



Connect SoCal 2050

Local Data Exchange  
Data/Map Book

# City of Long Beach

RESEARCH + RESOURCES + DATA

PRELIMINARY | APRIL 2026



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# Introduction

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Founded in 1965, 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.

To support the development of the Connect SoCal 2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), in addition to related regional planning activities, SCAG staff aim to meet with and exchange local information for regional purposes with all Southern California jurisdictions through the **Local Data Exchange (LDX)** process. This formal process for participation in Connect SoCal 2050 will begin in April 2026 and input is due to SCAG by November 20, 2026.

LDX's bottom-up approach ensures that local jurisdictions are actively involved in the development of SCAG's regional plans and that local data are accurate. As Connect SoCal data and models guide plan implementation and local funding opportunities for jurisdictions, LDX is one part of ensuring that local and regional plans are mutually reinforcing.

## What is Connect SoCal 2050?

A regional transportation plan (RTP) is an important planning document allowing transportation projects to qualify for federal funding and federal approval, referred to as **conformity**, in all major U.S. regions. A principal requirement of the RTP is that the U.S. Environmental Protection Agency's Transportation Conformity Regulations are complied with at the regional level. Specifically, the Clean Air Act section 176(c)(1)(B)(iii) states:

*"[t]he determination of conformity shall be based on the most recent estimates of emissions and such emissions shall be determined from the most recent population, employment, travel, and congestion estimates as determined by the MPO or other agency authorized to make such estimates."*

The California Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill (SB) 375, mandates the integration of transportation, land use, and housing planning. Under SB 375, the California Air Resources Board (CARB) issues a passenger vehicle-based per-capita greenhouse gas (GHG) emissions reduction target for the region and requires MPOs to develop a Sustainable Communities Strategy that demonstrates target achievement. California Government Code section 65080(b)(vii) states that an MPO shall:

*"set forth a **forecasted development pattern for the region**, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board, and (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506)."*

CARB has set a GHG reduction target for the SCAG region of 19 percent below 2005 per capita emission levels by 2035. CARB will adopt updated targets in 2026.

## Relationship With the Regional Housing Needs Assessment

The forecasted development pattern for the region shares key similarities and differences with the [Regional Housing Needs Allocation \(RHNA\)](#), which determines the amount of housing each jurisdiction must plan for to accommodate existing and future housing needs across several income levels. Both processes describe where development is expected to occur within the region and consider factors such as the jobs–housing relationship, opportunities to promote efficient development patterns, and land conservation. State law requires that the RHNA plan be informed by the Sustainable Communities Strategy (SCS) and its underlying development pattern.

The two processes differ in several important ways. The RTP/SCS forecasts growth over a 20-30-year development horizon, while RHNA is based on an eight-year housing element cycle. They are also driven by different statutory purposes. RHNA is part of the state housing element process, which requires local jurisdictions to plan for sufficient housing to meet current and future housing needs. In contrast, the RTP/SCS forecasted development pattern is linked to a GHG reduction target (see above) and is a foundational input to the regional transportation conformity determination required under federal law.

The two processes also are at different spatial scales. The RHNA process distributes housing needs across the region's 197 local jurisdictions, while the forecasted development pattern is at a finer geographic scale, e.g., transportation analysis zone (TAZ), to support regional modeling and analysis. The RHNA methodology must also address the state's affirmatively furthering fair housing requirements and allocates housing needs across state-determined income categories.

**Exhibit 1 Comparison of RHNA and the Connect SoCal Forecasted Development Pattern**



**What is the Local Data Exchange Process?**

Through the LDX process, SCAG staff aim to meet with and exchange local information for regional purposes with all Southern California jurisdictions. To develop a process that can meet these requirements, SCAG first prepares a set of GIS maps for local jurisdictions. Several maps are produced from datasets managed by third parties and are curated and provided by SCAG for informational purposes. Other maps are draft, prior, or public versions of local data which SCAG is requesting local review for possible inclusion in draft plan development. Over the course of 2026, SCAG will reach out to all 197 local jurisdictions, provide available resources, and meet one-on-one with local jurisdictions to discuss these data and maps in their local context and provide background on the development of Connect SoCal 2050. Preliminary data and maps are available in this Data/Map Book.

Additional data, tools, and resources are available through SCAG’s [Regional Data Platform](#). Technical assistance requests and LDX process questions can always be submitted through SCAG’s Local Information Services Team (LIST) at [list@scag.ca.gov](mailto:list@scag.ca.gov).

**LDX and Forecasted Regional Development Pattern Guiding Principles**

The LDX provides a process for SCAG staff to work with local jurisdictions on technical inputs to Connect SoCal 2050 and to generate a forecasted regional development that will be:

1. Rooted in local planning policies. The forecasted regional development pattern will use local general plans as a starting point, or ceiling, for growth and local jurisdictions will be asked to update and review the development pattern with their expertise of local planning context and pending/upcoming planning work.

2. Aligned with state policy. The forecasted regional development pattern will reflect the housing element process and be assessed against SCAG's SB 375 greenhouse gas emission reduction targets.
3. Steered by a regional vision. The forecasted regional development pattern will further focus growth in areas supported by Regional Planning Policies adopted by the SCAG Regional Council and follow regional and county forecast totals as guided by SCAG's Demographic Panel of Experts.

## Providing Input to SCAG

This Data/Map Book is specific to your local jurisdiction and is designed to help local planners better understand the sources, methodologies, and contexts of datasets that will be integrated into SCAG's regional plans.

The data layers below are being shared with local jurisdictions in preparation for Connect SoCal 2050. During the LDX process, SCAG asks local jurisdictions to provide updates and corrections to layers that are within local purview. The remaining layers are either outside local jurisdictional purview or consist of third-party data related to regional objectives. These layers are included for reference, as some are used in developing Connect SoCal 2050's forecasted regional development pattern. Each layer is described below.

Please note that SCAG shall incur no responsibility or liability as to the completeness, correctness, or accuracy of this information. All information is provided "as is" without warranty of any kind, express or implied, including warranties of accuracy, completeness, timeliness, merchantability, fitness for a particular purpose, or non-infringement. The dataset may include third-party data not maintained by SCAG. SCAG makes no guarantees regarding such data and assumes no liability for errors, omissions, or outcomes arising from its use. Users are strongly encouraged to verify information with original sources. Where applicable, consult local jurisdictions for official land use, zoning, or other authoritative data.

### Exhibit 2 Data Categories and Layers

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
	Housing Element Sites Inventory	Update/Corrections
	Candidate Sites for Rezoning	Update/Corrections
	Residential Development Activity	Update/Corrections
Transportation	High Quality Transit Corridors	Reference Only
	Transit Priority Areas and Major Transit Stops	Reference Only
	Regional Bikeways	Update/Corrections

Category	Layer Name	Review Type
	Regional Truck Routes	Update/Corrections
	Mobility Hubs	Update/Corrections
	Regional Dedicated Transit Lanes	Reference Only
	National Highway System and Functional Classification Roads	Reference Only
Priority Development	Priority Development Area	Reference Only
Green Region Resource Areas (SB 375)	Consolidated Map	Reference Only
	Climate Hazards	Reference Only
	Habitat Areas	Reference Only
	Agriculture	Reference Only
	Conserved Areas	Reference Only
Geographical Boundaries	City Boundary and Sphere of Influence	Reference Only
	Census Tract	Reference Only
	Transportation Analysis Zone	Reference Only
Preliminary Growth-Forecast	Jurisdiction-Level Projections of Households and Employment (2024-2050)	Update/Corrections
	TAZ-Level Projections of Households and Employment (2024-2050)	Update/Corrections

*Note.* The reference dates and data sources are included in the sections below describing each data layer.

SCAG staff accept submissions via email as well as through other cloud-based methods, including data and file uploads to a designated SharePoint link. SCAG’s LIST members will be available throughout the LDX process to provide technical assistance and can be contacted at [list@scag.ca.gov](mailto:list@scag.ca.gov).

## TIMELINE

The LDX process involves the following milestones.

### Exhibit 1 Local Data Exchange Timeline

Event	Anticipated Date
One-on-one meetings with local jurisdictions to review the data package and feedback opportunities.	Beginning April 2026
<b>Deadline for local jurisdictions to provide feedback for inclusion in draft Connect SoCal 2050 development.</b>	Nov. 20, 2026
Regional collaboration on plan development. Continued development of Connect SoCal 2050 strategies with stakeholders, working groups, and the public.	2027
Draft Connect SoCal 2050 release	Fall 2027
Final Connect SoCal 2050 adoption	Spring 2028

# Land Use

The base year for Connect SoCal 2050 is 2024. In preparation for Connect SoCal 2050, SCAG developed the 2024 regional land use dataset to update parcel-based land use information. This dataset updates the 2019 regional land use data, which reflect local input received during the prior plan development cycle and are used as the base year datasets for Connect SoCal 2024.

