
21451200	74	74	74	1,999	2,158	2,178
21451300	357	357	357	1,524	1,705	1,741
21452100	696	751	795	2,239	2,350	2,369
21452200	706	864	879	277	303	306
21452300	499	613	684	1,765	1,836	1,847
21454100	496	496	496	492	488	487
21454200	925	925	925	133	141	142
21454300	588	588	588	1,218	1,218	1,219
21454400	677	678	678	91	90	90
21454500	538	549	549	80	80	80
21455100	272	272	309	380	439	448
21455200	1,515	1,516	1,516	1,620	1,786	1,813
21456100	914	1,059	1,099	293	352	360
21456200	895	1,000	1,025	498	525	530
21456300	684	744	751	59	78	82
21456400	286	293	304	196	240	248
21456500	452	452	452	480	593	609
21457100	597	676	686	671	677	675
21457200	555	555	555	465	446	448
21457300	533	533	533	602	621	622
21458100	712	712	712	582	588	588
21458200	666	666	666	243	243	243
21458300	352	352	352	1,437	1,442	1,443
21458400	469	469	469	604	608	608
21458500	340	340	340	245	254	255
21458600	595	595	596	159	166	167
21460100	351	351	351	110	139	143
21460200	530	530	531	397	454	467
21460300	227	227	227	142	192	197
21461100	894	894	894	158	193	196
21461200	1,266	1,330	1,338	396	409	412
21461300	1,563	1,728	1,816	529	571	580
21463100	785	785	785	281	317	322

DISCLAIMER

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TAZ-level growth projection data are a tool to understand how regional policies and strategies may be reflected at the neighborhood level. They reflect one set of future growth assumptions that would be consistent with the Sustainable Communities Strategy (SCS); however, there are other development assumptions and growth patterns that would also be consistent with the SCS. As such they may not be used to show project inconsistency with Connect SoCal 2024. TAZ-level growth projection data are advisory and non-binding and there is no obligation by a jurisdiction to change its land use policies, General Plan, or regulations to be consistent with them.

APPENDIX 2

Draft Socioeconomic Estimates and Projection by TAZ within Jurisdiction
(Split by Jurisdictional Boundary)

DISCLAIMER

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TAZ	Household			Employment		
	2019	2035	2050	2019	2035	2050
21463200	728	731	731	1,074	1,174	1,190
21464100	619	638	638	945	998	1,007
21464200	360	360	371	46	50	52
21464300	444	457	468	404	423	424
21465100	761	761	761	183	184	184
21466100	279	279	279	41	38	38
21466200	285	285	285	12	10	10
21466300	300	300	300	39	49	49
21466400	272	272	272	145	138	137
21466500	566	566	566	59	59	59
21466600	578	578	578	125	132	133
21467100	643	643	643	229	230	231
21467200	1,009	1,009	1,009	587	602	604
21468100	320	352	370	566	589	592
21468200	435	435	435	154	158	160
21468300	346	346	346	163	179	181
21468400	809	809	809	223	234	237
21470100	0	0	0	6,420	6,597	6,626
21471100	593	593	593	1,083	1,186	1,204
21471200	398	398	398	425	496	506
21471300	229	229	229	301	353	360
21471400	305	305	305	179	186	188
21471500	330	330	330	223	232	234
21471600	367	367	367	142	153	154
21475100	9	9	9	5,109	5,332	5,367
21476100	1,720	1,852	1,858	519	636	655
21477100	552	552	552	832	873	880
21479100	477	483	531	152	163	162
21479200	373	373	373	59	74	74
21479300	339	339	339	20	73	85
21479400	0	0	0	81	60	58
21479500	0	0	0	179	174	173
21480100	785	1,923	1,923	4,132	4,236	4,253
21481100	390	390	390	33	34	34
21481200	325	325	325	98	100	101
21481300	335	335	335	58	60	62
21481400	218	218	218	507	587	601
21481500	353	353	353	260	296	301

APPENDIX 2

Draft Socioeconomic Estimates and Projection by TAZ within Jurisdiction
(Split by Jurisdictional Boundary)

TAZ	Household			Employment		
	2019	2035	2050	2019	2035	2050
21481600	326	326	326	141	167	170
21482100	251	251	251	81	100	102
21482200	320	320	320	121	133	134
21482300	455	459	608	239	266	270
21482400	264	264	265	630	694	707
21482500	318	334	351	493	535	540
21482600	325	326	342	142	149	151
21483100	444	444	444	232	234	235
21483200	412	412	412	58	59	59
21483300	675	776	815	134	144	145
21485100	611	611	611	45	48	49
21485200	730	730	730	249	251	255
21485300	943	944	1,019	355	388	388
21486100	0	0	0	2,684	2,880	2,911
21487100	900	900	900	73	90	93
21488100	1,152	1,325	1,391	205	244	250
TOTAL	169,304	192,350	197,273	195,257	210,932	213,427

DISCLAIMER

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MAP LIST

THE LIST OF GIS MAPS INCLUDED:

- General Plan Land Use with Local General Plan Designations
- General Plan Land Use with SCAG Land Use Codes
- Zoning Codes with Local Zoning Codes
- Zoning Codes with SCAG Land Use Codes
- Specific Plan Land Use with SCAG Land Use Codes
- Existing Land Use with SCAG Land Use Codes
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- Neighborhood Mobility Areas (NMAs)
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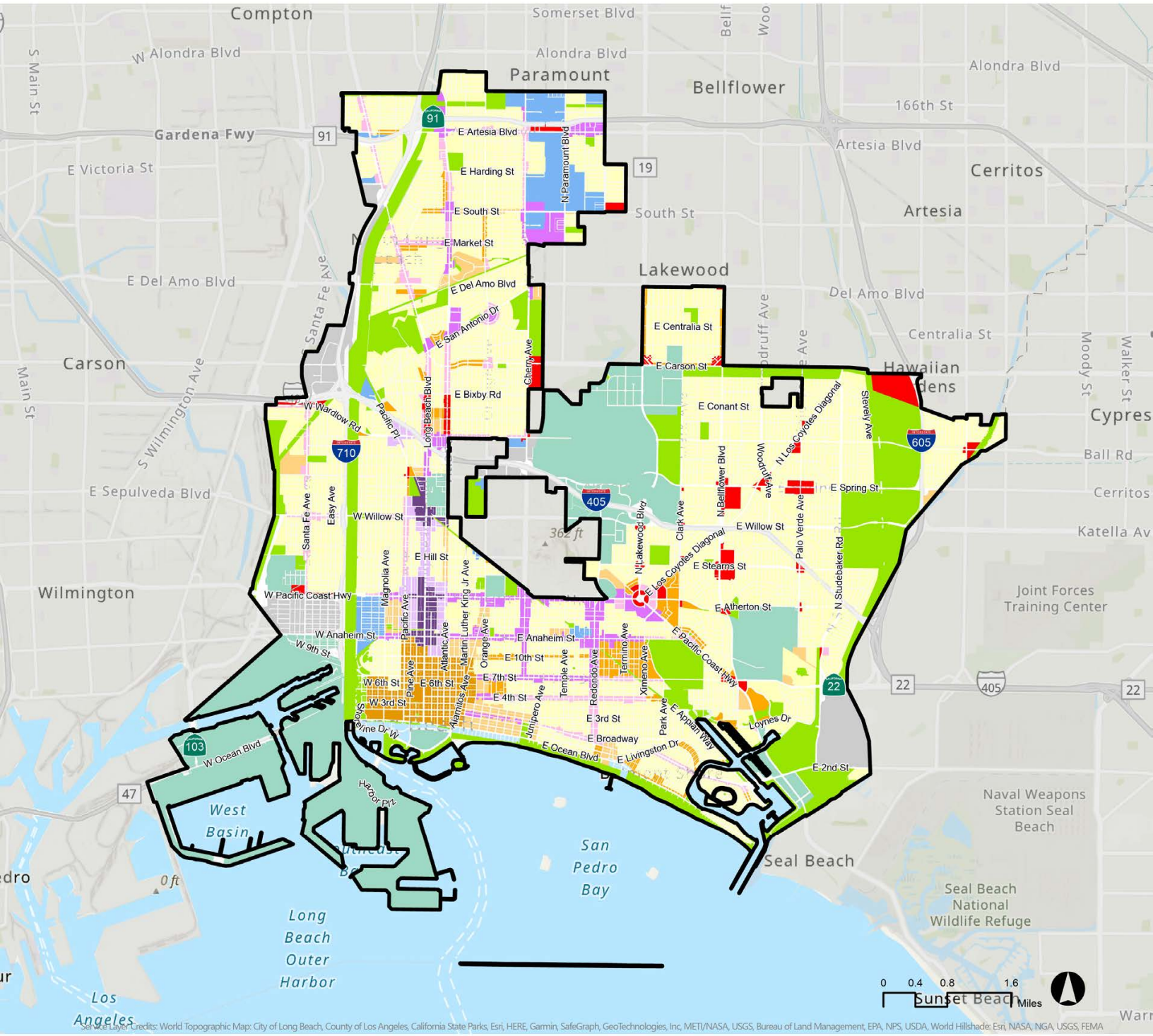
- Job Centers
- High Quality Transit Corridors (HQTCs)
- Transit Priority Areas (TPAs) and Major Transit Stops
- Regional Bikeways
- Regional Truck Routes
- Green Region Resource Areas: Consolidated
- Green Region Resource Areas: Resilience
- Green Region Resource Areas: Flood Hazard Areas
- Green Region Resource Areas: Coastal Inundation (Sea Level Rise)
- Green Region Resource Areas: Wildfire Risk
- Green Region Resource Areas: Habitat
- Green Region Resource Areas: Open Space and Parks
- Green Region Resource Areas: Endangered Species/Plants
- Green Region Resource Areas: Sensitive Habitat Areas
- Green Region Resource Areas: Natural Community and Habitat Conservation
- Green Region Resource Areas: Administrative/Working Lands
- Green Region Resource Areas: Tribal Nations
- Green Region Resource Areas: Military Installations
- Green Region Resource Areas: Farmlands
- Jurisdiction Boundary and Sphere of Influence
- 2020 Census Tract Boundary
- Transportation Analysis Zone (TAZ) Tier 2 Boundary



2019 General Plan Land Use in City of Long Beach

(Local Jurisdiction's Land Use Designations)

- Community Commercial
- Downtown
- Founding and Contemporary Neighborhood
- Industrial
- Multi-Family Residential Low
- Multi-Family Residential Moderate
- Neighborhood-Serving Centers or Corridors Low
- Neighborhood-Serving Centers or Corridor Medium
- Neo-Industrial
- Open Space
- Regional-Serving Facility
- Transit-Oriented Development Low
- Transit-Oriented Development Moderate
- Waterfront

Data Source: City of Long Beach, SCAG | Data Updated: 2023 | Map Created: 9/8/2023

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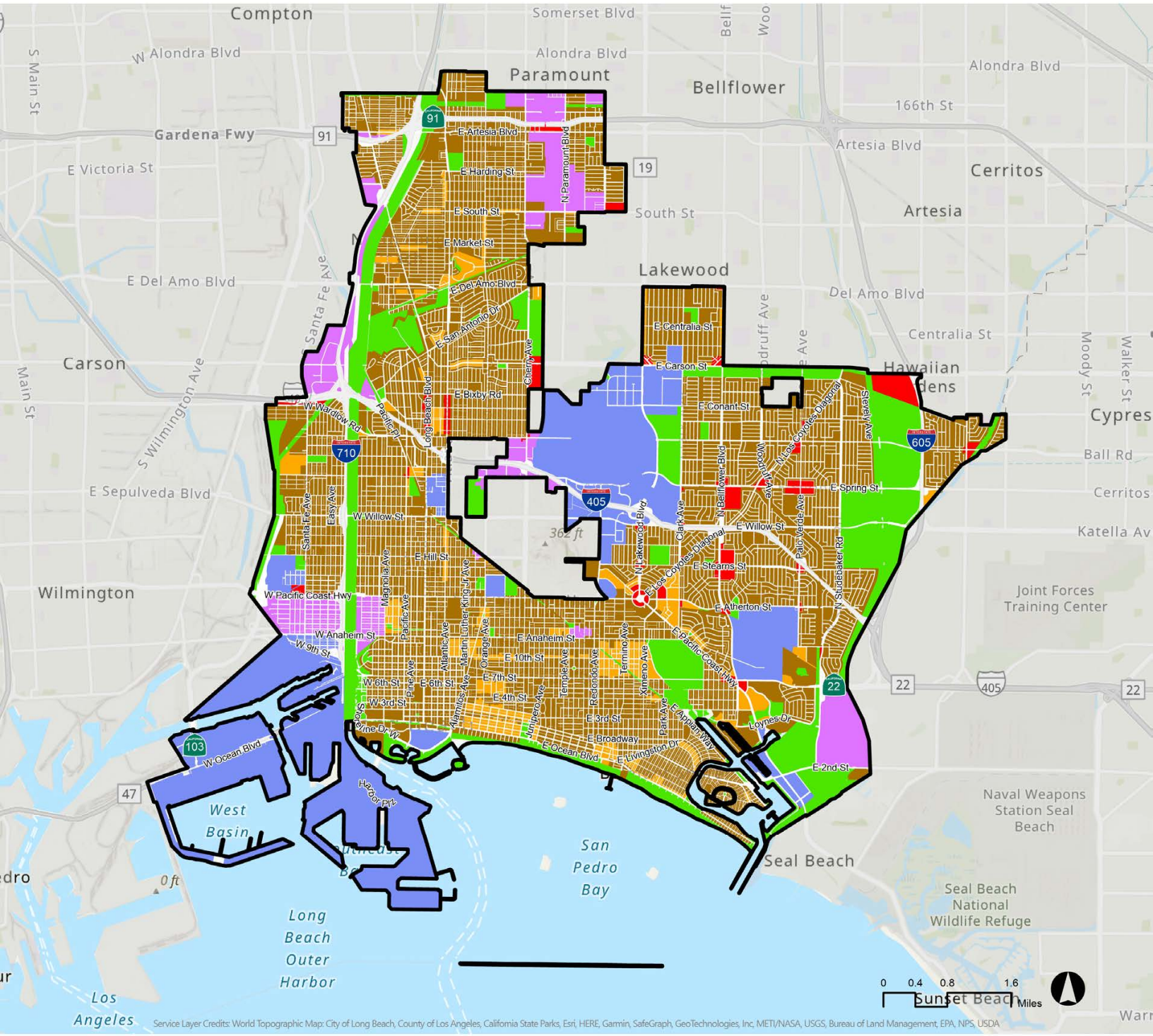

2019 General Plan Land Use in City of Long Beach

(SCAG Land Use Codes)

- Single Family Residential
- Multi-Family Residential
- Mobile Homes and Trailer Parks
- Mixed Residential
- Rural Residential
- General Office
- Commercial and Services
- Facilities
- Education
- Military Installations
- Industrial
- Transportation, Communications, and Utilities
- Mixed Commercial and Industrial
- Mixed Residential and Commercial
- Open Space and Recreation
- Agriculture
- Vacant
- Water
- Specific Plan
- Under Construction
- Undevelopable
- Unknown

Data Source: City of Long Beach, SCAG | Data Updated: 2023 | Map Created: 9/6/2023

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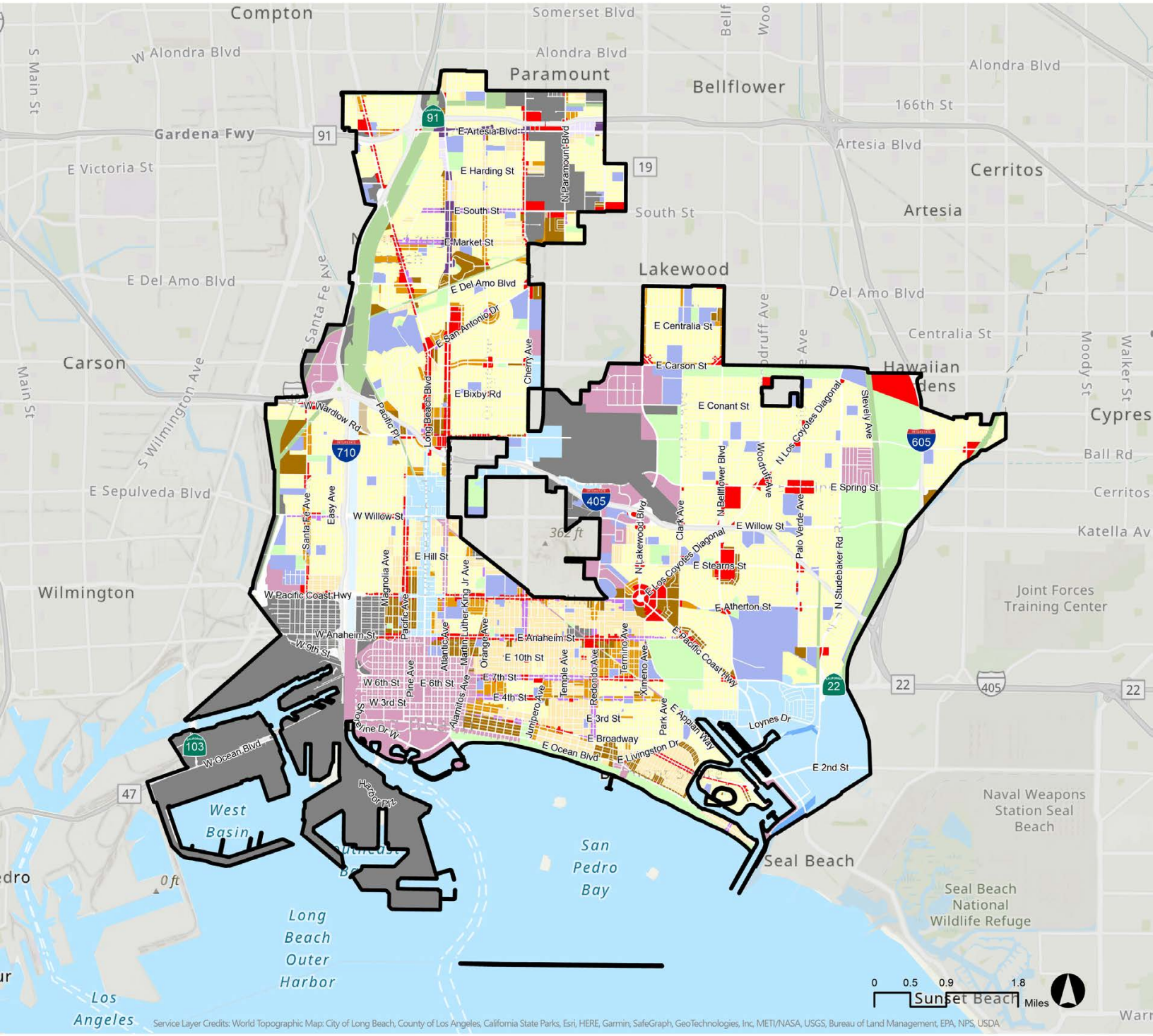