This section includes a set of land use maps and additional maps related to local residential development capacity and activity. Beginning in 2019, California state laws standardized how local governments report residential development-related information and ensured that this information is publicly accessible. This includes sites identified as available and suitable for meeting regional housing needs in local housing elements, candidate sites for rezoning, and residential development activity reported annually to the state.

To update parcel-level land use information, from late 2024 to early 2025, SCAG staff obtained the 2024 parcel boundary GIS file and tax roll property information from county assessor offices and county 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 General Plan Designations
- Adopted General Plan Land Use with SCAG Land Use Codes
- Adopted Specific Plan Land Use with SCAG Land Use Codes
- Adopted Zoning Codes with Local Zoning Codes
- Adopted Zoning Codes with SCAG Land Use Codes
- 2024 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 Exhibit 4 SCAG Land Use Codes Legend.

Please note that the data shown in some areas may be generalized, because SCAG’s 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.

## Exhibit 4 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

Legend	Land Use Description
 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
 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
 Transportation, Communications, and Utilities	1400 Transportation, Communications, and Utilities 1410 Transportation 1411 Airports

Legend	Land Use Description
	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
 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

Legend	Land Use Description
 Under Construction	1700 Under Construction
 Undevelopable or Protected Land	8888 Undevelopable or Protected Land
 Unknown	9999 Unknown

## General Plan Land Use (For Review)

From July 2024 through May 2025, SCAG conducted the 2024 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 jurisdictions' general plan land use element updates and to collect recently updated local general plan land use information, based on information available on city and 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 2019 regional land use dataset used for Connect SoCal 2024. As a part of the update process, SCAG staff migrated 2019 general plan land use information to 2024 parcel polygons and updated 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 that are applied to all general plan land uses within the region.

## Specific Plan Land Use (For Review)

From October 2024 through June 2025, SCAG conducted the 2024 specific plan land use data update process to capture the most current local specific plan information across the region.

SCAG staff reviewed city and county websites to inventory adopted, updated, or rescinded specific plans and collected the new land use maps or GIS data since the 2019 regional land use dataset used for Connect SoCal 2024's 2019 base year.

As a part of this update, SCAG migrated the 2019 specific plan land use information to 2024 parcel polygons and updated GIS parcel attributes and specific plan correspondence tables.

The dataset provides parcel-level information, including:

- Number of specific plans adopted covering the parcel.
- Local land use designations.
- Residential density (dwelling units per acre).
- Non-residential intensity (floor area ratio).

This map presents specific plan land uses within each local jurisdictional, showing SCAG's standardized land use codes along with specific plan boundaries.

## Zoning (For Review)

From July to October 2025, SCAG conducted the 2024 zoning data update process. In preparation for the update process, SCAG staff conducted an inventory of local zoning codes to collect recently updated local zoning information based on information available on city and county websites. Throughout the process of collecting local zoning documents and GIS data, SCAG staff made every effort to identify any change reflected in the local zoning GIS data updated after the development of 2019 regional land use dataset. As a part of the update process, SCAG staff migrated 2019 zoning code information to 2024 parcel polygons and updated GIS parcel attributes and zoning correspondence tables. The zoning information was coded into GIS format at the parcel level, which includes local land use designations and SCAG zoning code designation. In this Data/Map Book, zoning 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.

## Existing Land Use (For Review)

To develop the base year 2024 existing land use data, SCAG staff migrated the 2019 existing land use information to 2024 parcel polygons and incorporated any recent land use changes since the year 2019.

As a part of the update process, SCAG staff identified newly developed parcels that were previously vacant by analyzing county assessor's tax roll information (including use codes and assessed valuations) and building footprint information.

Additional geoprocessing was performed to improve accuracy using reference layers, such as California Protected Areas Database (CPAD), California School Campus Database (CSCD), Farmland Mapping and Monitoring Program (FMMP)'s Important Farmland, and U.S. Department of Defense's Military Installations, Ranges, and Training Areas (MIRTA).

This map presents the 2024 existing land use map at the jurisdictional level using SCAG's standardized land use codes.

## 6<sup>th</sup> Cycle Housing Element Sites (For Review)

California requires that all local governments (cities and counties) adequately plan to meet the housing needs of everyone in the community, at all income levels. California's local governments meet this requirement by adopting housing elements as part of their general plans. Government Code section 65583(a)(3) requires local governments to prepare an inventory of land suitable for residential development, including vacant sites and sites having the potential for redevelopment. The purpose of the housing element's sites inventory is to identify and analyze specific land (sites) available and suitable for residential development in order to determine the jurisdiction's capacity to accommodate residential development and reconcile that capacity with the jurisdiction's Regional Housing Needs Allocation (RHNA). The sites inventory enables the jurisdiction to determine whether there are adequate sites to accommodate the RHNA by income category.

The 6th Cycle Housing Element Sites dataset includes sites inventory data submitted by local jurisdictions to the California Department of Housing and Community Development (HCD) during the 6th Cycle housing element update process. These sites are reported by local jurisdictions through a [standardized form](#) created by HCD (*Table A, Housing Element Sites Inventory*). To compile this dataset, SCAG retrieved data from the California Department of General Services ([DGS](#)) in October 2025, with housing element

sites inventory available for 147 local jurisdictions. Staff collected sites inventory directly from city websites for an additional 21 local jurisdictions.

This map displays the estimated total housing unit capacity, across all income categories, at the parcel level. Capacity for sites with the same reported Assessor's Parcel Numbers (APN) is aggregated into a single record. Some sites and their capacity could not be mapped due to unmatched or incomplete APNs, including cases where official APNs were not available at the time the data were prepared.

## Candidate Sites for Rezoning (For Review)

A site inventory and analysis (described above) determine whether local jurisdictions need to adopt program actions to make sites available for residential development with appropriate zoning, development standards, and infrastructure capacity to accommodate the new development need. When the inventory demonstrates that there are insufficient sites to accommodate the RHNA by income category, local governments must identify sites to be included in the housing element program and made available early in the planning period to accommodate the identified housing needs. These sites are reported by local jurisdictions through a [standardized form](#) created by HCD (*Table B, Candidate Sites Identified to be Rezoned to Accommodate Shortfall Housing Need*).

SCAG retrieved data from the [DGS](#) in October 2025, with candidate sites for rezoning available for 77 local jurisdictions. This map displays the realistic unit capacity for each site under the proposed zoning, as reported by local jurisdictions. Capacity for sites with the same reported APN is aggregated into a single record. Some sites and their capacity could not be mapped due to unmatched or incomplete APNs, including cases where official APNs were not available at the time the sites were identified or where future parcel subdivision is anticipated.

## Residential Development Activity (For Review)

Residential development activity, including pipeline projects (those in planning, permitting, and construction phases) and newly completed projects (those receiving certificates of occupancy), is developed to support SCAG's growth forecasting and to enhance information database available to SCAG member jurisdictions and stakeholders. This dataset is sourced from Table A2 of the annual progress reports (APR) prepared by local jurisdictions and submitted annually to HCD. Government Code Section 65400 requires that local jurisdictions prepare an APR on the status of the housing element of its general plan and progress in its implementation, using forms and definitions adopted by the HCD. A primary function of the housing element APR data is to allow HCD to track each local government's annual progress towards meeting its RHNA over the 5- or 8-year planning cycle.

For Connect SoCal 2050, SCAG extracted data for projects that received entitlements or building permits in 2022, 2023, and 2024, as well as housing units that received a certificate of occupancy or other form of readiness in 2024 (the base year of Connect SoCal 2050). This three-year time span reflects the typical duration for residential projects to move through the development pipeline from entitlement to completion.<sup>1</sup>

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<sup>1</sup> Recent analysis of proprietary data of current and prospective development projects over the last two decades finds that, from planning to delivery, a multifamily project takes an average of 30.2 months in the U.S. Census Bureau's West Region, which includes California. See Cunningham and Orlando (2024), [How Long Does It Take to Build Multifamily Housing?](#) Federal Reserve Bank of Atlanta.

SCAG retrieved the data from the [California Open Data Portal](#) in September 2025 and performed data inspection and cleaning, including the removal of duplicate projects, standardization of APN formats, and geocoding of project locations. Because development activity can span multiple years, one project may appear in multiple APRs. Due to the lack of unique project identifiers in the APR data, SCAG systematically examined the records for duplicates, which were primarily identified by matching the activity dates, project types, tenure, and total units within each jurisdiction. Additional duplicates were identified through careful review of large developments. Due to missing data, potential data entry errors in APRs, and other reporting inconsistencies, some duplicates may remain. Projects are mapped based on coordinates derived from either APN centroids, geocoding, or manual online address searches. The resulting map reflects approximate project locations and does not represent the exact placement of the development sites.

## Transportation

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The transportation section highlights the regional multimodal network that supports mobility, accessibility, and connectivity across the region. These datasets and maps illustrate how transit, active transportation, and roadway systems function together to serve residents, businesses, and visitors, while supporting SCAG's goals for equitable, efficient, and sustainable regional travel.