Service Layer Credits: World Topographic Map: City of Long Beach, County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

2019 Zoning Codes in City of Long Beach

(Local Jurisdiction's Zoning Codes)

- Single-family Residential
- Two-family Residential
- Low-density Multi-family Residential
- Medium – High Density Multi-family Residential
- Commercial
- Commercial Storage
- Residential Mixed-Use
- Mixed Residential and Commercial
- Commercial Mixed Use
- Industrial
- Institutional
- Park
- Public Right-of-Way
- Specific Plan
- Planned Development
- Channel/Marina/Waterway

Data Source: City of Long Beach, SCAG | Data Updated: 2023 | Map Created: 10/11/2023

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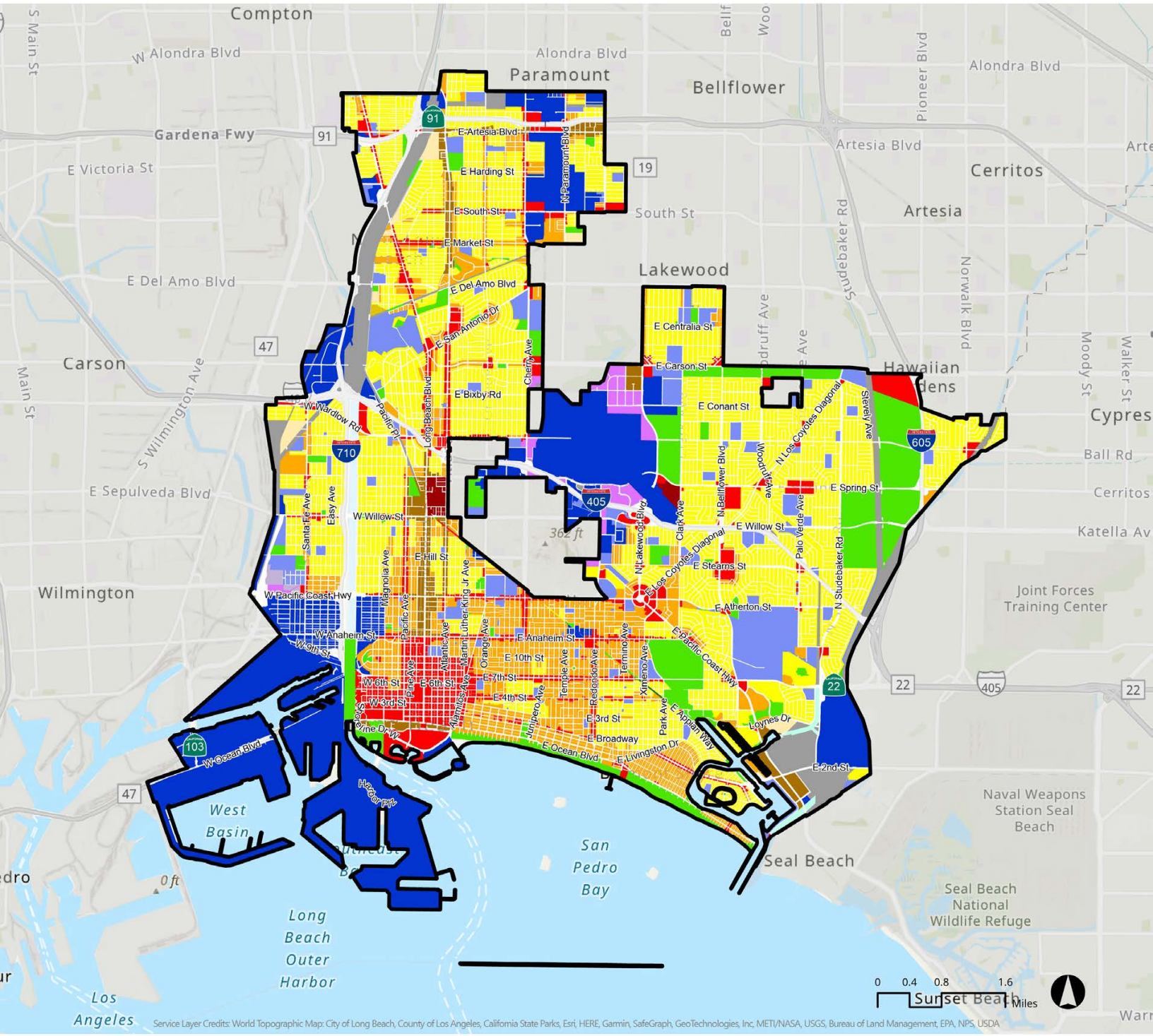

2019 Zoning Codes in City of Long Beach

(SCAG Land Use Codes)

- Single Family Residential
- Multi-Family Residential
- Mobile Homes and Trailer Parks
- Mixed Residential
- Rural Residential
- General Office
- Commercial and Services
- Facilities
- Education
- Military Installations
- Industrial
- Transportation, Communications, and Utilities
- Mixed Commercial and Industrial
- Mixed Residential and Commercial
- Open Space and Recreation
- Agriculture
- Vacant
- Water
- Specific Plan
- Under Construction
- Undevelopable
- Unknown

Data Source: City of Long Beach, SCAG | Data Updated: 2023 | Map Created: 9/7/2023

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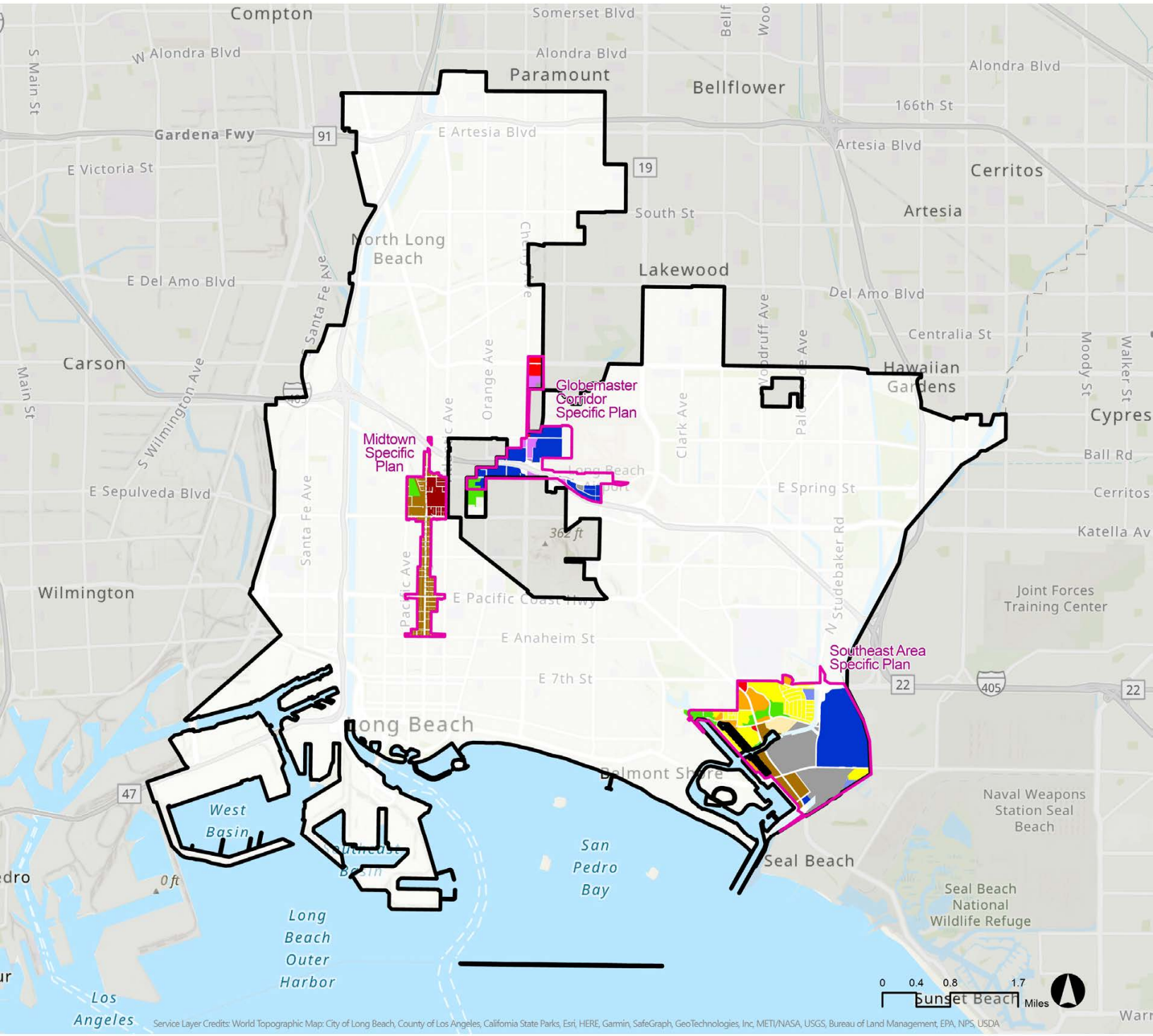

2019 Specific Plan Land Use in City of Long Beach

(SCAG Land Use Codes)

- Single Family Residential
- Multi-Family Residential
- Mobile Homes and Trailer Parks
- Mixed Residential
- Rural Residential
- General Office
- Commercial and Services
- Facilities
- Education
- Military Installations
- Industrial
- Transportation, Communications, and Utilities
- Mixed Commercial and Industrial
- Mixed Residential and Commercial
- Open Space and Recreation
- Agriculture
- Vacant
- Water
- Specific Plan
- Under Construction
- Undevelopable
- Unknown

Data Source: City of Long Beach, SCAG | Data Updated: 2023 | Map Created: 10/4/2023

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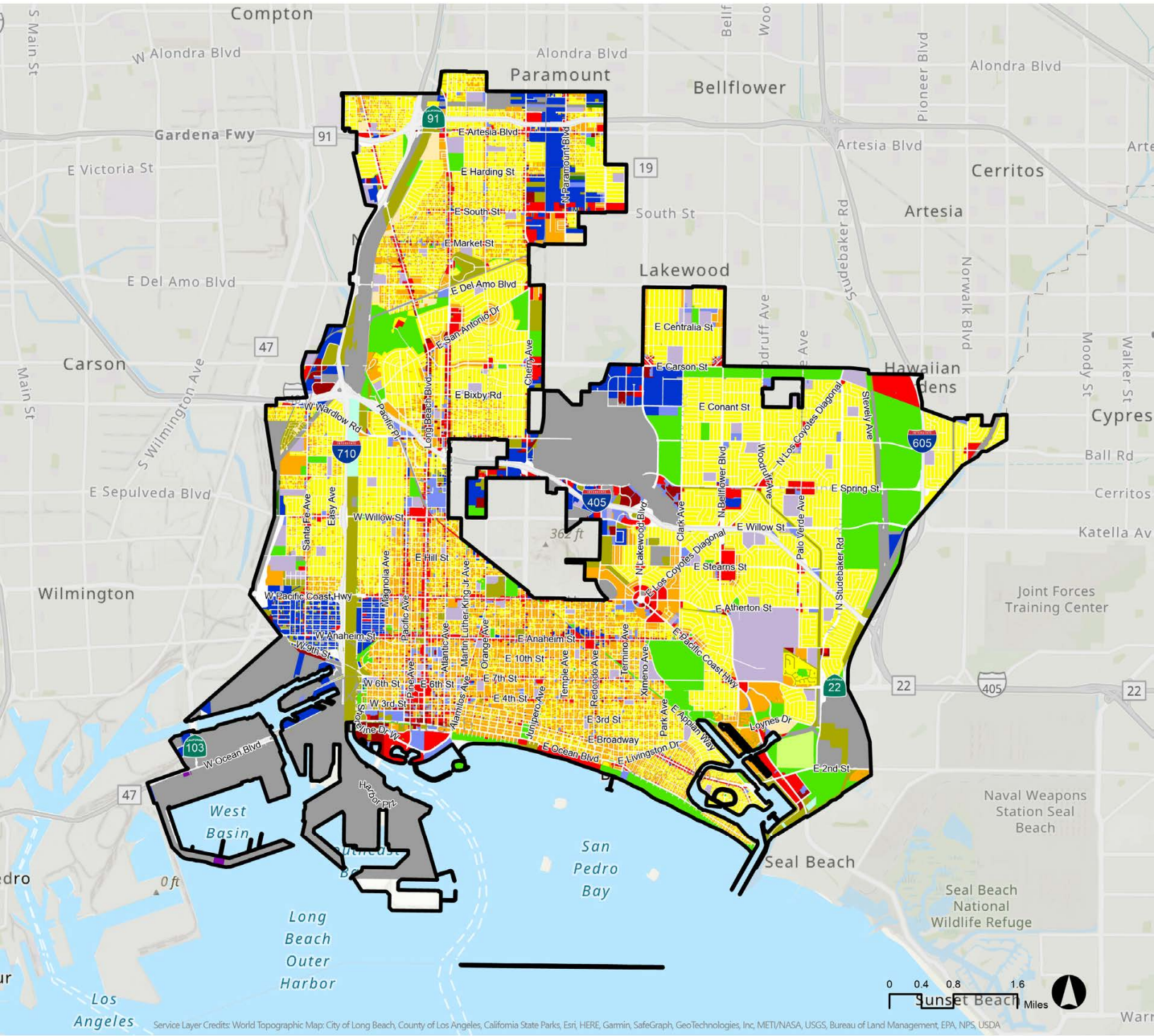

2019 Existing Land Use in City of Long Beach

(SCAG Land Use Codes)

- Single Family Residential
- Multi-Family Residential
- Mobile Homes and Trailer Parks
- Mixed Residential
- Rural Residential
- General Office
- Commercial and Services
- Facilities
- Education
- Military Installations
- Industrial
- Transportation, Communications, and Utilities
- Mixed Commercial and Industrial
- Mixed Residential and Commercial
- Open Space and Recreation
- Agriculture
- Vacant
- Water
- Specific Plan
- Under Construction
- Undevelopable
- Unknown

Data Source: City of Long Beach, SCAG | Data Updated: 2023 | Map Created: 9/6/2023

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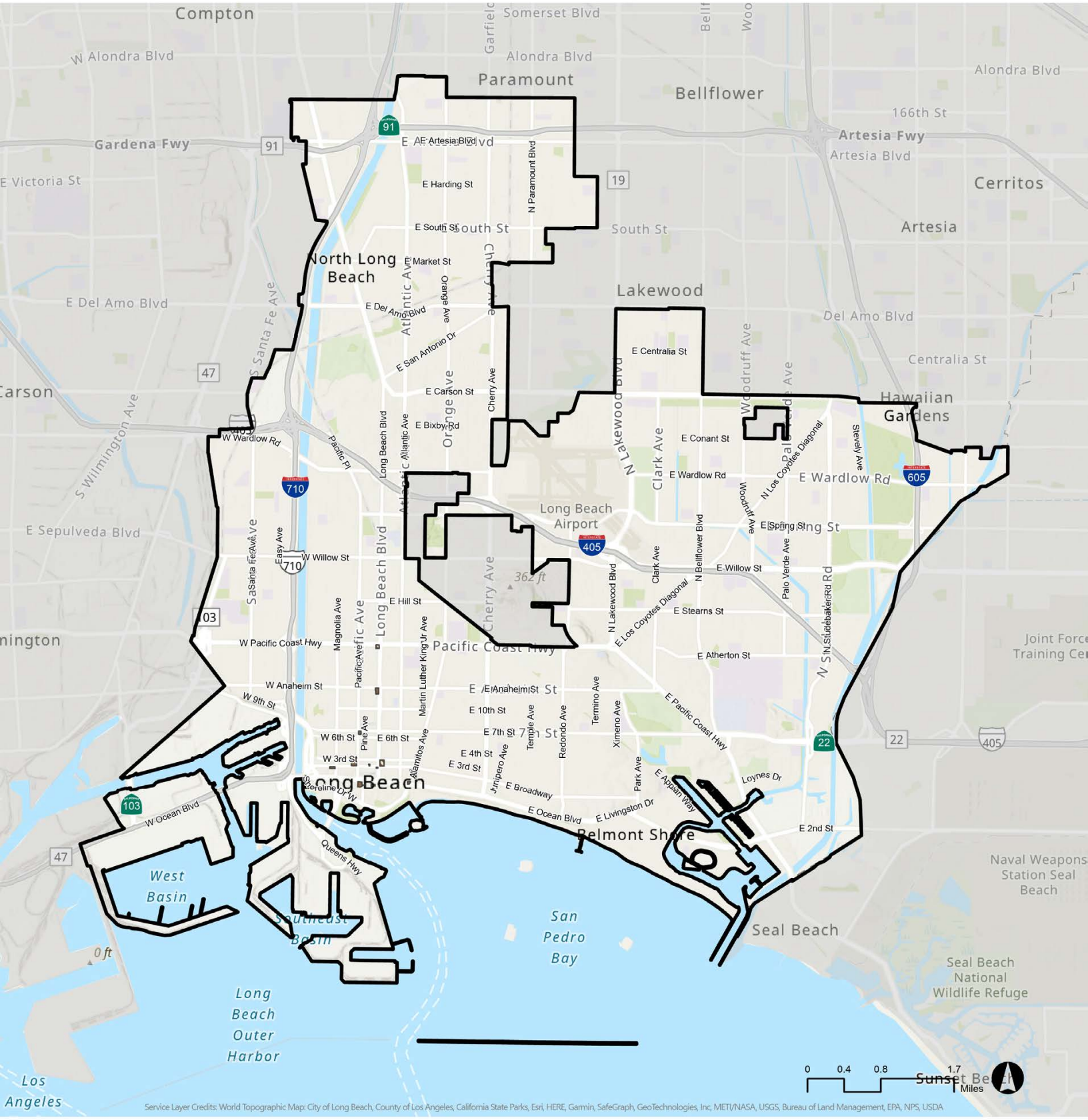