This section includes a series of maps that visualize the region's key transportation assets and planning initiatives:

- High Quality Transit Corridors
- Transit Priority Areas and Major Transit Stops
- Mobility Hubs
- Regional Bikeways
- Regional Truck Routes
- Regional Dedicated Transit Lanes
- National Highway System and Functional Classification Roads

Together, these maps provide a comprehensive overview of the existing and planned transportation framework guiding Connect SoCal 2050 and other regional mobility initiatives.

### High Quality Transit Corridors (Reference Only)

For Connect SoCal 2024, SCAG developed High Quality Transit Corridors in the SCAG region for plan year 2050, based on the following Senate Bill 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 (California 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 will be updated for Connect SoCal 2050. Further explanation of the methodology for identifying HQTCs is included in the Connect SoCal 2024 [Mobility 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 California Environmental Quality Act (CEQA) exemption or streamlining.

## Transit Priority Areas and Major Transit Stops (Reference Only)

For Connect SoCal 2024, SCAG developed Transit Priority Areas (TPAs) and major transit stops in the SCAG region for plan year 2050. TPAs are areas within one-half mile of existing or planned major transit stops in the region. Assembly Bill (AB) 2553, passed in 2024, revised the definition of major transit stop. SCAG updated the TPA and major transit stop maps accordingly. Under AB 2553, 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 **20 minutes** or less during the morning and afternoon peak commute periods. This frequency of service interval, which took effect on Jan. 1, 2025, increases from 15 minutes under prior law. TPAs are where transit-oriented development can be realized—where people can live and work 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 and reflect the updated statutory definition of major transit stops under AB 2553. 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.

## Mobility Hubs (For Review)

SCAG's mobility hubs strategy, as described in Connect SoCal 2024, identifies mobility hub locations across the region and establishes a recommended baseline for a mobility hubs network. The data-driven methodology for screening and prioritizing mobility hubs analyzed a set of baseline network criteria using GIS analysis to determine candidate mobility hub locations based on proximity or inclusion within a zone.

To divide the entire region into consistent land areas, counties were split into equally sized grid tiles with areas of a quarter mile by a quarter mile. The methodology established transit/rail stops as a baseline criterion, ensuring only locations containing at least one major stop were further evaluated. Other

screening criteria included park and ride locations, proximity to major institutions such as sport venues, universities, and overlap with Connect SoCal 2024 [Priority Equity Communities](#).

The screening process resulted in the identification of more than 700 potential mobility hub locations, which provided the baseline for a potential regional network. These mobility hub locations were then categorized by typology. In developing typologies, SCAG considered land use densities, transportation characteristics, and future population and employment growth. A total of six typologies were identified as part of Connect SoCal 2024 development including: Downtown Hubs, Urban Hubs, Emerging Urban Hubs, Suburban and Rural Hubs, Equity Hubs, and Institutional Hubs. The expansive list of screened mobility hubs was then subjected to prioritization based on the following weighted criteria: transit access and connectivity, climate action, and equitable mobility. Additional information on the mobility hubs typologies can be found in the [Connect SoCal 2024 Mobility Technical Report](#).

The prioritization process resulted in a halving of the prior list, to a total of 346 mobility hubs. Each of the mobility hub types has designated land uses based on definitions as well as transportation features. In addition to existing land use and transportation characteristics, each hub type includes a list of elements that are highly recommended, recommended, or not applicable (e.g., electric vehicle charging, bike share, etc.). It is important to note that design and access elements can vary significantly based on topography, property lines, and other local context factors.

Data was gathered from Caltrans Park and Ride data, Los Angeles County Metropolitan Transportation Authority boardings/alightings and bikeshare, and Homeland Infrastructure Foundation-Level Data. SCAG-specific data included bike routes, livable corridors, microtransit service zones, SPZs 2016 and 2045, electric vehicle charging zones, airports, job centers, and Priority Equity Communities. SCAG published the ["Mobility Hub Design and Implementation Guide"](#) in 2025.

## Regional Bikeways (For Review)

The Southern California Regional Bikeway Shapefile (RBS) builds on what was compiled in coordination with each of the six county transportation commissions (Imperial, Orange, Los Angeles, Riverside, San Bernardino, and Ventura) for Connect SoCal 2020. SCAG developed standard data fields using existing fields from each county and additional fields identified by stakeholders and consultants. Since the adoption of the Connect SoCal 2020, SCAG further refined the data fields necessary to streamline and standardize digitization of the RBS and its associated attributes. For inclusion in the Connect SoCal 2024 RTP/SCS, SCAG 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 2016 RTP/SCS and Connect SoCal 2020. The RBS included in this Data/Map Book includes updates provided by local jurisdictions as part of the development of Connect SoCal 2024. County transportation commissions and local jurisdictions may use different strategies for compiling their data, so some areas may be more up to date and contain different amounts of data than others.

Existing routes are bicycle facilities currently installed on city streets or paths. Proposed facilities are those contained in city or county plans that have not been constructed. Each route is classified by definitions from the "California Highway Design Manual" as outlined in the following.

Class Definitions:

- Class I Bikeway (Bike Path): Provides a completely separated facility for the exclusive use by

bicycles and pedestrians, with crossflow by vehicles minimized.

- Class II Bikeway (Bike Lane): Provides a striped lane, with or without a buffer, for one-way bike travel on a street or highway.
- Class III Bikeway (Bike Route): Provides for shared use with motor vehicle (more common) or pedestrian (less common and discouraged) traffic. Includes bicycle-friendly boulevards, which are routes parallel to major corridors 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, and curb extensions.
- 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) between the bikeway and vehicular traffic.

## Regional Truck Routes (For Review)

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 related 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 and time of day; weight-related restrictions, like minimum and maximum weights and gross and net weight limits, are the most used criterion. Existing truck routes specifically identify facilities where trucks are generally permitted, or permitted with restrictions, all or most of the day. It should be recognized that most jurisdictions permit trucks 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.

## Regional Dedicated Transit Lanes (Reference Only)

SCAG's "[Regional Dedicated Transit Lanes Study](#)" identified the key benefits of dedicated bus lanes and the primary factors for successful implementation, conducted a preliminary assessment on where transit priority treatments might be most feasible and beneficial in the SCAG region, and provided recommendations and guidance for local jurisdictions that are seeking to pilot or implement dedicated bus lanes and transit priority treatments. These dedicated transit lanes provide an overview of transit-priority treatments across the SCAG region, including bus lanes, signal priority, Freeway/HOV ExpressLanes, Bus on Shoulder operations, and other enhancements such as bus queue jumps and limited-stop services.

The dataset is a repository of existing, planned, and recommendations from the study finalized in collaboration with transportation agency stakeholders throughout the region, including county transportation commissions, councils of governments, transit operators, and community-based

organizations, through various stakeholder meetings and the project technical advisory committee. The dedicated transit lanes network is one of the mobility strategies for implementing Connect SoCal 2024 and will be further refined as part of Connect SoCal 2050.

## National Highway System and Functional Classification Roads (Reference Only)

Functional Classification is used in determining eligibility for federal funding programs. The Federal Highway Administration identifies Functional Classification as a key item in transportation data. Streets and highways are grouped into classes according to the service they provide. This Functional Classification dataset was sourced from the Caltrans California Road System web map with the Functional Classification overlay. The dataset is based on [Caltrans Linear Reference System](#) exported on July 3, 2024.

The specific dataset that forms this layer was selected for the SCAG region to facilitate the identification of all federal aid eligible roads as well as those that are not eligible, such as local roads. By including this information for each local jurisdiction in the Data/Map Book, each local agency can easily and definitively evaluate roadways for eligibility of federal funds to fund operational and capital improvements. This is particularly relevant with Surface Transportation Block Grants and Congestion Mitigation Air Quality Improvement Program funds, which SCAG allocates and administers. This information can also support the financial planning and prioritization of roadway improvements.

## Priority Development Areas (Reference Only)

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SCAG uses Priority Development Areas (PDAs) as a technical tool during plan development to identify areas likely to result in comparatively lower per-capita vehicle miles traveled (VMT) for residents. PDAs are categorized by High Priority Areas, Medium Priority Areas, and Low Priority Areas based on a weighted index of eight components. The eight PDA components include street and transit networks as well as accessibility measures based on the base-year and planned networks of Connect SoCal 2024 and Connect SoCal 2050 mobility strategies.

PDAs shown during LDX represent a flexible framework developed to support the early stage of Connect SoCal 2050 development and are subject to further change and refinement including changes resulting from Regional Council direction or state policy.

To identify PDAs, eight components are first measured at the Scenario Planning Zone (SPZ) geography. SPZs are the minimum unit of scenario planning and analysis that SCAG developed by grouping parcels of uniform or compatible land uses while maintaining a manageable size for capturing local land use benefits on transportation, varied by development density and intensity. These are subsets of the transportation analysis zones, as described in the Geographical Boundaries section.

The eight components include:

- Walkable destinations – everyday destinations within 15 minutes of walking (employment-weighted, 2019 base year).
- Bikeable destinations – everyday destinations within 15 minutes on bike based on 2050 planned network (employment-weighted).
- Intersection density – intersections per square mile (2019 base year), reflecting walkability that might not be captured by a travel time threshold.

- Transit access – regional jobs within 45 minutes by transit during morning peak (2050 plan year), reflecting transit accessibility.
- Transit Priority Areas – areas within a half-mile buffer of major transit stops (2050 plan year).
- [Mobility Hubs](#) – locations where at least two transportation modes connect and interact with one another.
- Bike Network – 2050 planned bike network (excluding Class III).
- [Dedicated Transit Lanes](#) – regional dedicated transit lanes network.

Next, SCAG used the [Suitability Modeler](#) in ArcGIS Pro to convert the eight components to 30-meter grid cells and transform their values into a common 0-10 scale. Since the different components might contribute unequally to per-capita VMT, weights are applied in the suitability analysis to reflect their relative importance.

With the goal of mirroring 2019 per-capita, resident-based VMT from Connect SoCal 2024’s activity-based travel demand model (for which data are available at SCAG’s [HELPR tool](#)), SCAG conducted several regression models that used various combinations of the eight components to predict VMT. The standardized coefficient estimates from these models reflect the relative strength of association between each component and per-capita VMT and were used to inform the weights applied in the suitability analysis, with components showing stronger relationships assigned higher weights. The suitability analysis generates a 0-10 suitability score for each grid, which is then summarized to the SPZ. As shown in the following figure, areas with higher suitability scores have lower per-capita VMT on average, suggesting that the suitability analysis effectively captures observed VMT patterns.

**Exhibit 5 Average Resident-Based Per-Capita VMT by Suitability Score Category**

Average Per-Capita VMT



To qualify as a PDA, SCAG removed freeway SPZs with zero population and employment, as well as SPZs where 5 percent or more of the area was defined as **conserved areas**. These areas were excluded due to natural and environmental factors, as described in the Green Region Resource Area section of this Data/Map Book.

SCAG has also produced thresholds categorizing the qualifying SPZs based on their suitability scores. SCAG used natural breaks based on the data to determine these categorical thresholds. Due to their largest impact on reducing per-capita VMT, SPZs with scores of 7 and above were identified as **High**

**Priority Areas.** As shown in the above figure, High Priority Areas have lower average per-capita VMT than the regional average. SPZs with scores between 5 and 7 were then identified as **Medium Priority Areas**. These areas still have an impact on reducing per-capita VMT but score lower than areas in the High Priority category. And SPZs with scores no higher than 5 were identified as **Low Priority Areas**. These areas have a relatively minimal impact on reducing per-capita VMT compared to those in higher priority categories.

These suitability surface and weighting steps are specific to the early stages of Connect SoCal 2050 development, with an analytical objective of reducing resident-based, per-capita VMT. It is possible that, with further analysis, guidance, and approval, the data elements and steps shown here can be adapted to additional plan strategies, local needs, or even funding programs. Any use of PDAs or PDA components beyond LDX might necessitate data updates, especially data of older vintages. Possible future adaptations of this methodology may be best served by using an individual component, or a different combination of components, of priority areas. For some future adaptations, a component or suitability score cutoff could also be considered relative to a jurisdiction or other geography, e.g., assessing the top 25 percent of SPZs in a city.

## Green Region Resource Area (SB 375) (Reference Only)

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As Southern California faces unprecedented challenges, it is essential to align regional land use and transportation strategies to plan for growth, promote sustainability, protect the region's natural resources, and reduce future climate-related risks. Green Region Resource Areas (GRRAs), derived from Senate Bill (SB) 375 statute and Connect SoCal 2024 strategies, highlight where future growth may be less feasible or recommended due to sensitivities to climate hazards, habitat areas, agricultural areas, protected open space, conservation easements, reserve designs, as well as military establishments and Tribal nations.

The Green Region Resource Areas (GRRAs) data update is a key element of the Connect SoCal 2050 Regional Transportation Plan/Sustainable Communities Strategy. This update ensures SCAG uses the most current information on resource areas and farmland, as required by SB 375.

GRRAs are central to shaping SCAG's Forecasted Regional Development Pattern, which aims to reduce greenhouse gas emissions from cars and light trucks while supporting population and economic growth. SCAG uses Priority Development Areas (PDAs) and GRRAs to guide how growth is distributed, with alignment to local plans and parcel-level densities (see more detail in the Preliminary Growth Forecast section in this Data/Map Book).

Importantly, PDAs and GRRAs do not change the overall growth projected for counties or the region. Instead, they provide a framework for where growth is most feasible or constrained. Together, these tools help SCAG advance regional sustainability goals while respecting local land use authority.

### Consolidated Map

The GRRAs Consolidated Map identifies locations where development may be constrained due to climate hazards, habitat areas, and agricultural lands, consistent with SB 375 and Connect SoCal 2024 strategies. The dataset is organized into three overarching categories, with seven **topic areas** that have one or more layers contributing to each:

- Climate Hazards (topic areas: flood hazard, sea level rise, wildfire risk)

- Habitat Areas (topic areas: habitat value, wildlife corridors, aquatic resources)
- Agriculture (topic area: farmland)

Conserved areas—such as protected open space, conservation easements, military installations, Tribal lands, and natural community conservation plan and habitat conservation plan (NCCP/HCP) reserve designs—are excluded from scoring because they are legally protected from growth to a varying degree.

Areas throughout the region receive a score based on the number of topic areas that overlap it, with possible scores ranging from 0 to 7. This approach identifies areas where multiple constraints overlap, particularly those combining climate hazards and habitat areas (as these overarching categories have more topic areas within them). Additional information on each of the data layers that contribute to the seven topic areas is shown subsequently for each overarching category.

## Climate Hazards

The Climate Hazards category highlights areas within the region at risk due to climate change, such as **flood hazard, wildfire hazard, and coastal inundation (sea level rise)**. These risks can significantly influence where future growth occurs, as development might need to avoid or adapt to areas with high vulnerability to climate impacts.

### Exhibit 6 Climate Hazards Topic Areas and Data Sources

Topic Area	Underlying Dataset(s)
Flood Hazard	National Flood Hazard Layer (NFHL), 2025, Federal Emergency Management Agency (FEMA)
Coastal Inundation (Sea Level Rise)	Sea Level Rise (3.5 Feet), 2025, National Oceanic and Atmospheric Administration Office for Coastal Management
Wildfire Hazard	Fire Hazard Severity Zones (FHSZs) Local Responsibility Areas, 2025, California Department of Forestry and Fire Protection (Cal FIRE)  FHSZs State Responsibility Areas, 2024, Cal FIRE  Priority Landscape – Reduce Wildfire Risk to Ecosystem Services, 2018, Fire and Resource Assessment Program (FRAP) at Cal FIRE  Priority Landscape – Reduce Wildfire Risk to Communities, 2018, FRAP at Cal FIRE  Wildland Urban Interface and Intermix (WUI), 2025, Cal FIRE

- **Flood Hazard** – Flood hazards are a foundational GRRRA category because they highlight locations where development would face elevated risks and may not meet National Flood Insurance standards. The National Flood Hazard Layer (NFHL) (2025) is FEMA’s digital geospatial database that consolidates all Flood Insurance Rate Map (FIRM) information and Letters of Map Revisions (LOMRs). 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 delineates areas 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 agencies and most state agencies to administer floodplain

management programs. The flood maps developed by FEMA are primary tools for state and local governments to mitigate the effects of flooding in their communities.

- **Coastal Inundation (Sea Level Rise)** – Sea level rise represents a growing risk for California’s coastline. The Sea Level Rise data was obtained from NOAA’s Office for Coastal Management (2025) as part of its Sea Level Rise and Coastal Flooding Impacts Viewer, a screening-level tool designed to visualize potential inundation under multiple scenarios. GRRAs include a 3.5-foot sea level rise inundation scenario based on guidance from the California Ocean Protection Council as well as local feedback from Connect SoCal 2024.
- **Wildfire Hazard** – Wildfire represents one of the most critical hazards for Southern California communities, particularly where human development overlaps with fire-prone vegetation. Given the increasing frequency and severity of wildfires, the GRRRA update incorporates multiple datasets to capture risks to both people and ecosystems. Data sources include several Cal FIRE datasets that assess wildfire risk and priority areas for mitigation.
  - Fire Hazard Severity Zones (FHSZs) for Local Responsibility Areas (2025) and State Responsibility Areas (2024) define wildfire hazards based on fire history, existing and potential fuel (natural vegetation), predicted flame length, blowing embers, terrain, and typical fire weather, with zones classified as Moderate, High, or Very High.
  - Priority Landscape – Reduce Wildfire Risk to Ecosystem Services by Cal FIRE (2018) identifies watersheds and forestlands most in need of treatment to reduce risks to ecological functions such as carbon storage, timber, water supply, and large tree habitat. Only areas with the highest scores in the region were included in GRRAs.
  - Priority Landscape – Reduce Wildfire Risk to Communities by Cal FIRE (2018) highlights lands where people and infrastructure are most vulnerable to wildfire, based on the intersection of housing density and FHSZs. Only areas with the highest scores in the region were included in GRRAs.
  - Wildland Urban Interface and Intermix (WUI) dataset by Cal FIRE (2025) maps areas of California’s WUI by classifying lands into Interface and Intermix according to housing density, vegetation cover, and Fire Hazard Severity Zones. Interface areas are locations where housing developments directly abut large, continuous tracts of wildland vegetation, creating a distinct boundary between urban and natural landscapes. Intermix areas occur where homes and wildland vegetation are intermingled, with structures dispersed throughout vegetated areas rather than concentrated along an edge. Both classifications represent zones of heightened wildfire risk due to the close proximity of human development to highly combustible vegetation.