Key Entitlements in City of Long Beach

City Boundary

Key Entitlements

Data Source: City of Long Beach, SCAG | Data Version: Connect SoCal 2024 | Map Created: 10/11/2023

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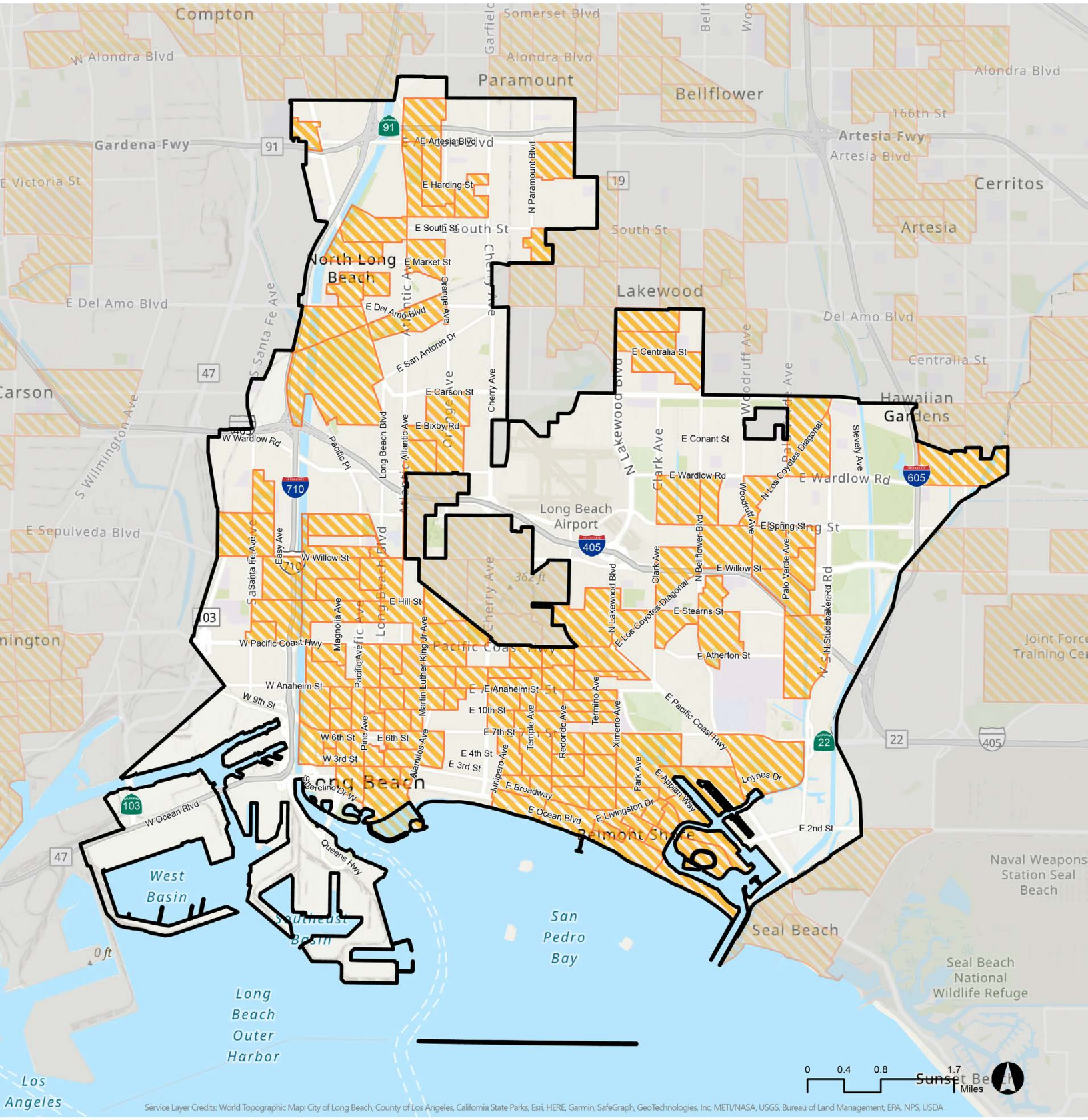

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Neighborhood Mobility Areas (NMAs) in City of Long Beach

City Boundary Neighborhood Mobility Areas (NMAs)

Data Source: SCAG | Data Updated: 2023 | Map Created: 10/16/2023

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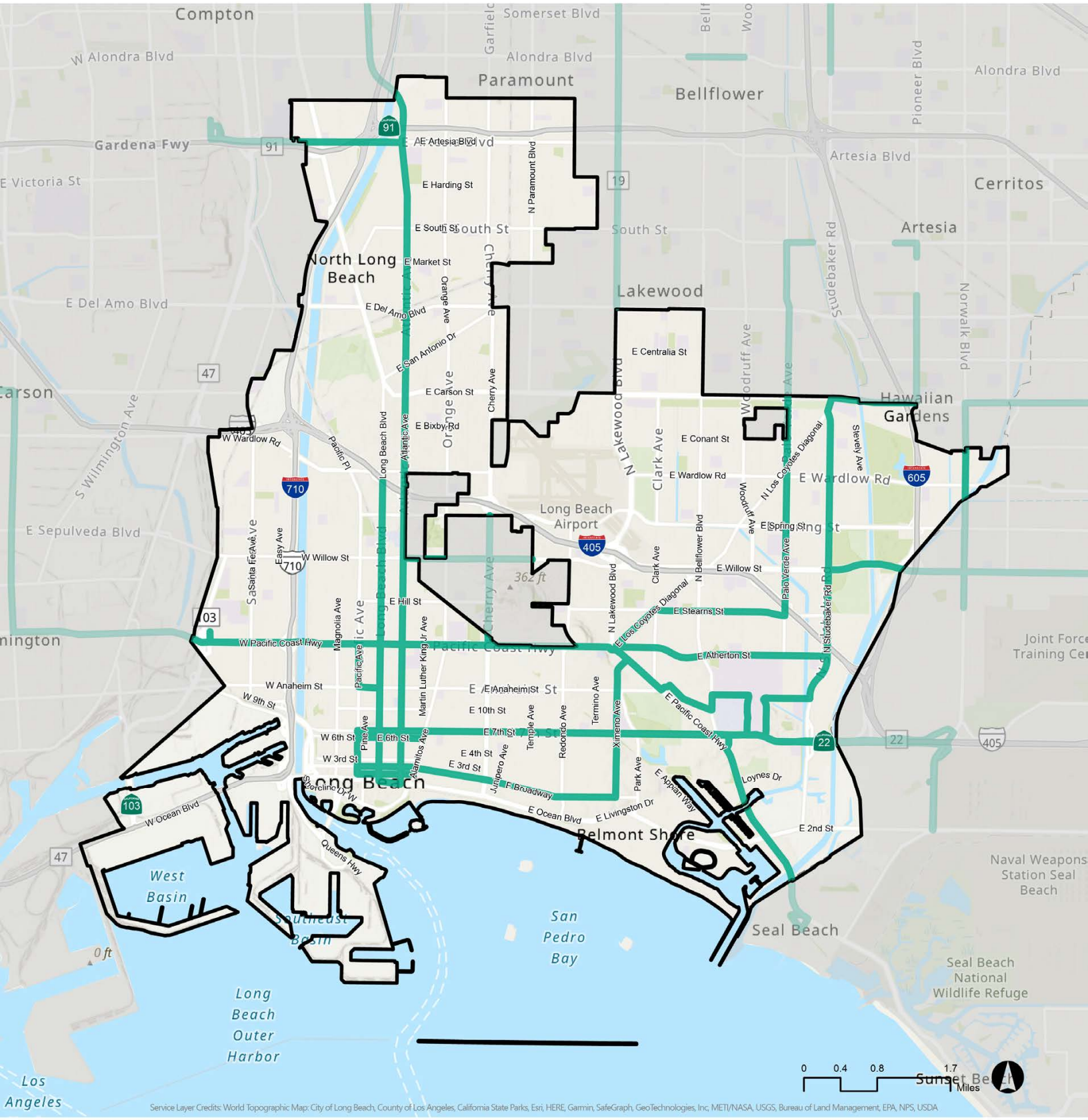

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Livable Corridors in City of Long Beach

City Boundary

Livable Corridors

Data Source: SCAG | Data Version: Connect SoCal 2024 Plan Year 2050 | Map Created: 9/7/2023

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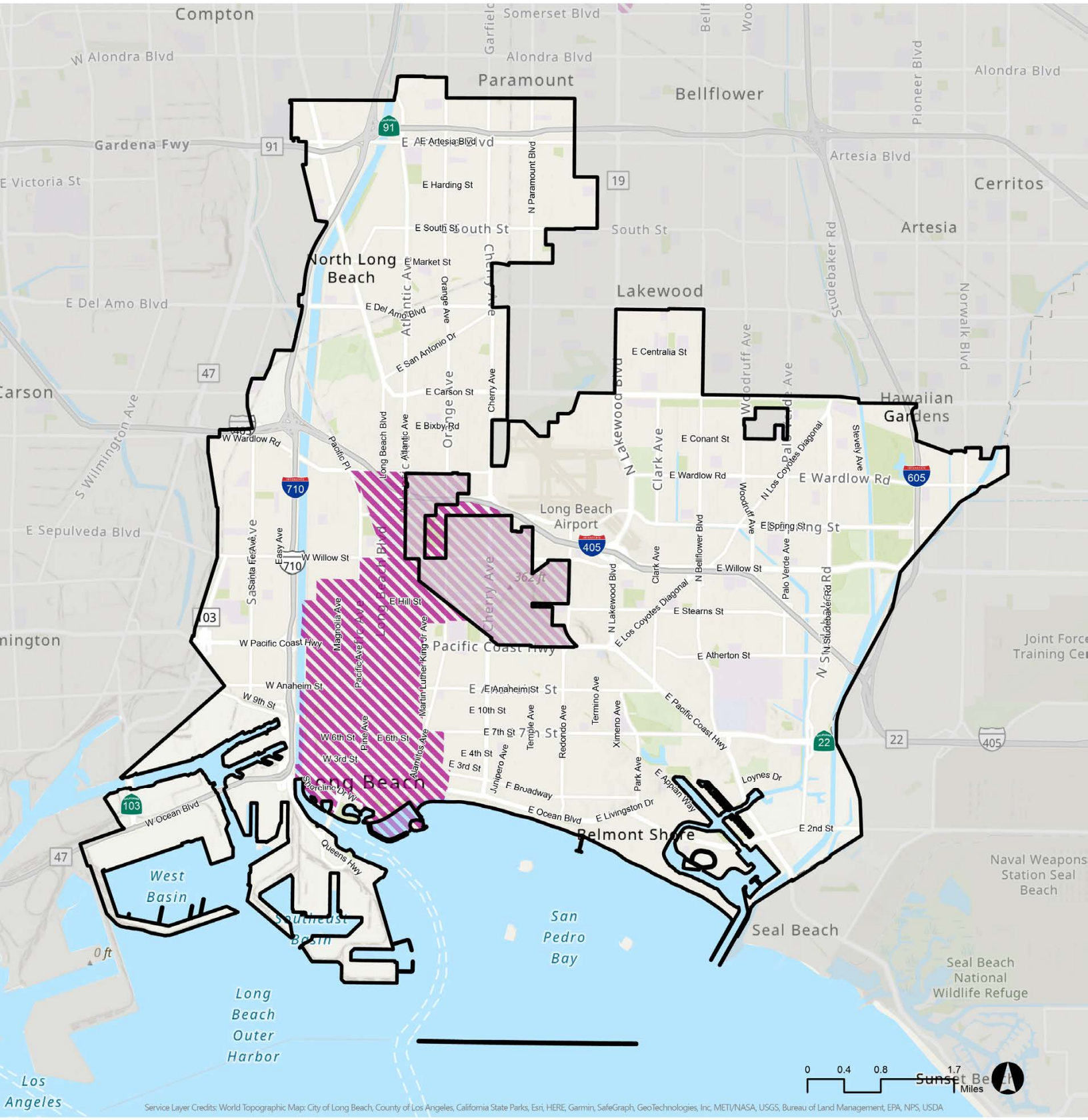

Regional Job Centers in City of Long Beach

City Boundary Job Centers

Data Source: SCAG | Data version: Connect SoCal 2024 Base Year 2019 | Map Created: 9/7/2023

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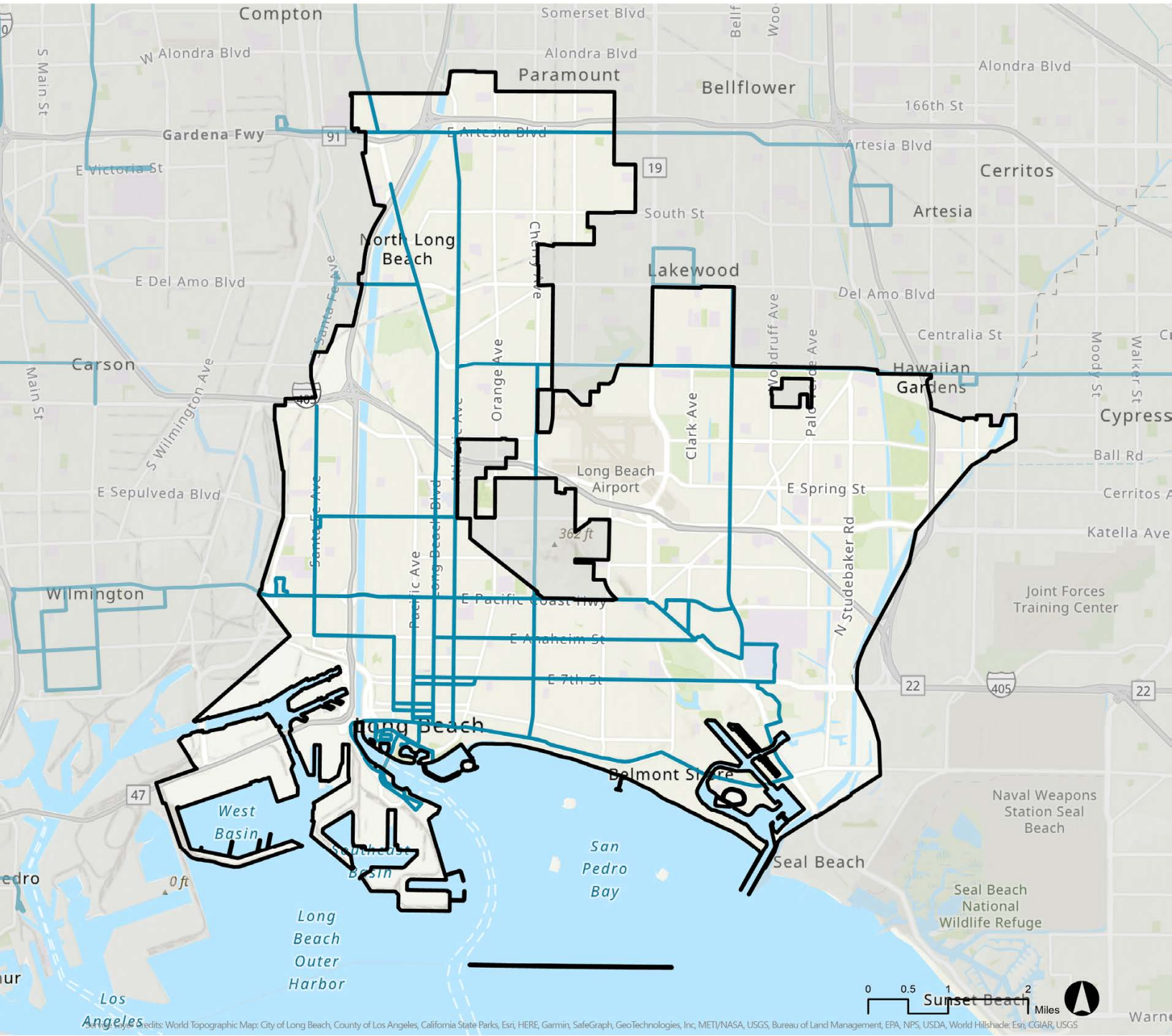

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High Quality Transit Corridors in City of Long Beach [Connect SoCal 2024 Plan Year 2050]

High Quality Transit Corridors (HQTCs)

Note: HQTCs included in this Data/Map Book are based on the 2050 plan year transit network of Connect SoCal 2024 and are considered draft until the completion of Connect SoCal 2024. Further explanation of the methodology for identifying HQTCs is included in the Connect SoCal 2024 Transit Technical Report Appendix. Please note that SCAG updates HQTCs with the adoption of a new RTP/SCS, once every four years. However, transit planning studies may be completed by transit agencies on a more frequent basis than the RTP/SCS is updated by SCAG. This data is intended for planning purposes only, and SCAG shall incur no responsibility or liability as to the completeness, currentness, or accuracy of this information. SCAG assumes no responsibility arising from use of this information by individuals, businesses, or other public entities. Users should consult with the appropriate transit provider(s) to obtain the latest information on transit routes, stop locations, and service intervals before making determinations regarding CEQA exemption or streamlining.

Data Source: County Transportation Commissions, SCAG | Data Version: Connect SoCal 2024 Plan Year 2050 | Map Created: 9/27/2023

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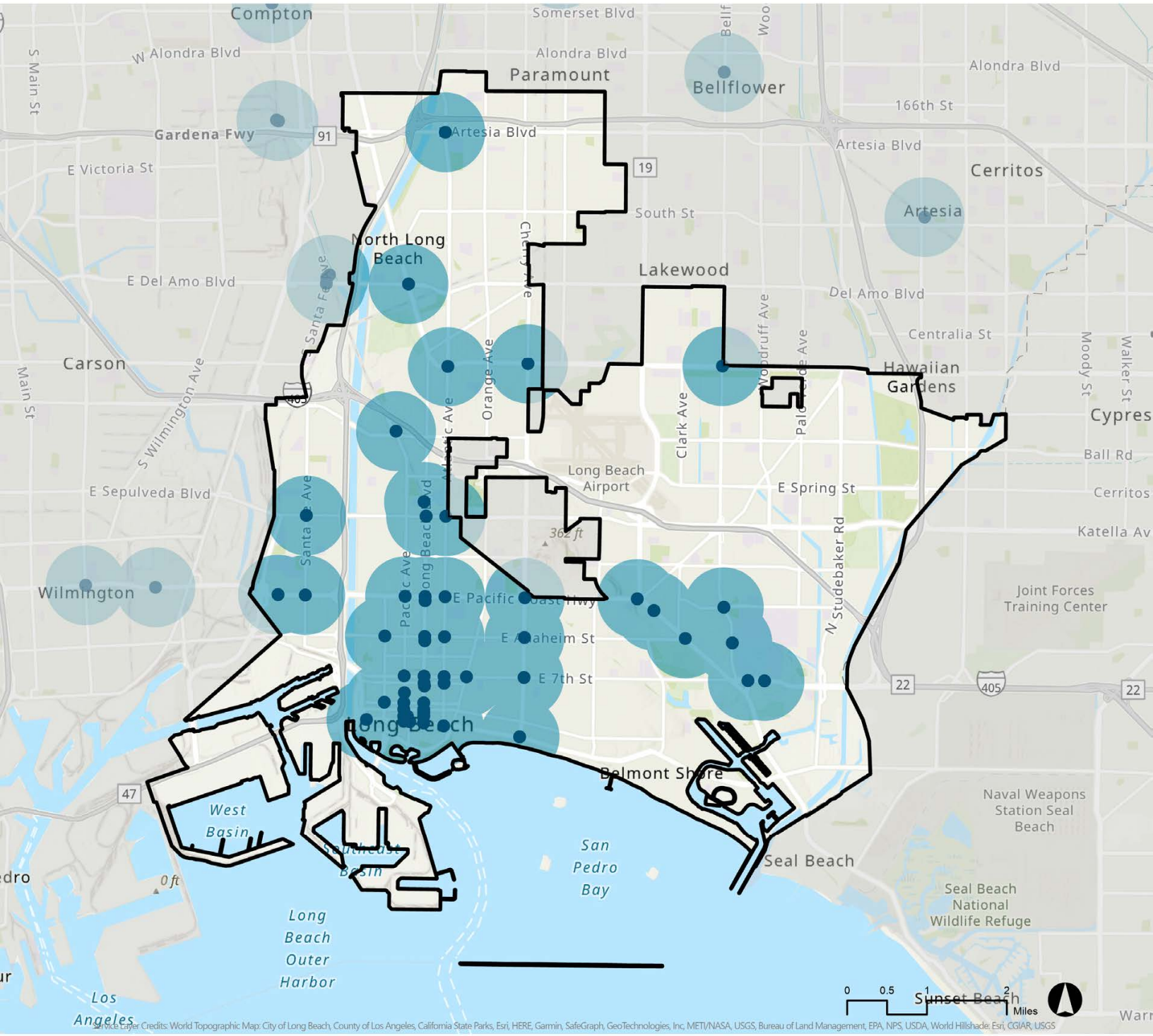

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Transit Priority Areas and Major Transit Stops in City of Long Beach [Connect SoCal 2024 Plan Year 2050]

● Major Transit Stops ▭ Transit Priority Areas (Areas within One-Half Mile from Major Transit Stops)

Note:The TPAs and major transit stops included in this Data/Map Book are based on the 2050 plan year transit network of Connect SoCal 2024. Please note that SCAG updates its inventory of planned transit network with the adoption of a new RTP/SCS, once every four years. However, transit planning studies may be completed by transit agencies on a more frequent basis than the RTP/SCS is updated by SCAG. This data is intended for planning purposes only, and SCAG shall incur no responsibility or liability as to the completeness, currentness, or accuracy of this information. SCAG assumes no responsibility arising from use of this information by individuals, businesses, or other public entities. Users should consult with the appropriate transit provider(s) to obtain the latest information on transit routes, stop locations, and service intervals before making determinations regarding CEQA exemption or streamlining.

Data Source: County Transportation Commissions, SCAG | Data Version: Connect SoCal 2024 Plan Year 2050 | Map Created: 9/27/2023

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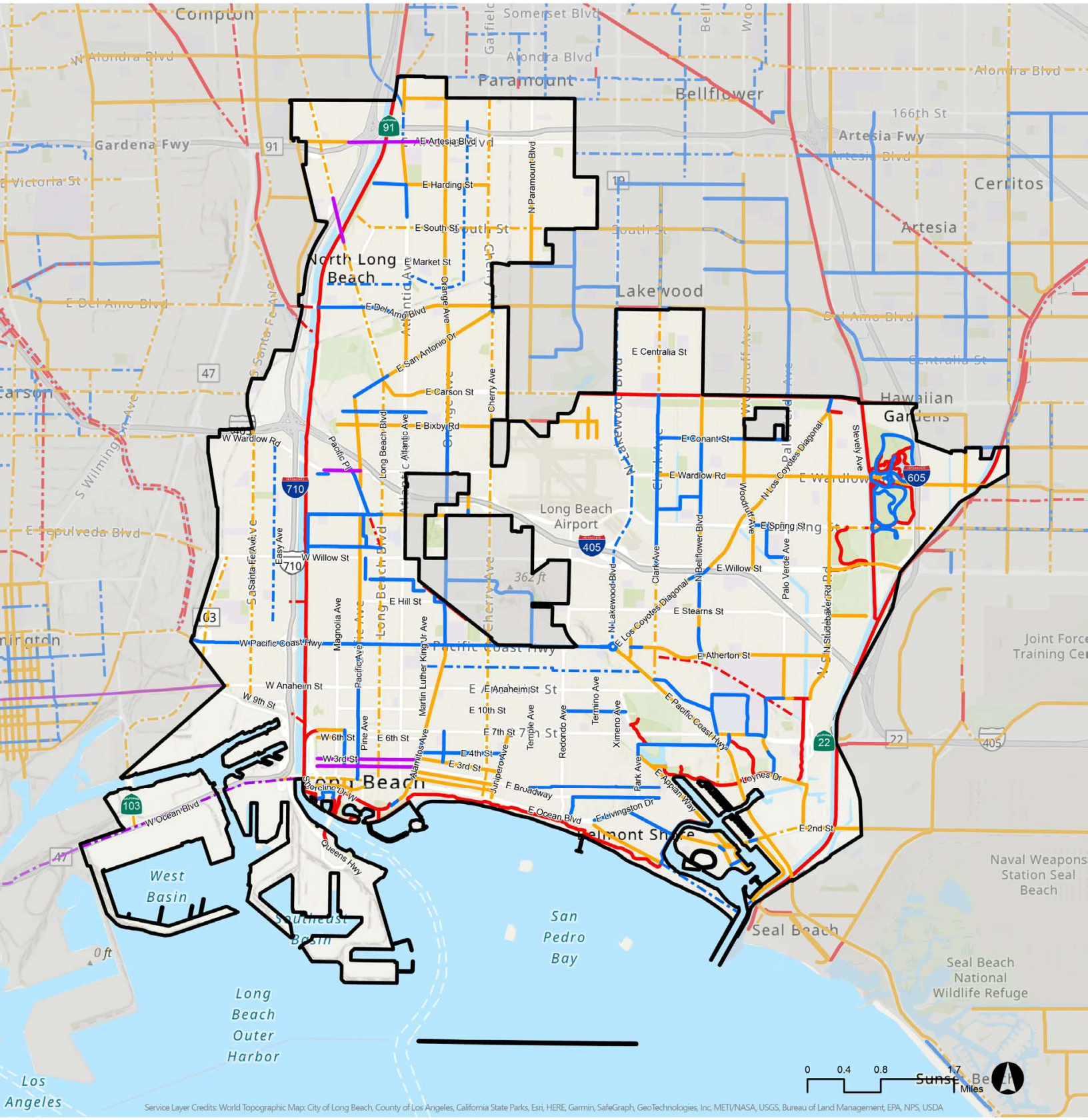

Bikeways in City of Long Beach (Existing and Proposed/Planned)

Existing Bikeways

Class I Class II Class III Class IV

Proposed/Planned Bikeways

Class I Class II Class III Class IV

Data Source: Local Data Exchange (LDX), County Transportation Commissions, City of Long Beach, SCAG | Data Updated: 2023 | Map Created: 9/27/2023

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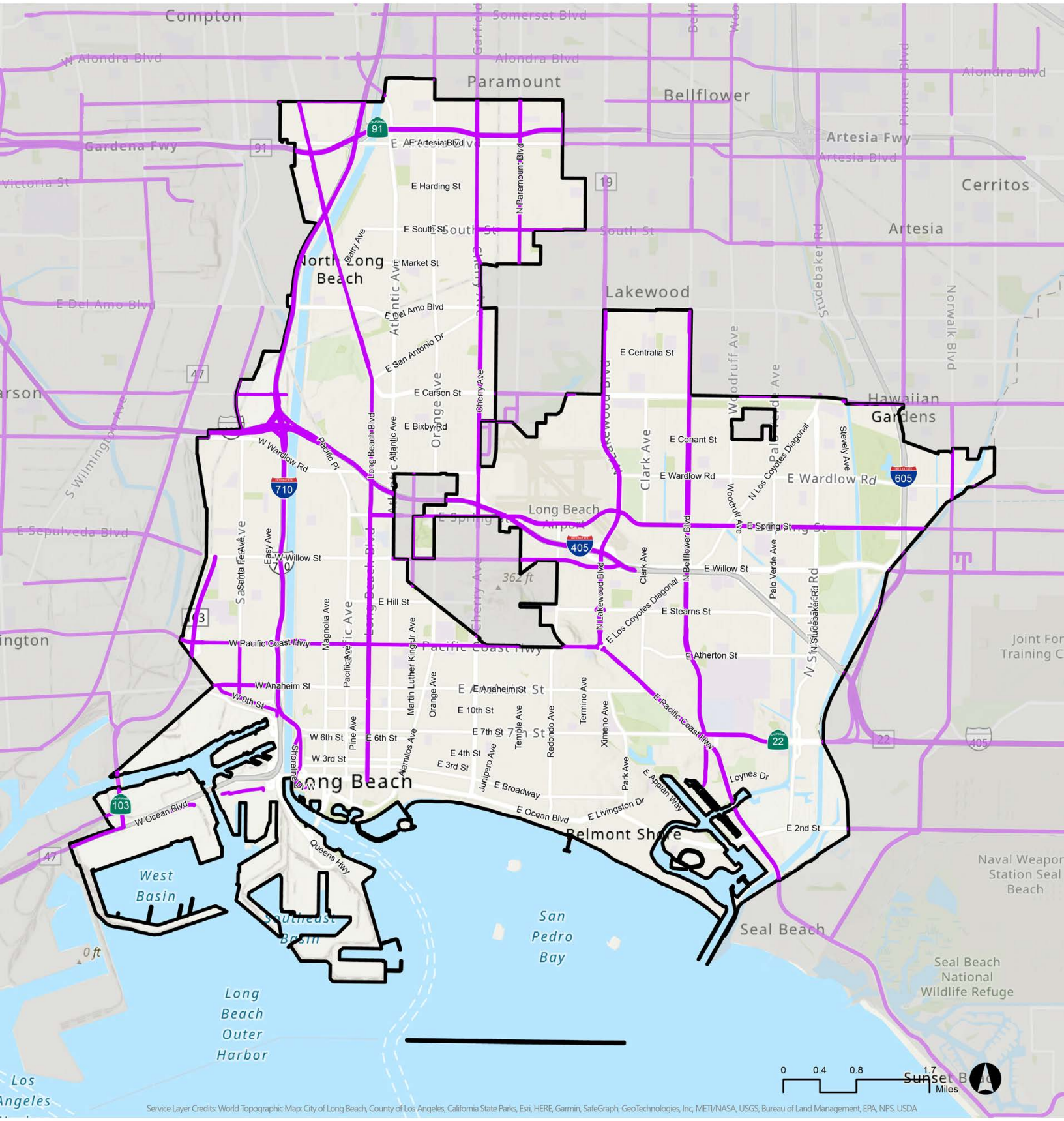

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Truck Routes in City of Long Beach

City Boundary

Truck Routes

Data Source: SCAG, City of Long Beach | Data Updated: 2023 | Map Created: 9/7/2023

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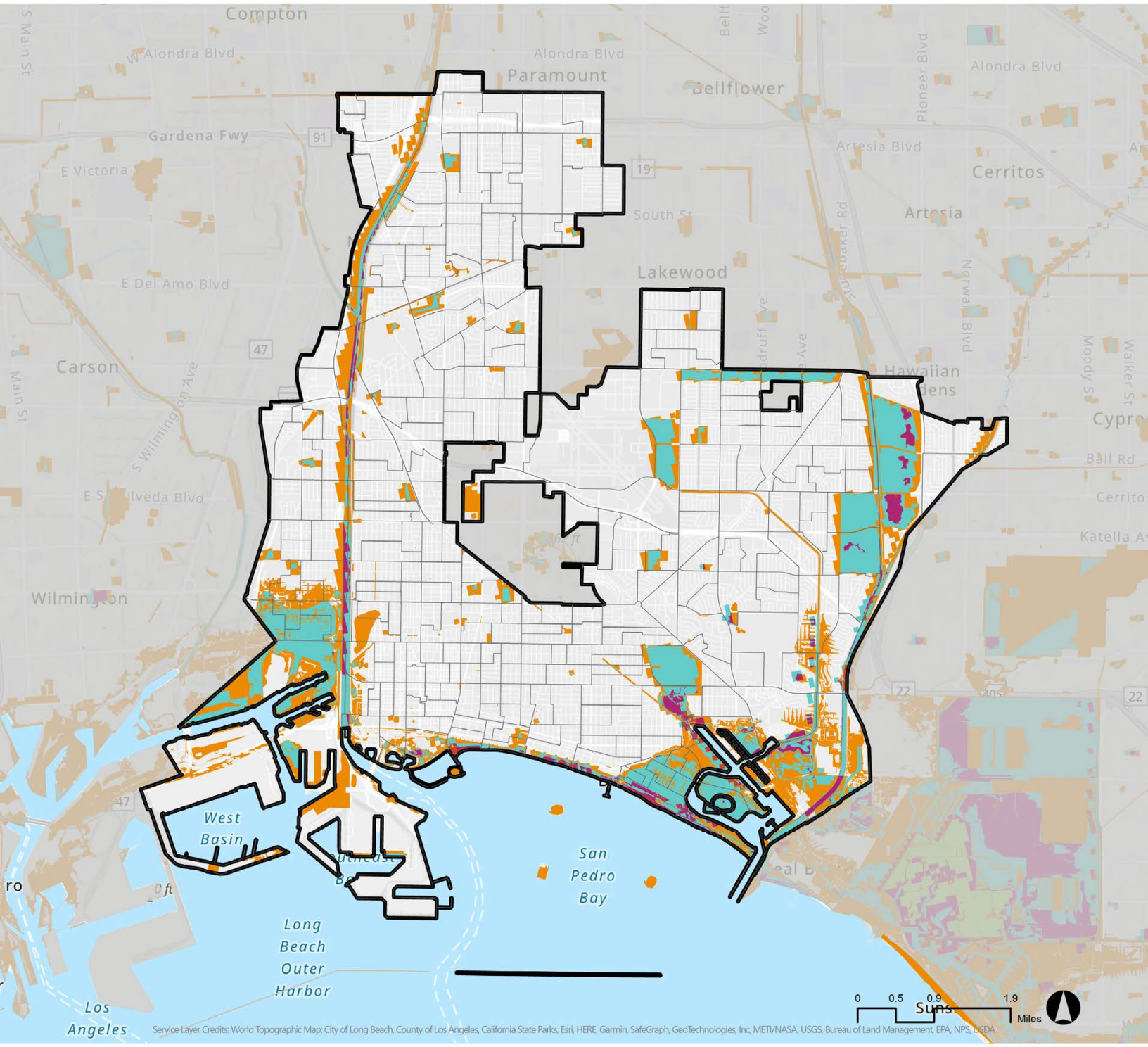

Consolidated Green Region Resource Areas in City of Long Beach

Overall Asset Value

1 2 3 4 5 6 7 8 9

* Transportation Analysis Zones (TAZ) Tier2 boundaries are shown in the map.