## Habitat Areas

Habitat Areas show areas sensitive to development due to the presence of strong **habitat value, wildlife corridors, or aquatic resources**. Sensitive habitats are critical for biodiversity conservation and ecosystem functioning, particularly where growth pressure may lead to habitat degradation. Conserving natural areas helps buffer communities from climate hazards, like flooding and wildfires, while preserving carbon-rich landscapes that mitigate greenhouse gas emissions. More information on the specific location and condition of species of rare and sensitive plants, animals, and natural communities is available through the California Natural Diversity Database (CNDDDB), which can be viewed online at BIOS Viewer@CDFW. The

GRRRA update includes multiple datasets to represent the topic areas of habitat value, wildlife corridors, and aquatic resources:

### Exhibit 7 Habitat Areas Topic Areas and Data Sources

Topic Area	Underlying Dataset(s)
Habitat Value	Species Biodiversity, Areas of Conservation Emphasis (ACE), 2021, California Department of Fish and Wildlife (CDFW)  Terrestrial Climate Change Resilience, ACE, 2021, CDFW  Terrestrial Connectivity, ACE, 2025, CDFW  Critical Coastal Areas, 2021, California Coastal Commission
Wildlife Corridors	Essential Connectivity Areas - California Essential Habitat Connectivity, 2025, CDFW  South Coast Missing Linkages, 2008, South Coast Wildlands
Aquatic Resources	National Wetlands Inventory Riparian, 2024, U.S. Fish and Wildlife Service (USFWS)  National Wetlands Inventory Wetlands, 2024, USFWS  California Aquatic Resources Inventory, 2025, San Francisco Estuary Institute

- **Habitat Value** - The Habitat Value topic includes the following datasets from CDFW's Areas of Conservation Emphasis (ACE); notably, only areas with the highest sensitivities within the datasets (i.e., 5 from a 1-5 scale) were included in GRRAs:
  - Species Biodiversity (2021), which summarizes California's biodiversity based on occurrence and distribution data for amphibians, aquatic macroinvertebrates, birds, fish, mammals, plants, and reptiles.
  - Terrestrial Climate Change Resilience (2025) shows the probability that a location may serve as climate-change refugia. Climate-change refugia are areas relatively buffered from the effects of climate change, where conditions will likely remain suitable for the current array of plants and wildlife.
  - Terrestrial Connectivity (2021) identifies and maps critical wildlife movement corridors and habitat linkages that connect large, contiguous natural areas. These corridors are essential for maintaining ecological processes, allowing species to migrate, disperse, and adapt to changing conditions such as climate shifts.

Additionally, this topic area includes the California Coastal Commission's Critical Coastal Areas (2021), which identifies coastal watersheds where high-value waters (such as those supporting sensitive habitats, recreational uses, or drinking water sources) are at risk from polluted runoff.

These areas often overlap with regions experiencing intense land use pressures, making them priorities for targeted management actions like improved stormwater controls, habitat restoration, and watershed planning.

- **Wildlife Corridors** – Wildlife corridors are a natural or restored pathway that connects separate habitat areas, allowing animals to move safely between them for essential activities such as feeding, breeding, and seasonal migration. This data topic includes the following datasets:
  - CDFW’s Essential Connectivity Areas (2025) depict essential areas for ecological connectivity that support native biodiversity between habitat blocks. 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 Essential Connectivity Areas support important ecological values that should not be “written off” as lacking conservation value.
  - South Coast Wildlands’ South Coast Missing Linkages (2008) dataset delineates linkage boundaries identified by the South Coast Missing Linkages project. The South Coast Missing Linkages project was a collaborative inter-agency effort to identify and conserve the highest priority linkages in the South Coast Ecoregion. Linkage designs were developed through landscape permeability analyses that modeled least-cost corridors (best potential route) between protected areas for 109 focal species based on vegetation, topography, elevation, and road density layers at 30-meter resolution.
- **Aquatic Resources** – This data topic includes natural water-related ecosystems and features that provide habitat, ecological functions, and ecosystem services like water quality, groundwater recharge, flood control, and climate resilience. Datasets include:
  - The USFWS National Wetlands Inventory (NWI) Riparian (2024) maps riparian habitats across the western United States, identifying vegetated areas adjacent to rivers, streams, and other water bodies. These riparian zones are critical for maintaining water quality, stabilizing streambanks, supporting biodiversity, and serving as wildlife corridors.
  - USFWS NWI Wetlands (2024) maps wetlands and deepwater habitats including marshes, swamps, bogs, and permanently inundated zones such as lakes and estuaries, which are vital for water filtration, flood control, carbon storage, and wildlife habitat.
  - The San Francisco Estuary Institute’s California Aquatic Resources Inventory (CARI) (2025) depicts wetlands, streams, and riparian areas and provides a detailed, statewide mapping of aquatic features, including wetlands, streams, and riparian areas.

## Agriculture

Farmland is a vital GRRRA category, valued not only for its economic importance but also for its contribution to regional sustainability, food security, and resilience. Preserving agricultural lands helps limit urban sprawl, protect carbon sequestration capacity, and sustain the long-term viability of California’s farming economy.

### Exhibit 8 Agriculture Topic Areas and Data Sources

Topic Area	Underlying Dataset(s)
Farmland	Farmland and Monitoring Program (FMMP), 2022, California Department of Conservation;  California Williamson Act Enrollment, 2024, California Department of Conservation

- **Farmland**

- Farmland Mapping and Monitoring Program (FMMP) (2022) provides a statewide inventory of agricultural land, mapping farmland and grazing land at a minimum unit of 10 acres. For the purposes of GRRAs, prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, and grazing land were included.
- California Williamson Act Enrollment (2024) identifies lands enrolled under Williamson Act and Farmland Security Zone contracts, which provide property tax incentives to encourage the long-term conservation of agricultural land. These contracts help reduce development pressure and maintain agricultural viability by limiting non-agricultural uses on enrolled parcels.

## Conserved Areas

Conserved areas represent lands that are largely protected from future development and therefore excluded from growth scoring. These include **protected open space, parks, conservation easements, military installations, Tribal lands, and NCCP/HCP reserve designs**. Preserving these areas protects biodiversity, cultural resources, and recreational opportunities while supporting resilience and regional quality of life.

### Exhibit 9 Conserved Areas Topic Area and Data Sources

Topic Area	Underlying Dataset(s)
Protected Open Space and Parks	California Protected Areas Database, 2025, Multiple sources  California Conservation Easement Database, 2025, Multiple sources  Ventura Save Open Space and Agricultural Lands, 2020, Ventura County Planning Division
Natural Community and Habitat Conservation Plans (NCCP/HCP) Reserve Designs	Orange County Conservation Areas, 2021, Orange County Transportation Authority  Orange County Central/Coastal NCCP Reserve System, 2018, Nature Reserve of Orange County  Rancho Palos Verdes NCCP Reserve, 2011, Palos Verdes Peninsula Land Conservancy

Topic Area	Underlying Dataset(s)
	Coachella Valley Conservation Areas, 2022, Coachella Valley Association of Governments  Western Riverside County Multiple Species Habitat Conservation Plan Semi-Public and Non-Public Reserve Designs, 2025, Western Riverside Co Regional Conservation Authority
Military Installations	Military Installations, Ranges, and Training Areas (MIRTA), 2025, U.S. Department of Defense
Tribal Nations	National Geospatial Data Asset (NGDA), 2025, U.S. Census Bureau

- **Open Space and Parks** – Open space and parks are natural assets that provide recreational opportunities, conserve biodiversity, and support climate resilience through various ecosystem services. Preserving these areas helps maintain regional quality of life and protects lands designated for conservation and recreation from future development.
  - California Protected Areas Database (CPAD) (2025) provides the most comprehensive dataset of publicly owned parks and open space in California, including local, state, and federal lands.
  - California Conservation Easement Database (CCED) (2025) tracks conservation easements that restrict redevelopment and protect lands for ecological, cultural, or recreational purposes.
  - Ventura Save Open Space and Agricultural Lands (SOAR) (2020) was created by the Ventura County Planning Division to show lands covered under Ventura County’s SOAR ordinance, which designates agricultural, rural, and open space areas protected from urban development.
- Natural Community and Habitat Conservation Plans – This dataset contains Natural Community Conservation Plan (NCCP) and Habitat Conservation Plan (HCP) reserve designs in Southern California. Reserve designs refer to the strategic layout and configuration of protected areas within a conservation plan to ensure long-term ecological integrity and species survival. 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 U.S. Fish and Wildlife Service provide the necessary support, direction, and guidance to NCCP and HCP participants. The GRRAs update incorporates reserve designs from several NCCPs and HCPs across the SCAG region.
- Military Installations – Military installations represent areas managed by the U.S. Department of Defense (DoD), encompassing Military Installations, Ranges, and Training Areas (MIRTA) (2025). These areas are excluded from growth considerations, as they are reserved for defense purposes.
- Tribal Lands – Federally recognized Tribal lands are included in the GRRAs to acknowledge their role as sovereign territories and to ensure growth planning considers Tribal jurisdiction and heritage. U.S. Census Bureau National Geospatial Data Asset (NGDA) (2025) displays reservations and trust lands recognized by federal, state, and Tribal entities.

## Geographical Boundaries (Reference Only)

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### 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 2024, the base year of Connect SoCal 2050. For inaccuracies 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 2024 TIGER/Line Shapefiles version, downloaded from the U.S. Census Bureau, [Topologically Integrated Geographic Encoding and Referencing \(TIGER\) Products website](#).

### Transportation Analysis Zone (TAZ) Boundary

SCAG developed Transportation Analysis Zones (TAZs) for the SCAG Region. This is used to facilitate travel demand and land use modeling needs at SCAG.

## Preliminary Growth Forecast (For Review)

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SCAG prepares a growth forecast at multiple spatial scales with the primary objective of developing the socioeconomic data (SED) used to model federal- and state-mandated transportation and air quality outcomes over 2024-50. The demographic and economic forecast of population, households, and employment is developed at the regional and county levels and was guided by SCAG's demographic panel of experts. Since the development of Connect SoCal 2024, a number of factors have substantially reduced Southern California's population growth outlook. This also results in a substantially decreased employment growth outlook and a lower, but less severely decreased, household growth outlook.

County-level household and employment growth is then disaggregated and developed at the jurisdictional and TAZ levels. This process allocates growth to more than 13,000 small-area zones, allowing the forecast to capture localized development patterns and spatial variation. While there is even greater uncertainty surrounding future growth at a small-area level than at a regional level—thus necessitating local review through LDX—this disaggregation allows SCAG to conduct required modeling and facilitates policy development and analysis of the Sustainable Community Strategy's forecasted regional development pattern described in this document's Introduction section and in Government Code section 65080(b)(2)(B).

The process of allocating growth to jurisdictional and TAZ levels follows the LDX and Forecasted Regional Development Pattern Guiding Principles described at the beginning of this Data/Map Book—namely, being rooted in local planning policies, aligned with state policy, and steered by a regional vision.

A jurisdiction's total household growth largely follows the final Connect SoCal 2024 projection, accounting for actual changes over 2019-2024 using U.S. Census and California Department of Finance data, and is updated based on the lower regional total described above. As a result of the lower regional growth outlook, projected household growth is lower in most jurisdictions. General plans and specific plans provide data on total development capacity and constraints at the TAZ-level. The preliminary Connect

SoCal 2050 projection also places substantial emphasis on 6<sup>th</sup> Cycle housing elements adopted by local jurisdictions and approved by HCD. Sites identified in the housing elements provide parcel-level information quantifying potential housing capacity, were developed recently to meet state housing planning requirements, and follow a 6<sup>th</sup> Cycle Regional Housing Needs Allocation that was strongly informed by prior Connect SoCal plans. Data available to SCAG as of October 2025 indicate sites for approximately 474,000 housing units and an additional 1.6 million units reflected in planned rezoning potential. These inputs, provided to local jurisdictions for review through the LDX process, are illustrated in the following figure.

**Exhibit 10 Relationship LDX Data and Preliminary Growth Forecast**



The preliminary household forecast also explicitly emphasizes growth in Higher Priority PDAs and minimizes growth in overlapping Green Region Resources Areas (GRRAs), as shown in the Consolidated Map. The small area forecast assesses available capacity in each parcel by the combination of PDAs and GRRAs illustrated in the following figure. This approach assumes supportive policies and investments to increase the feasibility and market viability of growth in areas with the highest PDA suitability scores and the fewest overlapping GRRAs. These areas are shown in the darkest green shades below. Areas reflected in pale green, yellow, and pale red, reflect a lower PDA suitability score and/or more Green Region Resource areas, and are gradually less reflective of adopted Regional Planning Policies informed by these data layers. Generally, areas in the deepest red shades are least reflective of these policies.

**Exhibit 11 Illustration of Growth Prioritization by Combination of PDA and GRRA**

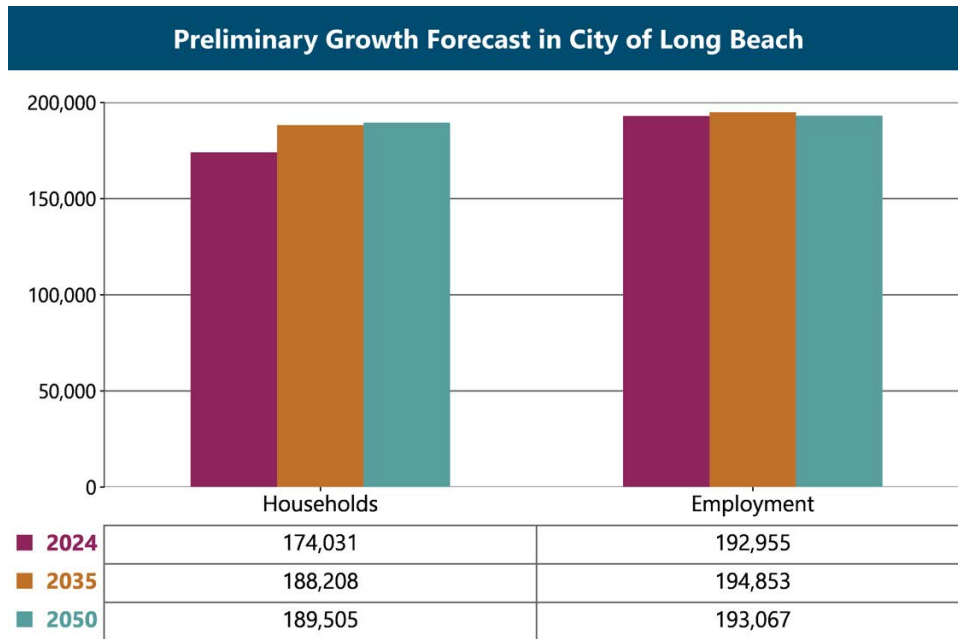


The forecast of total employment at the jurisdiction and TAZ levels integrates the demographic and economic forecast with locally reviewed job growth from the last plan and updated land use and employment data across 20 industry sectors. Base year data come from the state Employment Development Department (EDD)'s QCEW data. Owing to the low total projection, many areas see absolute decreases. Areas experiencing recent commercial land loss are used as a guide for places where employment losses may be more severe, while employment growth is directed toward PDAs wherever possible. Large specific plans are incorporated into the allocation at their respective locations.

SCAG invites local jurisdictions to provide input to the preliminary growth forecast with the understanding that this information is developed in a voluntary, bottom-up process based on interest and participation of each jurisdiction.

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

**Exhibit 12 Forecasted Jurisdiction-Level Household and Employment Growth**



A household is defined as an occupied housing unit. Due to the requirement to model transportation, SCAG forecasts households to ensure that vacant housing units do not generate travel demand. Employment refers to the total number of jobs counted at the place of work. Employment includes wage and salary jobs and self-employment (e.g. independent contractors).

**Note:** Government Code section 65080(b)(1)(B) et seq. comments on the relationship of the SCS to the Regional Housing Needs Assessment, and Government Code 65584.01 et seq. requires that the RHNA allocation be informed by the SCS development pattern. However, it neither requires that forecasted household growth at the jurisdictional level must be numerically equivalent to a jurisdiction's Regional Housing Needs Allocation. 7th cycle RHNA allocations will be decided by SCAG's Regional Council pursuant to state policy administered by the Department of Housing and Community Development. Local jurisdictions should assess this preliminary growth projection based on local knowledge of future growth potential.