Data Source: Federal Emergency Management (FEMA) Effective: 100-Year Floodplains, 2017, FEMA; Coastal Storm Modeling System (CoSMoS) for Southern California, v3.0, Phase 2, 2018, USGS; Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE; Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE; Save Our Agricultural Resources (SOAR), 2017, County of Ventura; California Conservation Easement Database (CCED), 2021, Multiple sources; California Protected Areas Database (CPAD), 2021, Multiple sources; National Wetlands Inventory, 2020, US Fish and Wildlife Services; 2015 Areas of Conservation Emphasis (ACEIIv2), 2015, CA Department of Fish and Wildlife; South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute; California Essential Habitat Connectivity Project, 2010, CA Department of Fish and Wildlife; Conservation Plan Boundaries; American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES; USA Department of Defense Lands, 2018, US Department of Defense; California Important Farmland, Farmland Mapping & Monitoring Program (FMMP), 2018, CA Department of Conservation
Data Updated: 2021 | Map Created: 9/6/2023

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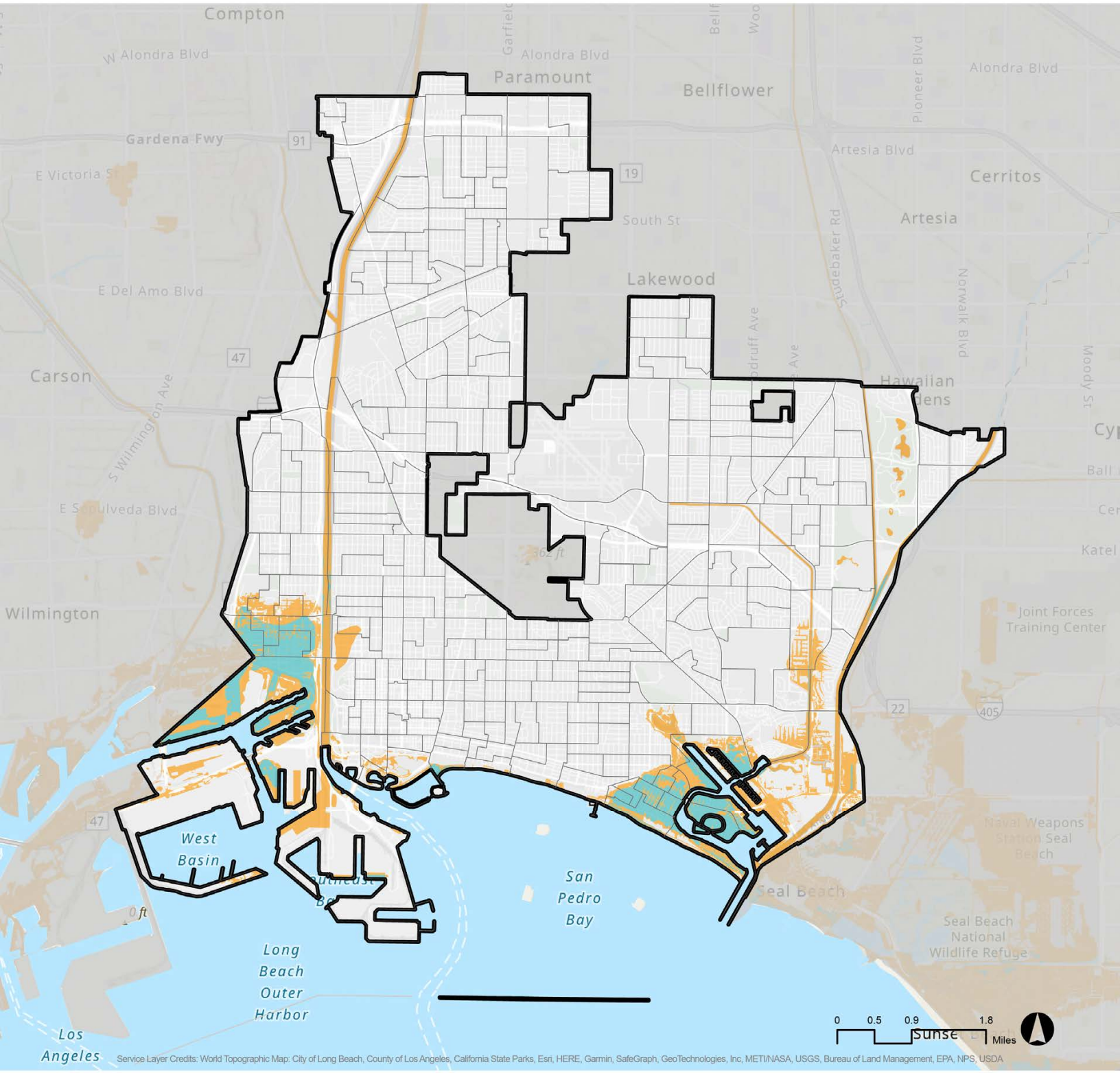

Resilience Multi-Benefit Assets in City of Long Beach

Resilience Asset Value

1 2 3 4

* Transportation Analysis Zones (TAZ) Tier2 boundaries are shown in the map.

Data Source:Federal Emergency Management (FEMA) Digital Flood Insurance Rate Map (DFIRM); Coastal Storm Modeling System (CoSMoS for Southern California (v3.0, Phase 2); Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE; Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE; and Wildland Urban Interface & Intermix, 2020, CAL FIRE

Data Updated: 2021 | Map Created: 9/7/2023

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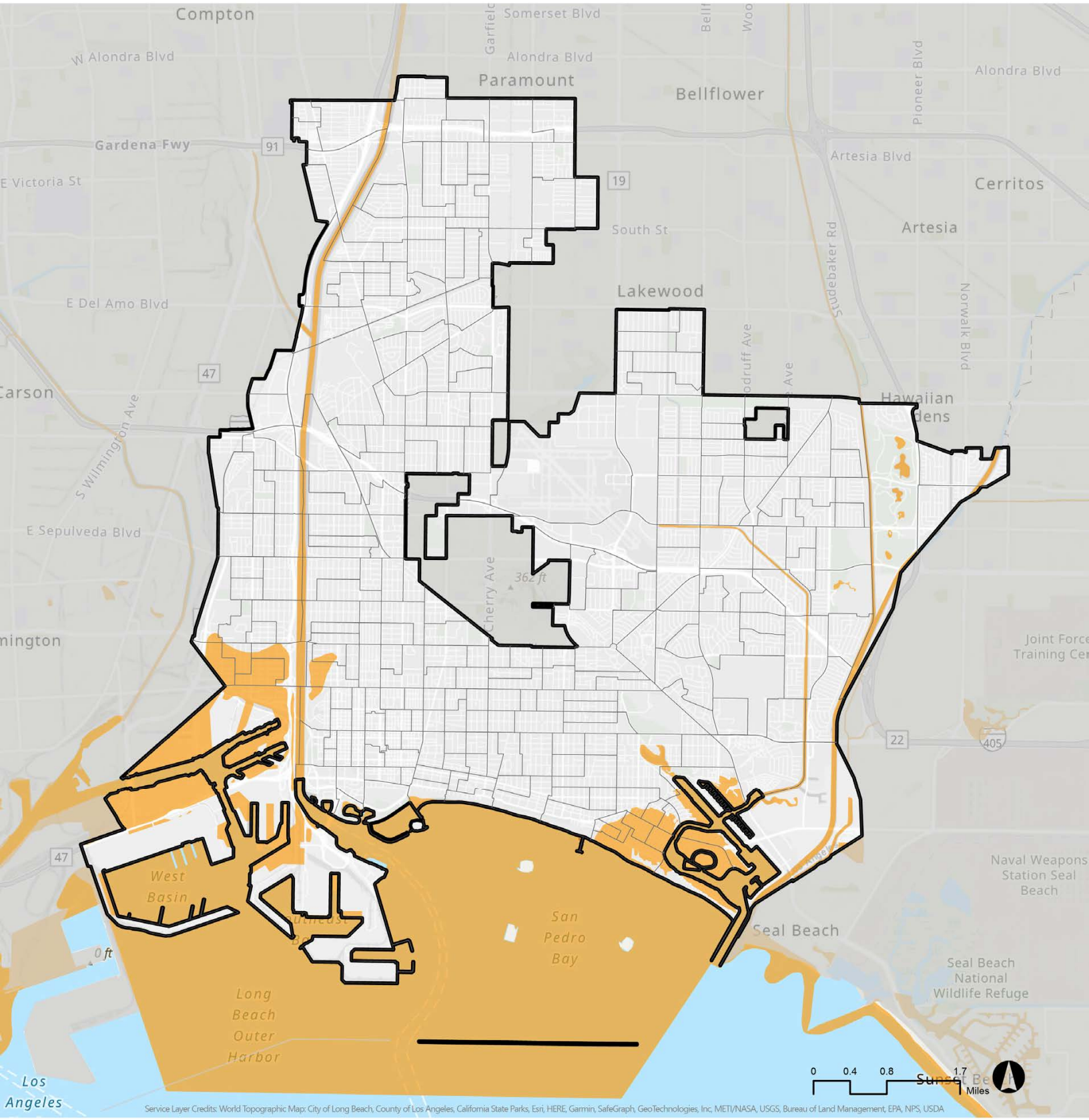

Flood Hazard Areas in City of Long Beach

100 Year Floodplain

* Transportation Analysis Zones (TAZ) Tier2 boundaries are shown in the map.

Data Source: Federal Emergency Management (FEMA) Digital Flood Insurance Rate Map (DFIRM)

Data Updated: 2021 | Map Created: 9/7/2023

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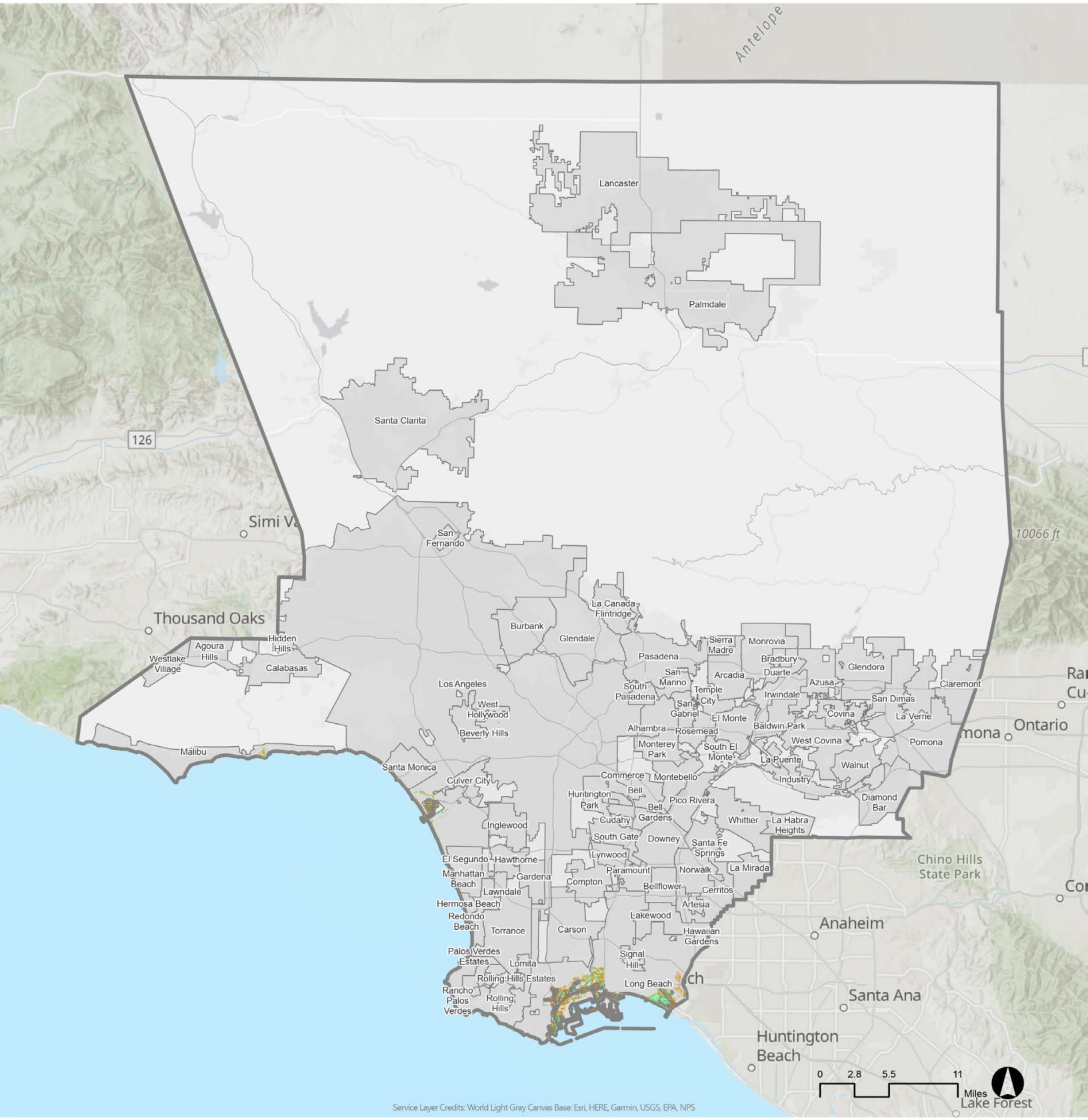

Service Layer Credits: World Light Gray Canvas Base: Esri, HERE, Garmin, USGS, EPA, NPS

Coastal Inundation (Sea Level Rise) in Los Angeles County

Sea Level Rise 0 - 0.5m

Sea Level Rise 0.5 - 1.0m

Data Source: Coastal Storm Modeling System (CoSMoS for Southern California (v3.0, Phase 2)

Data Updated: 2021 | Map Created: 9/7/2023

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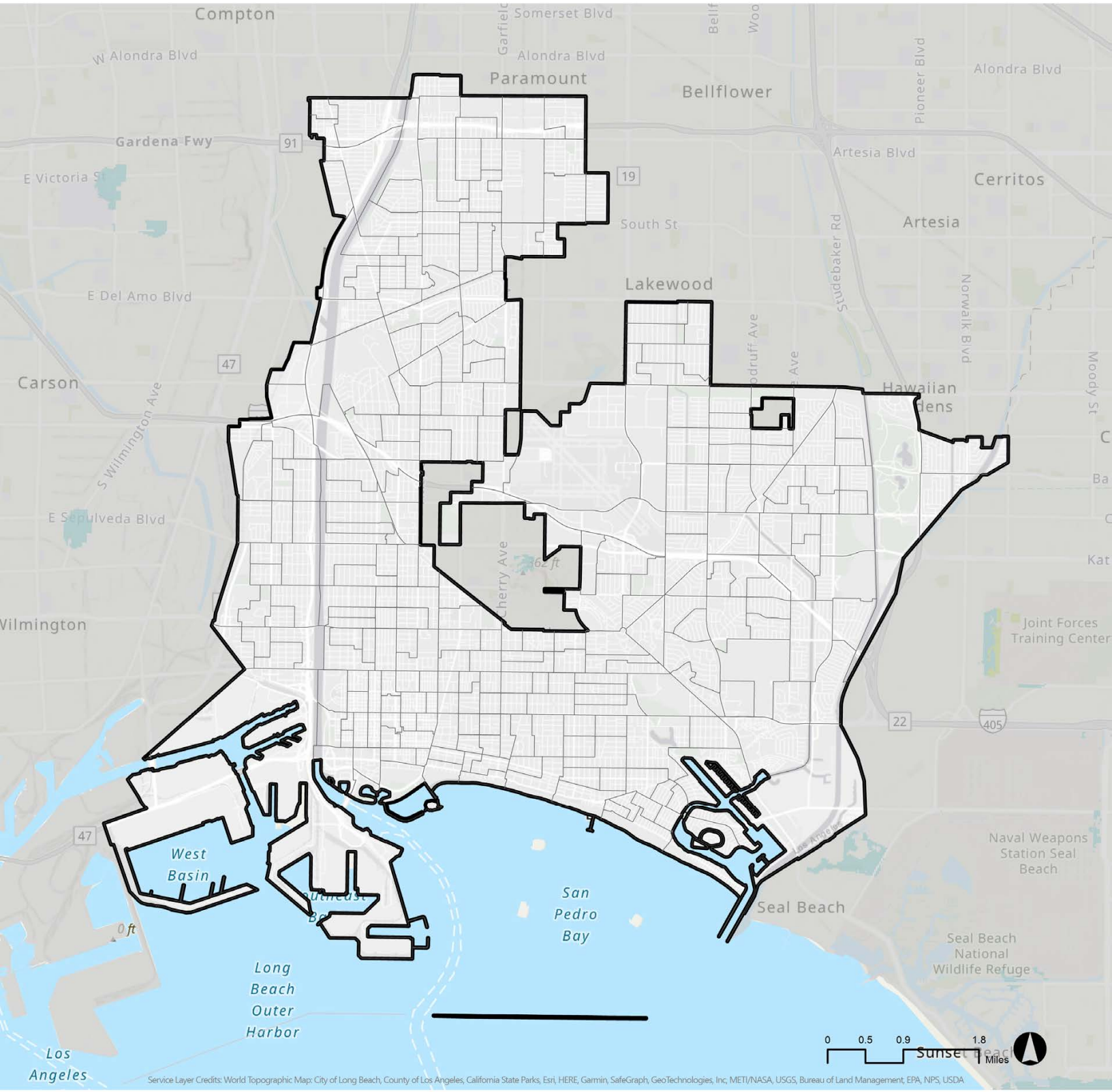

Wildfire Risk in City of Long Beach

Wildland Urban Interface

Interface

Intermix

CALFIRE Fire Hazard Severity Zones

High

Very High

* Transportation Analysis Zones (TAZ) Tier2 boundaries are shown in the map.

Data Source: Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE; Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE; and Wildland Urban Interface, 2020, CAL FIRE
Data Updated: 2021 | Map Created: 9/7/2023

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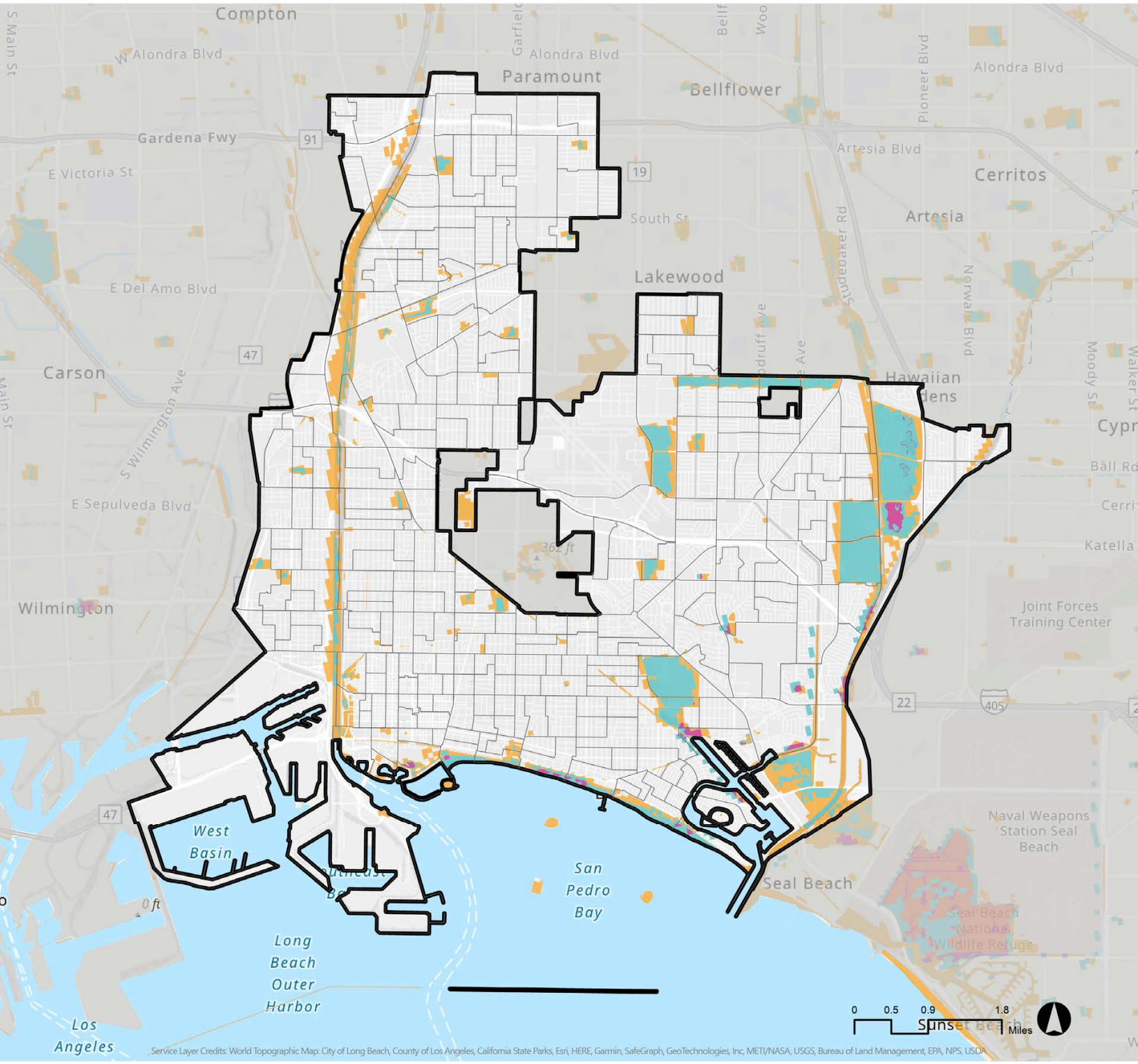

Open Space/Habitat Multi-Benefit Assets in City of Long Beach

Open Space/Habitat Asset Value

1 2 3 4 5 6

* Transportation Analysis Zones (TAZ) Tier2 boundaries are shown in the map.

Data Source: Save Our Agricultural Resources (SOAR), 2017, County of Ventura; California Conservation Easement Database (CCED), 2021, Multiple sources; California Protected Areas Database (CPAD), 2021, Multiple sources; National Wetlands Inventory, 2020, US Fish and Wildlife Services; South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute; 2015 Areas of Conservation Emphasis (ACEIIv2), 2015, CA Department of Fish and Wildlife
Data Updated: 2021 | Map Created: 9/7/2023

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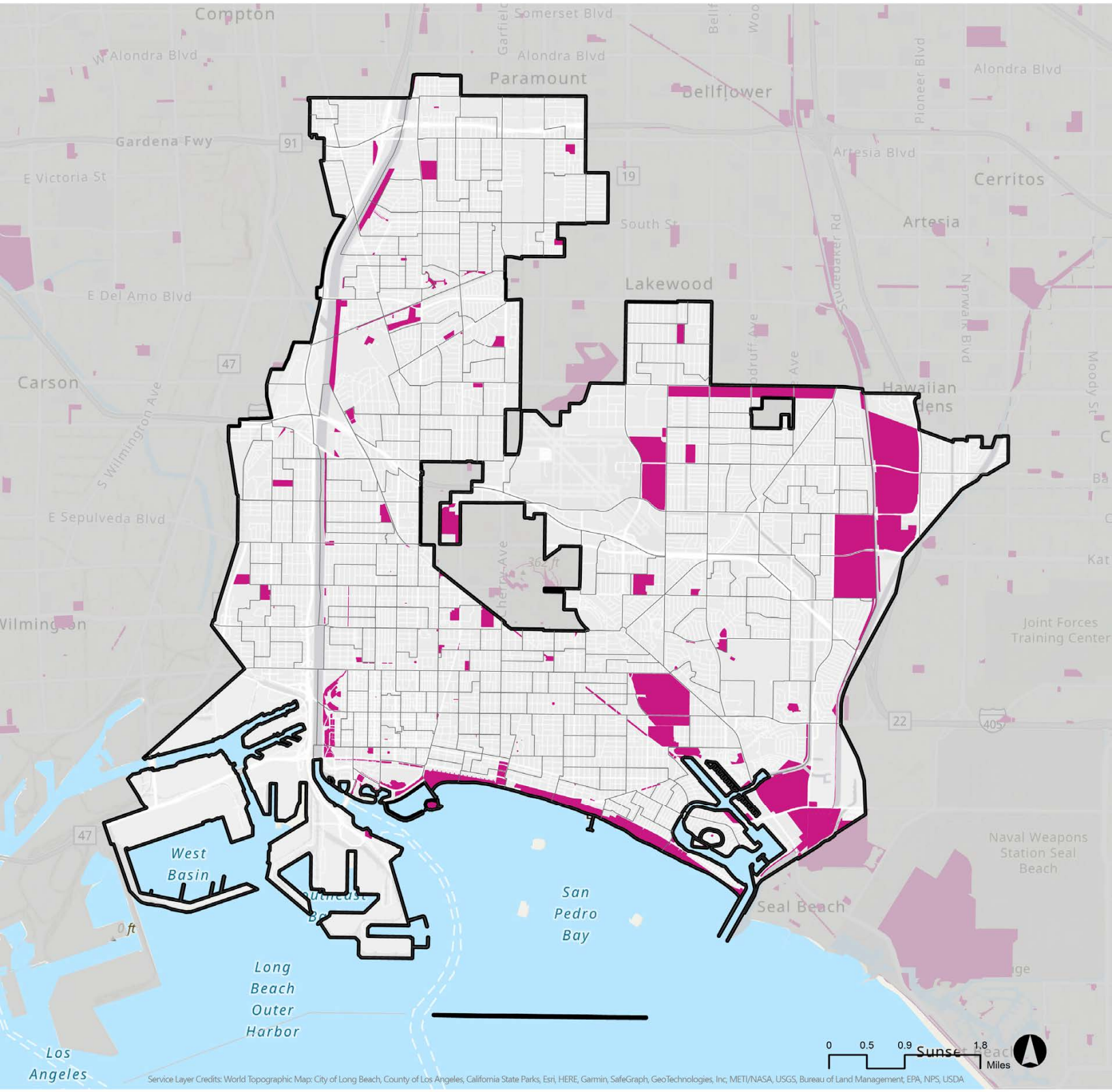

Open Space and Parks in City of Long Beach

Protected open space and parks from the following databases:

Save Our Agricultural Resources | California Conservation Easement Database | California Protected Areas Database

* Transportation Analysis Zones (TAZ) Tier2 boundaries are shown in the map.

Data Source: Save Our Agricultural Resources (SOAR), 2017, County of Ventura; California Conservation Easement Database (CCED), 2021, Multiple sources; and California Protected Areas Database (CPAD), 2021, Multiple sources

Data Updated: 2021 | Map Created: 9/7/2023

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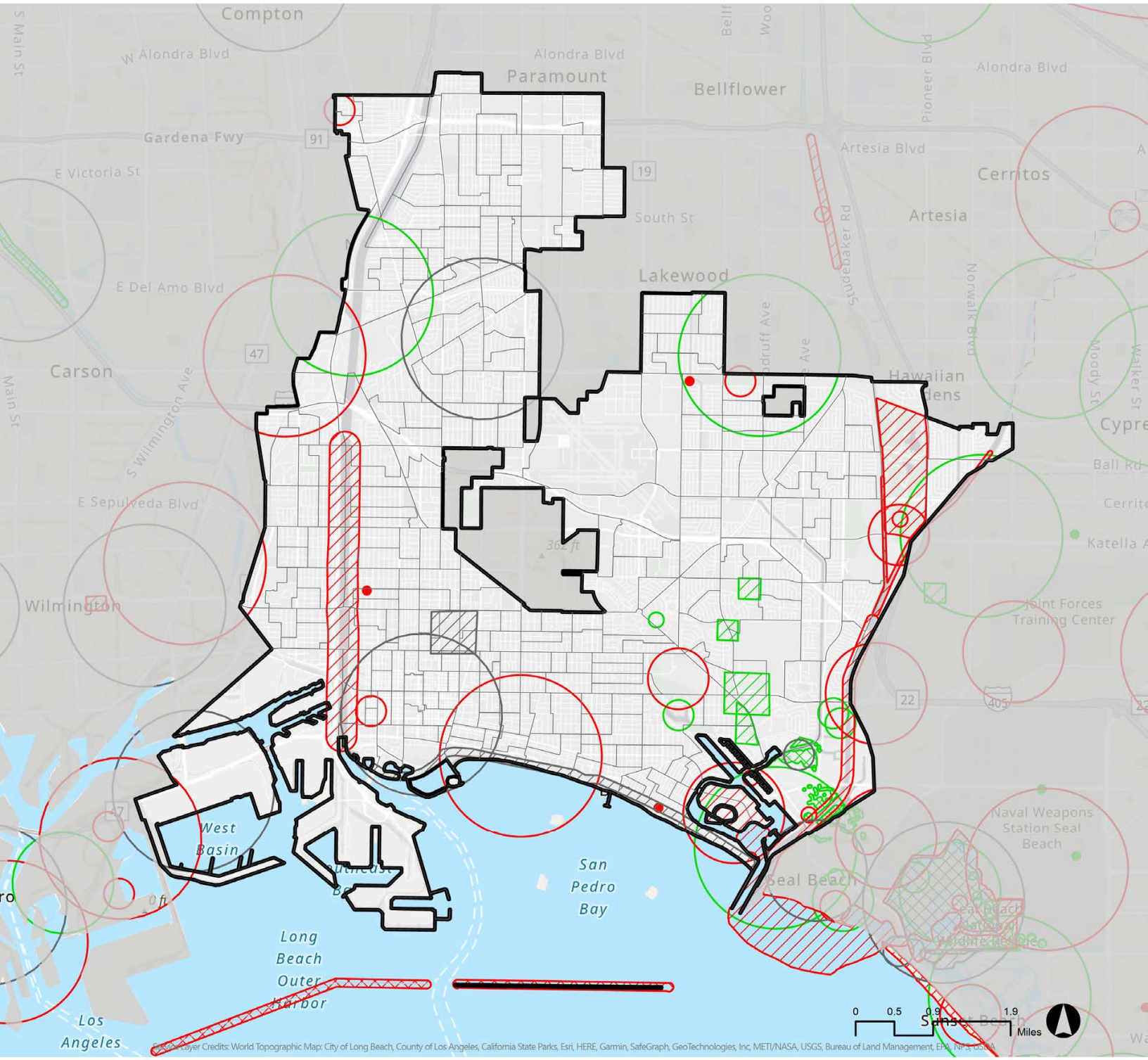

Endangered Species/Plants in City of Long Beach

Plant (80m)	Animal (80m)	Terrestrial Comm. (80m)	Aquatic Comm. (80m)	Multiple (80m)
Plant (specific)	Animal (specific)	Terrestrial Comm. (specific)	Aquatic Comm. (specific)	Multiple (specific)
Plant (non-specific)	Animal (non-specific)	Terrestrial Comm. (non-specific)	Aquatic Comm. (non-specific)	Multiple (non-specific)
Plant (circular)	Animal (circular)	Terrestrial Comm. (circular)	Aquatic Comm. (circular)	Multiple (circular)

* Transportation Analysis Zones (TAZ) Tier2 boundaries are shown in the map.

The California Natural Diversity Database (CNDDB) is a library of the location and condition of species of rare and sensitive plants, animals, and natural communities in California. The dataset shown on the map is based on the combination of the three data fields in CNDDB; element type, accuracy and element occurrence count.

Data Source: California Natural Diversity Database (CNDDB), 2017, CA Department of Fish and Wildlife
Data Updated: 2021 | Map Created: 9/7/2023

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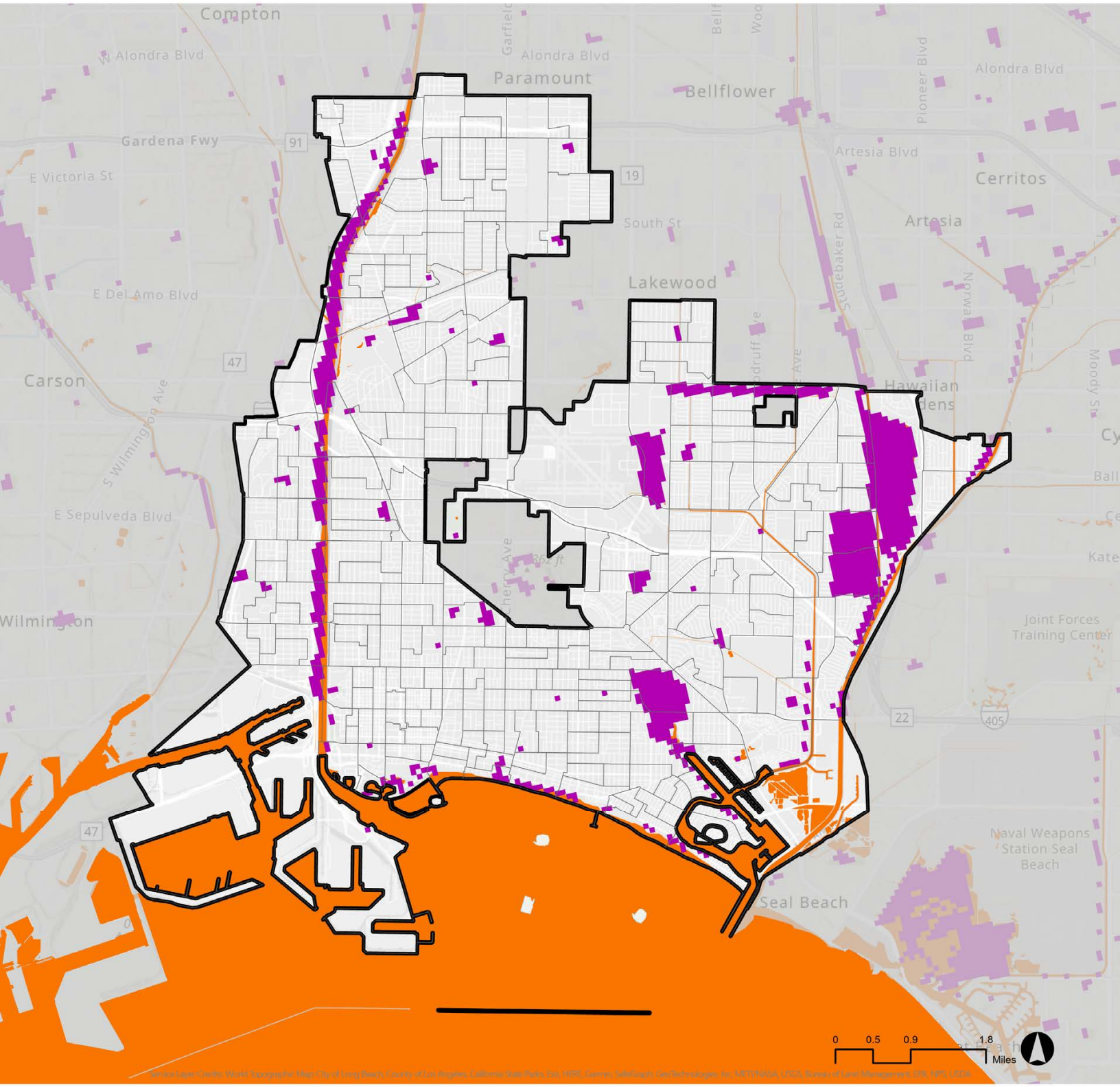

Sensitive Habitat Areas in City of Long Beach

Wetlands | Habitat Connectivity Areas | Connect SoCal 2020 Habitat Connectivity

* Transportation Analysis Zones (TAZ) Tier2 boundaries are shown in the map.