# Appendix 1: Socioeconomic Estimates and Projection by Transportation Analysis Zone

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## Preliminary Transportation Analysis Zone-Level Growth Forecast (Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21354100	1	1	1	6	6	6
21361300	0	0	0	3,505	3,528	3,513
21362100	0	0	0	634	638	634
21363100	0	0	0	0	0	0
21365100	4	4	4	3,208	3,219	3,183
21365200	1	1	1	333	335	325
21366100	449	476	476	101	106	105
21366200	525	634	633	130	138	136
21367100	159	159	159	520	535	529
21367200	387	388	418	586	601	595
21368100	1,641	1,709	1,708	613	615	613
21369100	6	6	6	961	967	957
21369200	6	6	6	913	919	907
21369300	8	8	8	705	714	690
21369400	1	1	1	536	542	536
21370100	354	380	380	58	60	59
21370200	422	479	479	126	127	124
21370300	543	589	589	250	254	252
21371100	576	595	594	302	305	303
21371200	355	385	425	213	216	214
21371300	470	519	519	65	66	65
21372100	761	765	765	107	108	107
21372200	541	541	541	195	203	199
21373100	433	437	437	147	147	146
21373200	430	443	443	206	206	204
21374100	292	307	306	403	406	403
21375100	721	752	752	195	199	197
21376100	524	524	526	64	65	64
21376200	384	384	385	142	144	142
21376300	517	517	521	177	178	176

## Preliminary Transportation Analysis Zone-Level Growth Forecast (Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21377100	305	305	305	28	29	29
21378100	221	235	251	1,323	1,332	1,318
21378200	399	399	399	605	613	607
21378300	698	698	698	312	316	311
21379100	1,165	1,165	1,179	11,386	11,440	11,365
21379200	1	1	1	5,387	5,400	5,353
21379300	0	0	0	1,103	1,108	1,096
21380100	538	538	538	74	80	78
21380200	649	649	649	112	117	116
21380300	1,090	1,104	1,104	171	175	173
21381100	583	809	803	328	346	342
21381200	892	926	933	213	217	216
21381300	495	568	567	183	192	190
21382100	734	734	734	117	121	120
21382200	938	938	943	100	102	101
21383100	1,189	1,189	1,189	206	217	215
21383200	451	451	462	56	59	58
21383300	393	420	420	422	433	432
21384100	616	616	619	381	394	390
21384200	1,143	1,165	1,165	161	167	165
21384300	701	731	731	425	436	432
21385100	696	721	721	113	121	119
21385200	278	283	283	492	510	504
21386100	207	231	231	473	488	482
21386200	253	253	253	1,190	1,198	1,194
21386300	468	468	468	386	395	392
21387100	1,003	1,098	1,094	2,566	2,586	2,572
21387200	320	459	458	1,020	1,038	1,025
21388100	1,571	1,571	1,575	470	487	480
21388200	1,908	1,908	1,933	475	485	481

## Preliminary Transportation Analysis Zone-Level Growth Forecast (Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21389100	380	380	380	214	220	212
21389200	574	577	577	83	84	83
21389300	790	790	790	469	472	468
21389400	324	652	648	607	615	611
21390100	1,283	1,283	1,288	463	475	468
21391100	498	523	523	107	112	110
21391200	1,004	1,116	1,113	168	176	174
21392100	492	543	566	1,946	1,964	1,939
21392200	930	930	930	1,816	1,832	1,815
21392300	402	402	402	36	36	36
21393100	1,049	1,049	1,049	484	493	485
21394100	539	539	539	243	251	248
21394200	642	642	642	290	303	298
21395100	1,144	1,214	1,214	167	174	172
21396100	1,707	1,858	2,069	349	356	353
21396200	888	936	935	146	151	149
21397100	182	182	182	7,359	7,402	7,283
21398100	478	587	632	367	372	369
21398200	1,119	1,203	1,204	466	475	471
21398300	470	492	492	42	42	42
21398400	263	302	302	136	139	137
21399100	782	782	782	410	418	414
21399200	1,036	1,036	1,041	3,167	3,192	3,159
21399300	1,024	1,026	1,025	1,890	1,905	1,888
21400100	454	454	463	125	133	130
21400200	1,765	1,765	1,769	950	965	955
21400300	698	698	708	229	238	231
21400400	73	73	73	468	481	476
21400500	757	757	757	1,639	1,670	1,649
21401100	493	493	494	128	131	130

## Preliminary Transportation Analysis Zone-Level Growth Forecast (Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21401200	394	394	397	39	40	40
21401300	819	819	826	348	359	355
21401400	557	557	557	350	358	353
21401500	790	790	790	303	311	308
21401600	345	345	346	3,134	3,177	3,151
21402100	875	1,012	1,012	718	749	740
21402200	552	552	552	195	207	204
21403100	625	735	733	548	559	556
21403200	1,087	1,091	1,091	291	300	297
21404100	633	633	633	214	220	217
21404200	741	741	752	947	961	956
21405100	829	854	853	240	246	243
21405200	424	1,032	1,239	716	736	728
21405300	593	642	641	1,396	1,409	1,398
21406100	3	3	3	992	998	993
21407100	845	855	855	201	201	200
21408100	905	1,013	1,010	231	237	235
21408200	668	718	718	277	291	288
21409100	1,626	1,626	1,626	93	95	94
21409200	1,196	1,196	1,196	157	160	158
21410100	1,434	1,597	1,609	509	530	524
21411100	496	599	599	258	265	262
21411200	773	834	833	158	161	159
21412100	636	763	762	399	403	397
21412200	616	652	651	184	186	184
21412300	890	899	899	187	190	188
21413100	0	0	0	1,084	1,089	1,082
21414100	259	374	373	198	201	199
21414200	368	389	468	221	224	222
21414300	464	517	517	488	495	492

## Preliminary Transportation Analysis Zone-Level Growth Forecast (Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21414400	601	644	643	88	88	88
21415100	806	806	806	363	373	369
21415200	671	832	830	284	288	285
21416100	316	344	343	771	781	774
21416200	517	544	544	286	291	288
21416300	271	402	400	473	486	482
21416400	674	756	818	1,462	1,478	1,467
21416500	572	614	613	55	59	57
21417100	686	743	742	182	184	181
21417200	971	1,023	1,023	385	389	384
21417300	521	633	631	567	576	565
21418100	677	766	764	343	348	345
21418200	773	773	773	128	129	128
21419100	764	781	780	485	490	485
21419200	331	370	373	501	542	528
21420100	1,066	1,066	1,068	180	188	186
21420200	1,020	1,020	1,020	302	308	307
21421100	535	587	586	192	193	191
21421200	594	607	607	102	103	102
21421300	394	476	475	180	181	180
21421400	367	427	426	130	131	130
21422100	1,098	1,149	1,167	155	157	156
21422200	930	1,019	1,110	263	263	261
21422300	600	633	641	82	82	81
21423100	505	505	519	103	105	105
21423200	728	728	728	854	868	858
21424100	839	839	839	500	510	505
21424200	965	965	965	174	177	176
21425100	659	659	660	273	275	273
21425200	837	837	837	130	133	132

## Preliminary Transportation Analysis Zone-Level Growth Forecast (Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21426100	780	812	812	138	140	139
21426200	1,459	1,761	1,756	427	439	432
21426300	311	344	344	33	33	33
21426400	348	359	359	110	112	111
21428100	451	505	504	79	81	80
21428200	588	850	847	2,202	2,207	2,190
21428300	801	834	833	158	159	158
21429100	1,216	1,252	1,252	319	324	321
21429200	642	642	642	328	332	329
21430100	1,103	1,103	1,103	451	461	457
21430200	1,023	1,023	1,023	305	312	309
21431100	641	646	646	115	116	116
21431200	581	847	845	572	578	573
21432100	783	783	783	298	302	300
21432200	712	780	778	365	373	369
21433100	509	518	517	121	122	121
21433200	1,303	1,975	1,968	1,098	1,101	1,094
21434100	1,181	1,278	1,278	227	230	227
21434200	1,051	1,121	1,121	389	389	385
21435100	18	18	18	55	55	55
21436100	790	1,092	1,088	678	681	676
21436200	413	468	467	1,587	1,591	1,581
21438100	1,926	2,063	2,061	583	589	584
21440100	726	1,270	1,266	502	514	508
21440200	1,243	1,390	1,389	285	289	287
21440300	664	737	737	100	103	101
21441100	0	0	0	1,153	1,161	1,142
21442100	1,140	1,290	1,287	577	578	573
21443100	0	0	0	10,616	10,659	10,611
21443200	2	2	2	7,689	7,736	7,655