Data Source:National Wetlands Inventory, 2020, US Fish and Wildlife Services; South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute; 2015 Areas of Conservation Emphasis (ACEIIv2), 2015, CA Department of Fish and Wildlife
Data Updated: 2021 | Map Created: 9/7/2023

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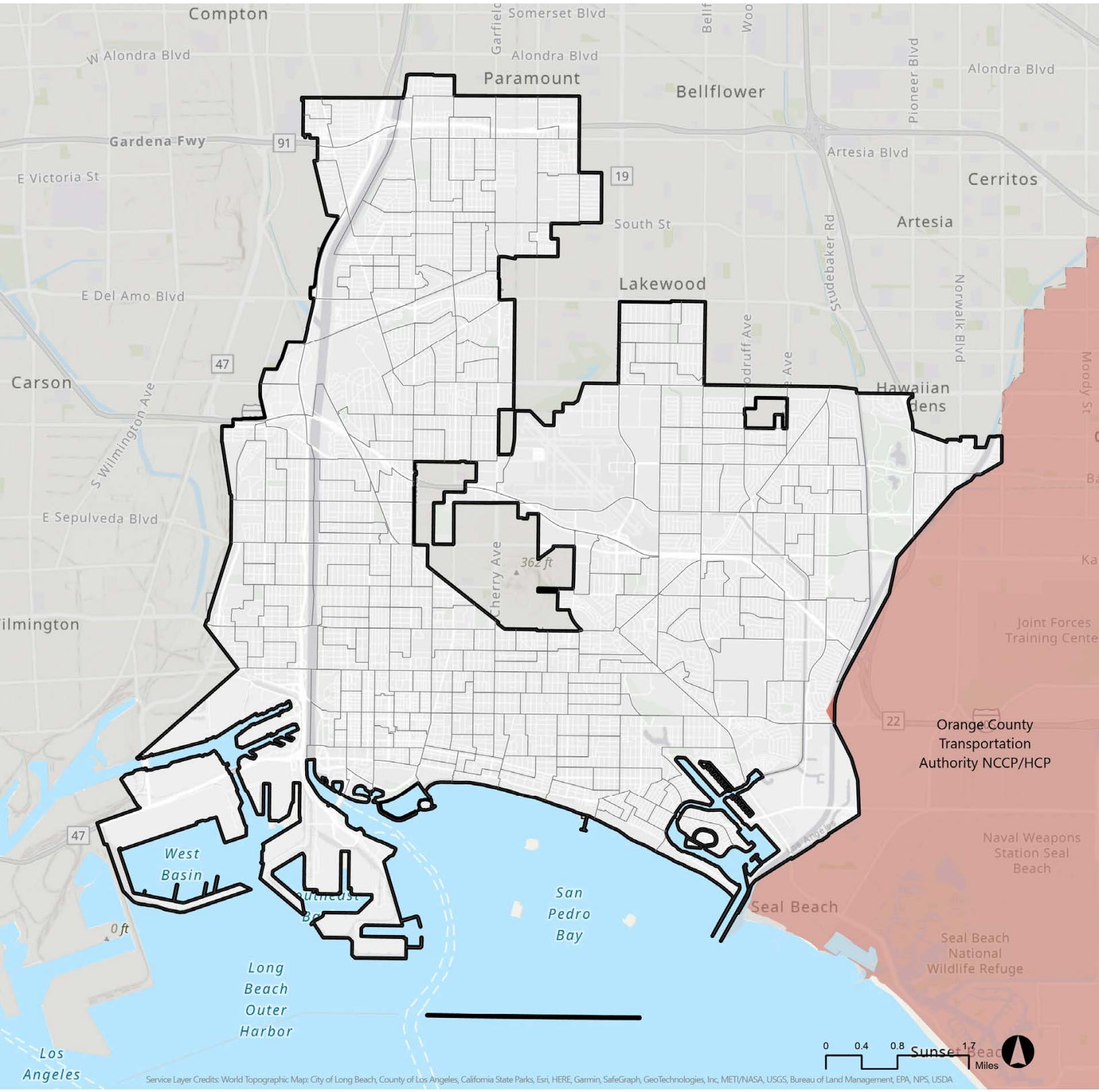

Regional Conservation Plans in City of Long Beach

- Natural Community and Habitat Conservation Plan (NCCP)
- Regional NCCP
- Subarea of Regional NCCP
- Discrete linear/energy NCCP

* Transportation Analysis Zones (TAZ) Tier2 boundaries are shown in the map.

Data Source: Conservation Plan Boundaries, Habitat Conservation Plans (HCPs) and Natural Community Conservation Plans (NCCPs), 2021, CA Department of Fish and Wildlife
Data Updated: 2021 | Map Created: 9/6/2023

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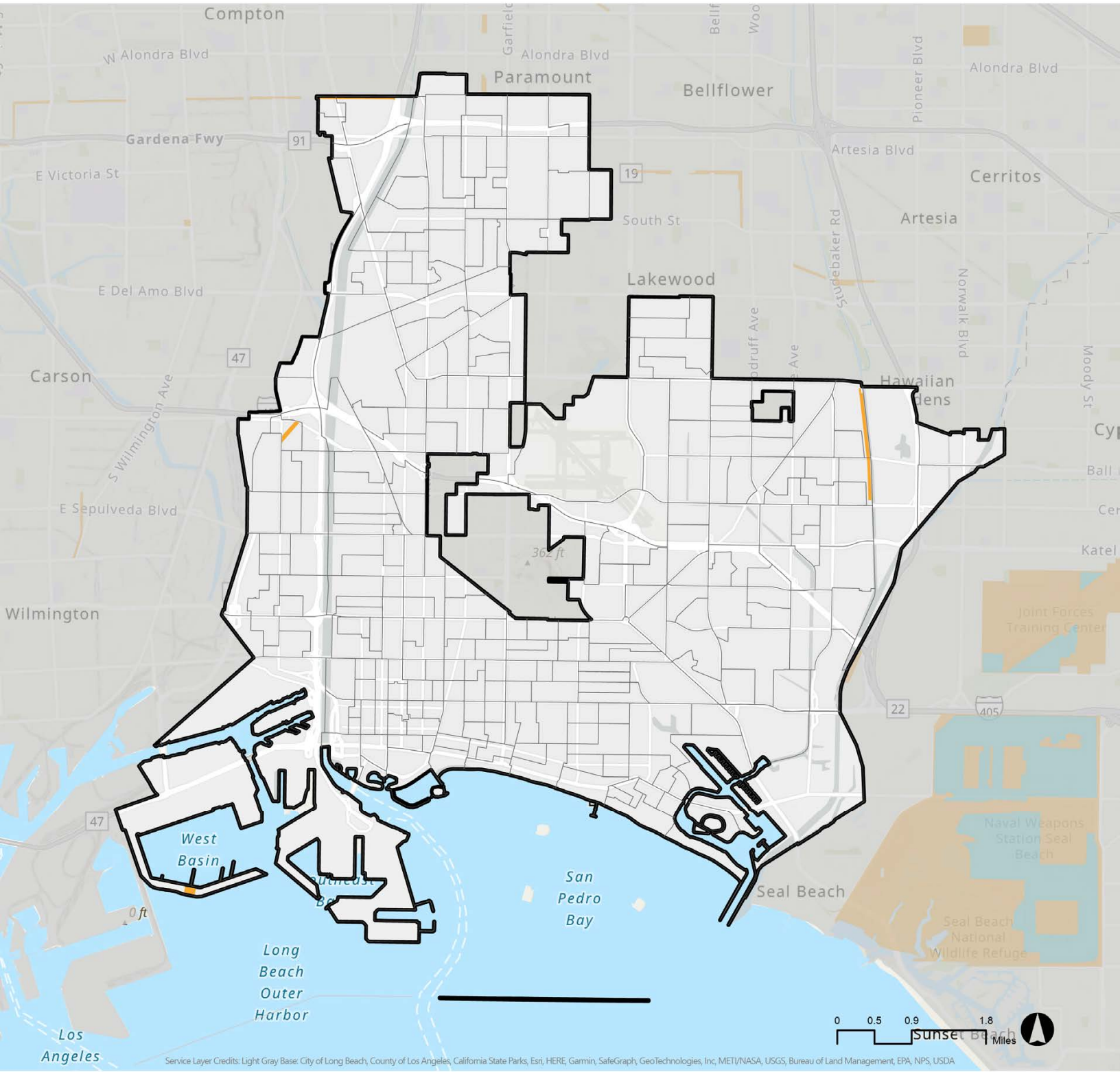

Administrative/Working Lands Multi-Benefit Assets in City of Long Beach

Administrative/Working Lands Asset Value

1 2 3

* Transportation Analysis Zones (TAZ) Tier2 boundaries are shown in the map.

Data Source: American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES; USA Department of Defense Lands, 2018, US Department of Defense; and California Important Farmland, Farmland Mapping & Monitoring Program (FMMP), 2018

Data Updated: 2021 | Map Created: 9/6/2023

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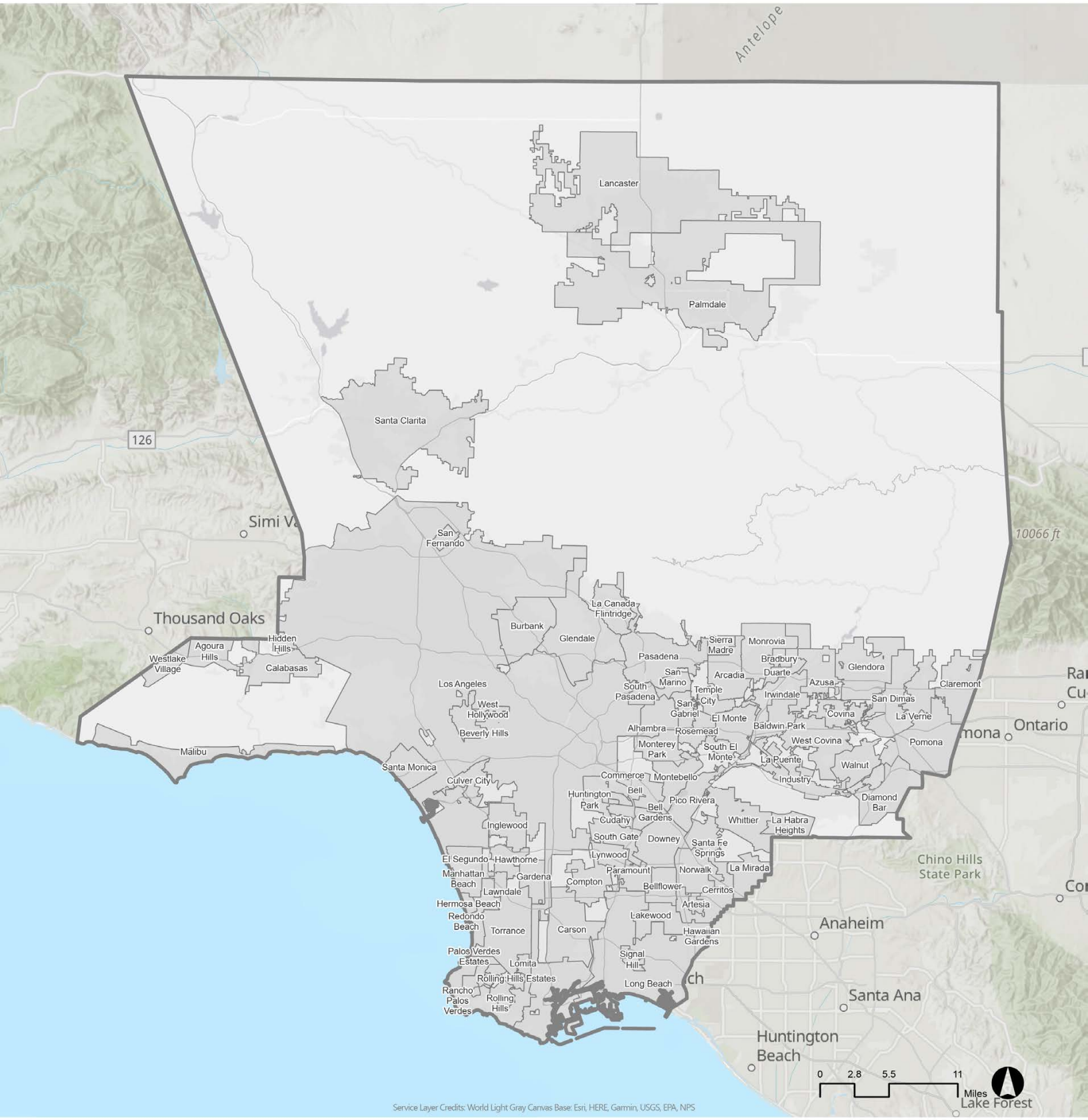

Tribal Lands in Los Angeles County

American Indian Reservation; Federally Recognized Tribal Entity

Data Source: American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES

Data Updated: 2021 | Map Created: 9/7/2023

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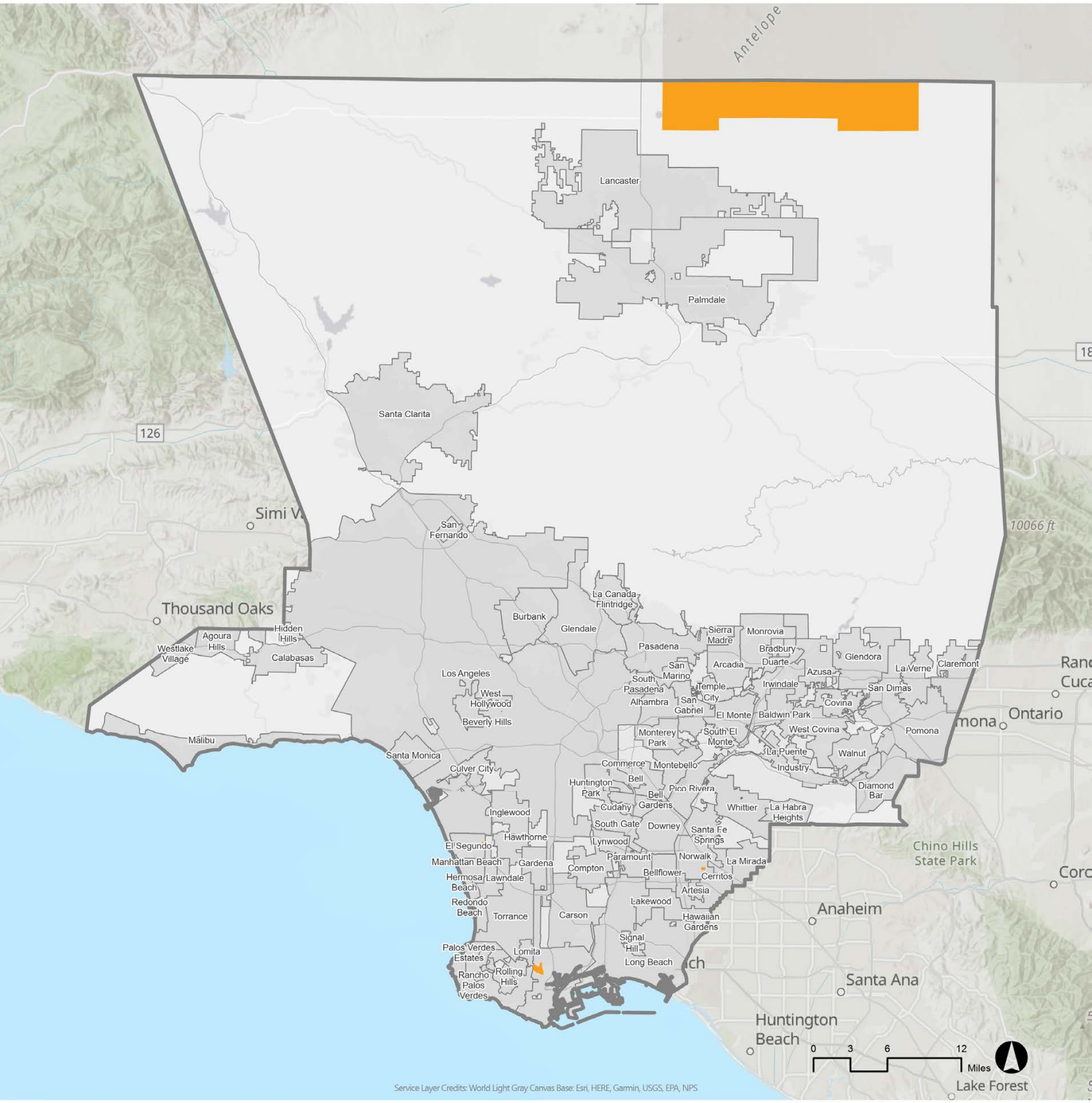

Military Installations in Los Angeles County

Military Installation

Data Source: USA Department of Defense Lands, 2018, US Department of Defense
Data Updated: 2021 | Map Created: 9/7/2023

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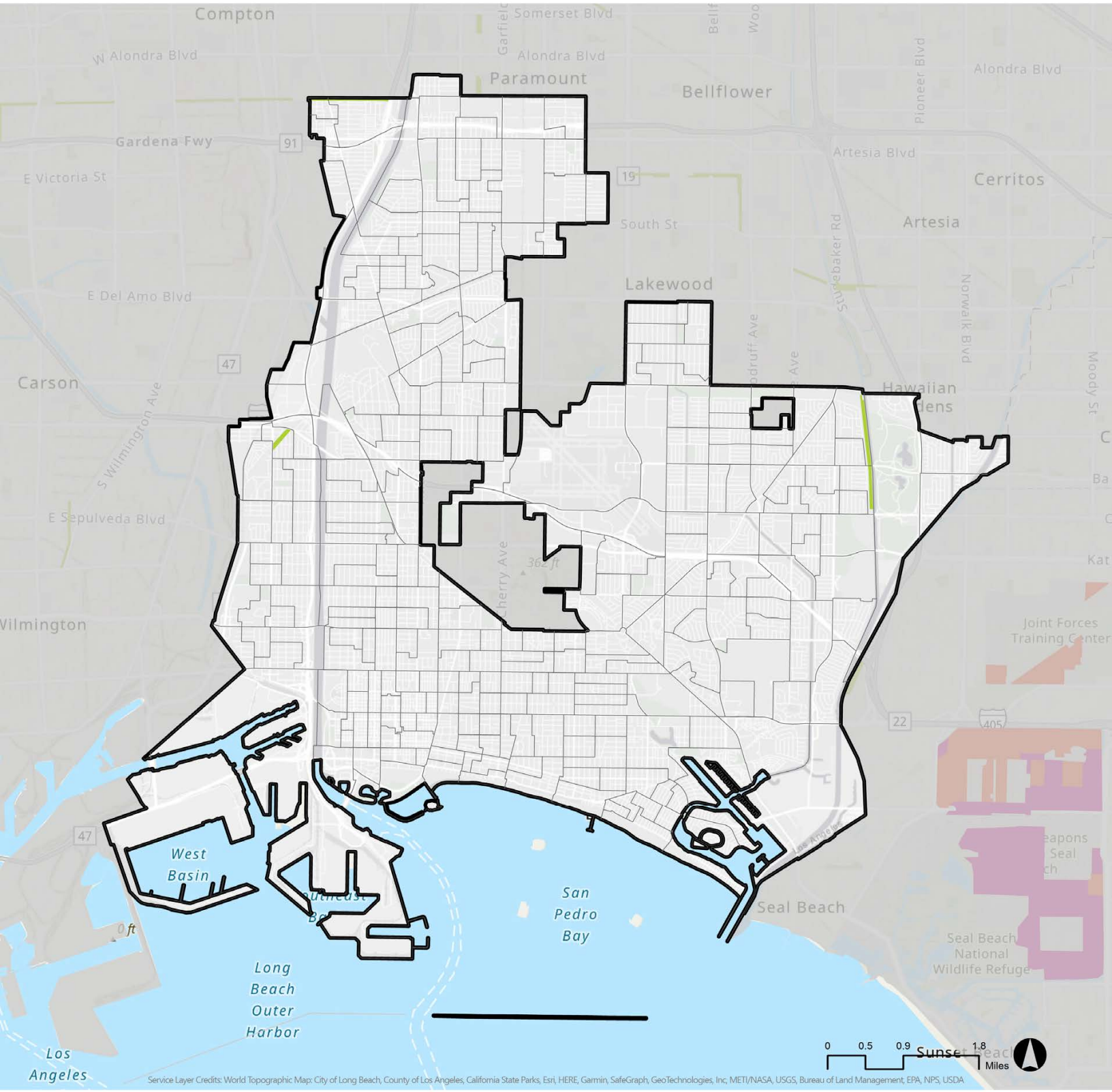

Farmland in City of Long Beach

- Farmland of Local Importance
- Farmland of Statewide Importance
- Grazing Land
- Prime Farmland
- Unique Farmland

* Transportation Analysis Zones (TAZ) Tier2 boundaries are shown in the map.

Data Source: California Important Farmland, Farmland Mapping & Monitoring Program (FMMP), 2018, CA Department of Conservation
Data Updated: 2021 | Map Created: 9/7/2023

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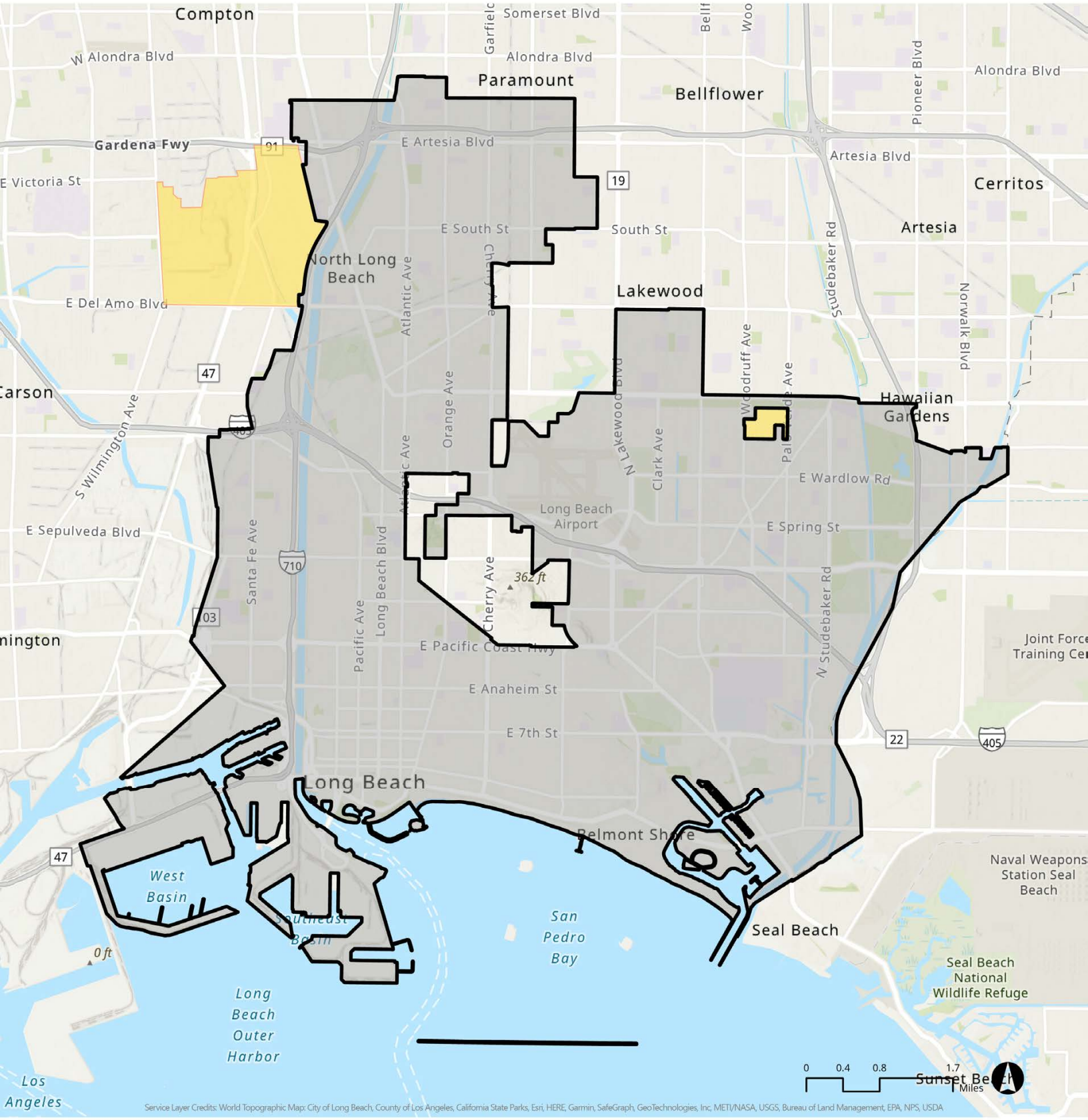

2019 City Boundary and Sphere of Influence for City of Long Beach

City Boundary Sphere of Influence

Data Source: Los Angeles County LAFCO | Data Version: 2019 | Map Created: 9/6/2023

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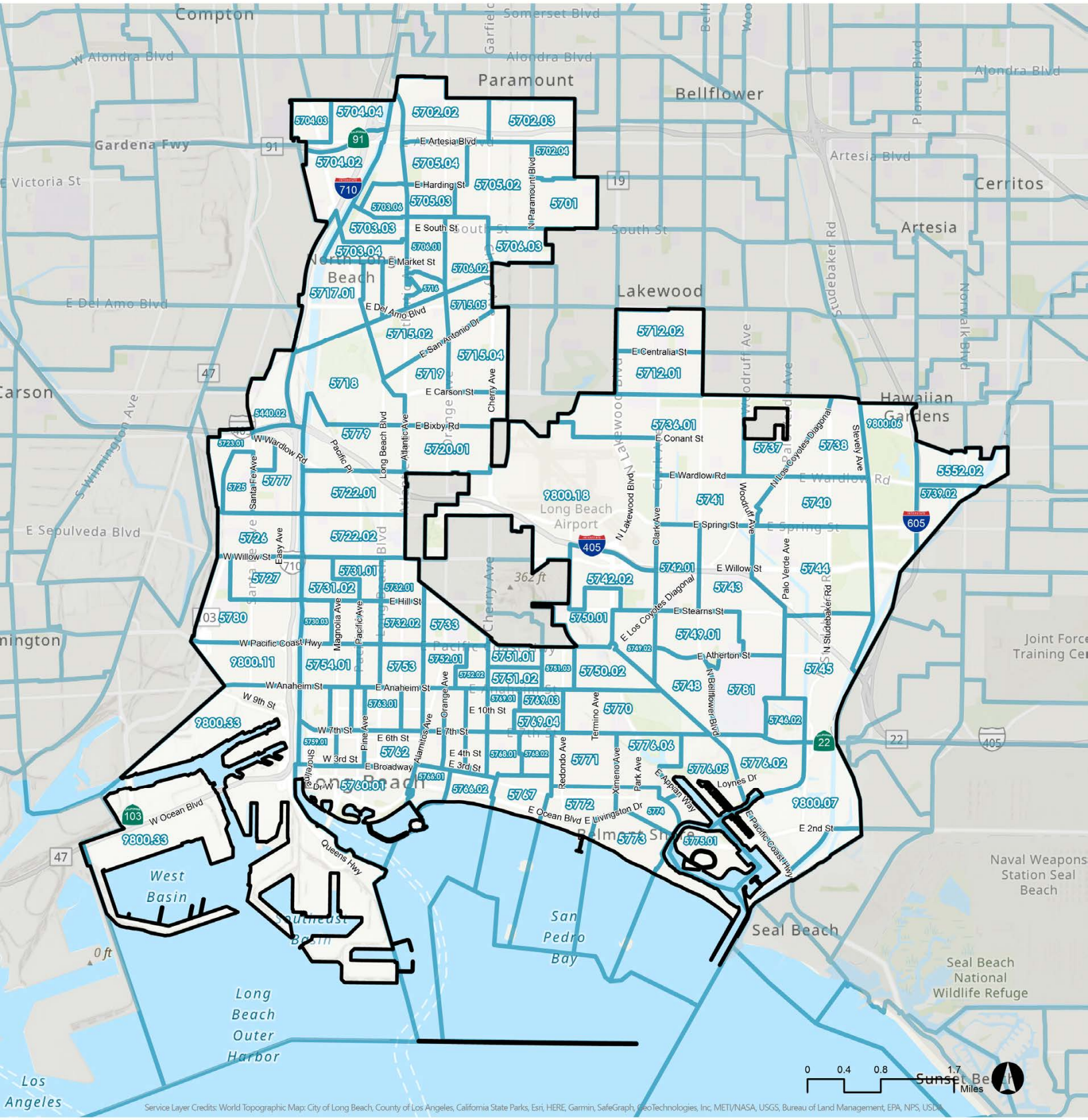

Service Layer Credits: World Topographic Map: City of Long Beach, County of Los Angeles, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

2020 Census Tracts in City of Long Beach

City Boundary

2020 Census Tracts

Data Source: US Census, TIGER/Line® Shapefiles, 2020 | Map Created: 9/6/2023

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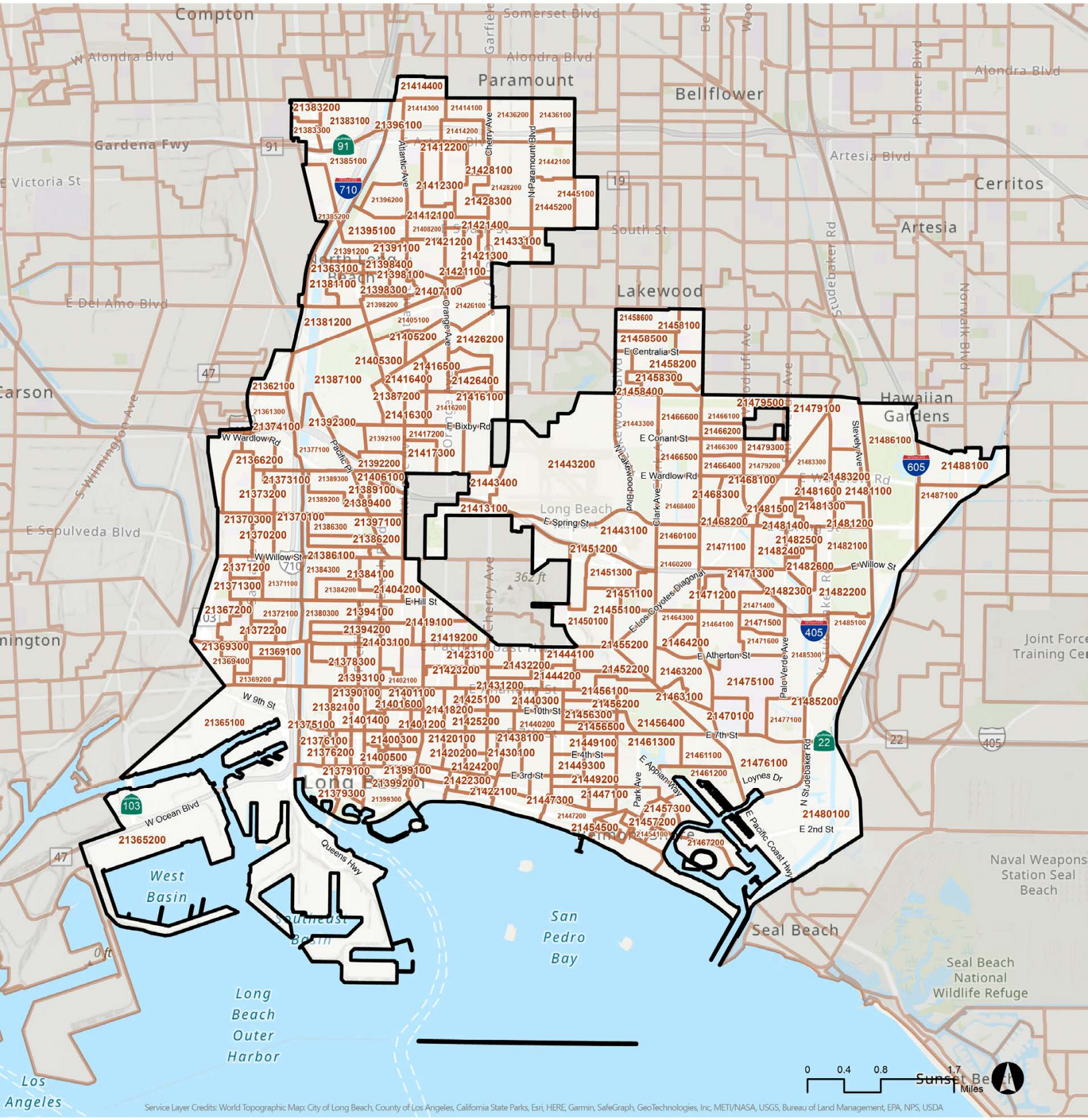

Transportation Analysis Zones (TAZ) Tier2 in City of Long Beach

City Boundary

Transportation Analysis Zones (TAZ) Tier2 Boundary

Data Source: SCAG | Data Updated: 2021 | Map Created: 9/7/2023

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INNOVATING FOR A BETTER TOMORROW

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For more information, please email SCAG staff at
LIST@scag.ca.gov

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