## Preliminary Transportation Analysis Zone-Level Growth Forecast (Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21443300	0	0	0	2,816	2,827	2,812
21443400	0	0	0	1,068	1,077	1,071
21444100	1,205	1,422	1,421	124	126	125
21444200	795	1,105	1,102	905	908	901
21445100	371	373	373	587	589	584
21445200	387	398	398	3,168	3,170	3,145
21447100	642	661	660	403	402	399
21447200	1,414	1,563	1,561	268	271	268
21447300	1,186	1,316	1,313	503	503	497
21449100	691	738	738	434	436	432
21449200	1,054	1,154	1,153	780	784	779
21449300	907	1,064	1,060	492	496	491
21449400	785	997	996	448	453	449
21450100	1,832	1,898	1,913	551	560	552
21451100	326	326	326	302	302	299
21451200	99	110	110	1,570	1,589	1,571
21451300	341	355	356	1,475	1,497	1,482
21452100	711	838	838	2,011	2,027	2,007
21452200	724	821	821	299	302	299
21452300	511	668	668	1,062	1,072	1,057
21454100	499	501	501	774	775	771
21454200	944	944	945	71	72	71
21454300	591	595	595	911	911	901
21454400	679	688	701	39	39	38
21454500	553	563	563	216	216	215
21455100	278	284	284	294	301	297
21455200	1,512	1,663	1,787	1,585	1,606	1,591
21456100	928	1,171	1,167	366	373	370
21456200	905	1,012	1,011	274	277	273
21456300	695	804	801	59	60	59

## Preliminary Transportation Analysis Zone-Level Growth Forecast (Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21456400	293	307	329	158	160	158
21456500	455	517	516	486	500	495
21457100	604	650	650	717	717	711
21457200	557	588	588	323	321	317
21457300	537	542	542	346	348	343
21458100	723	753	752	258	259	254
21458200	684	718	718	135	135	133
21458300	361	365	365	2,249	2,250	2,238
21458400	439	442	442	403	403	398
21458500	343	356	355	92	93	91
21458600	604	637	636	67	68	67
21460100	355	360	360	104	108	107
21460200	541	544	544	227	234	230
21460300	236	291	291	179	182	180
21461100	908	930	951	107	111	109
21461200	1,281	1,310	1,314	411	412	409
21461300	1,598	1,691	1,702	608	613	608
21463100	788	847	891	286	290	287
21463200	741	875	882	4,540	4,556	4,546
21464100	628	642	642	1,385	1,390	1,382
21464200	370	380	380	91	91	91
21464300	453	456	456	379	381	377
21465100	765	856	855	167	167	165
21466100	283	292	292	138	138	138
21466200	296	308	308	89	89	89
21466300	306	313	313	48	49	49
21466400	279	281	281	132	131	130
21466500	574	586	586	53	53	53
21466600	592	592	592	40	41	40
21467100	653	653	653	198	198	196

## Preliminary Transportation Analysis Zone-Level Growth Forecast (Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21467200	1,024	1,024	1,024	575	577	572
21468100	327	341	341	314	317	312
21468200	441	451	451	158	158	157
21468300	355	356	356	110	112	110
21468400	827	848	847	238	239	237
21470100	0	0	0	4,564	4,590	4,535
21471100	600	610	610	756	769	759
21471200	407	411	411	656	665	661
21471300	236	246	245	276	282	279
21471400	312	320	320	162	163	161
21471500	341	350	350	180	181	179
21471600	377	387	386	115	116	115
21475100	3	3	6	7,961	7,995	7,950
21476100	1,747	1,827	1,894	468	482	477
21477100	560	586	589	933	939	932
21479100	483	490	490	129	130	129
21479200	381	393	392	31	33	32
21479300	343	347	347	57	63	62
21479400	0	0	0	84	81	81
21479500	0	44	44	68	67	66
21480100	783	2,269	2,250	3,674	3,682	3,646
21481100	393	403	403	68	68	68
21481200	329	329	329	23	23	22
21481300	339	364	364	83	83	82
21481400	222	222	222	519	529	524
21481500	359	368	368	166	170	167
21481600	329	341	341	147	150	149
21482100	256	264	264	41	42	41
21482200	330	344	344	189	189	188
21482300	460	476	584	39	42	40

## Preliminary Transportation Analysis Zone-Level Growth Forecast (Split by Jurisdictional Boundary)

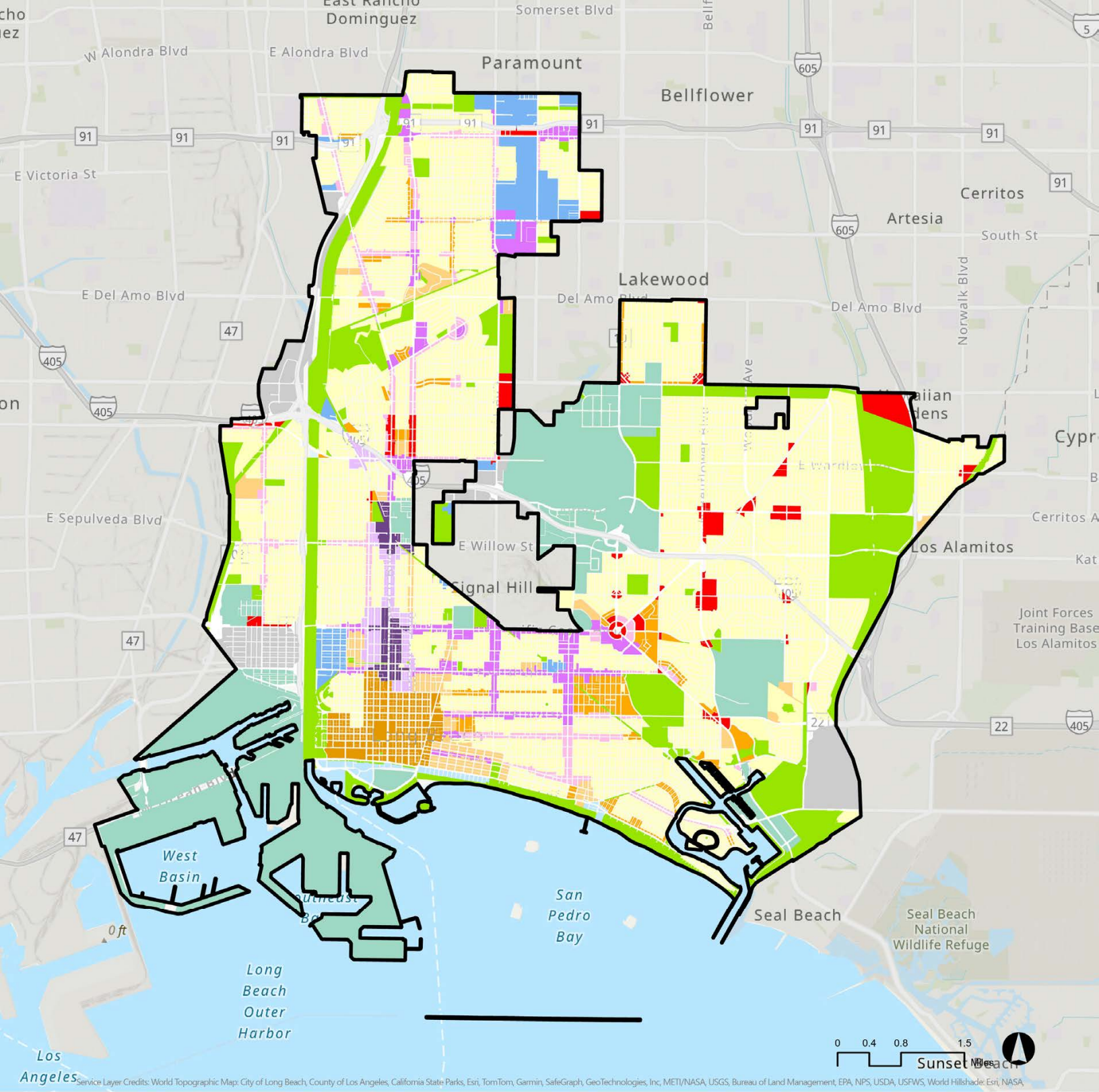
TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
21482400	268	275	275	609	617	611
21482600	333	336	336	86	87	86
21483200	419	432	431	39	39	39
21485100	614	626	626	78	78	78
21485300	962	1,017	1,017	292	296	293
21487100	907	921	923	199	201	200
<b>TOTAL</b>	<b>174,031</b>	<b>188,208</b>	<b>189,505</b>	<b>192,955</b>	<b>194,853</b>	<b>193,067</b>

# Maps

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## 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
- 6th Cycle Housing Element Sites
- Candidate Sites for Rezoning
- Residential Development Activity
- High Quality Transit Corridors
- Transit Priority Areas and Major Transit Stops
- Mobility Hubs
- Regional Bikeways
- Regional Truck Routes
- Regional Dedicated Transit Lanes
- National Highway System and Functional Classification Roads
- Priority Development Area
- Green Region Resource Areas: Consolidated Map
- Green Region Resource Areas: Climate Hazards
- Green Region Resource Areas: Habitat Areas
- Green Region Resource Areas: Agriculture
- Green Region Resource Areas: Conserved Areas
- City Boundary and Sphere of Influence
- 2024 Census Tract Boundary
- Transportation Analysis Zone (TAZ) Tier 2 Boundary
- Preliminary Growth Forecast – Households
- Preliminary Growth Forecast – Employment



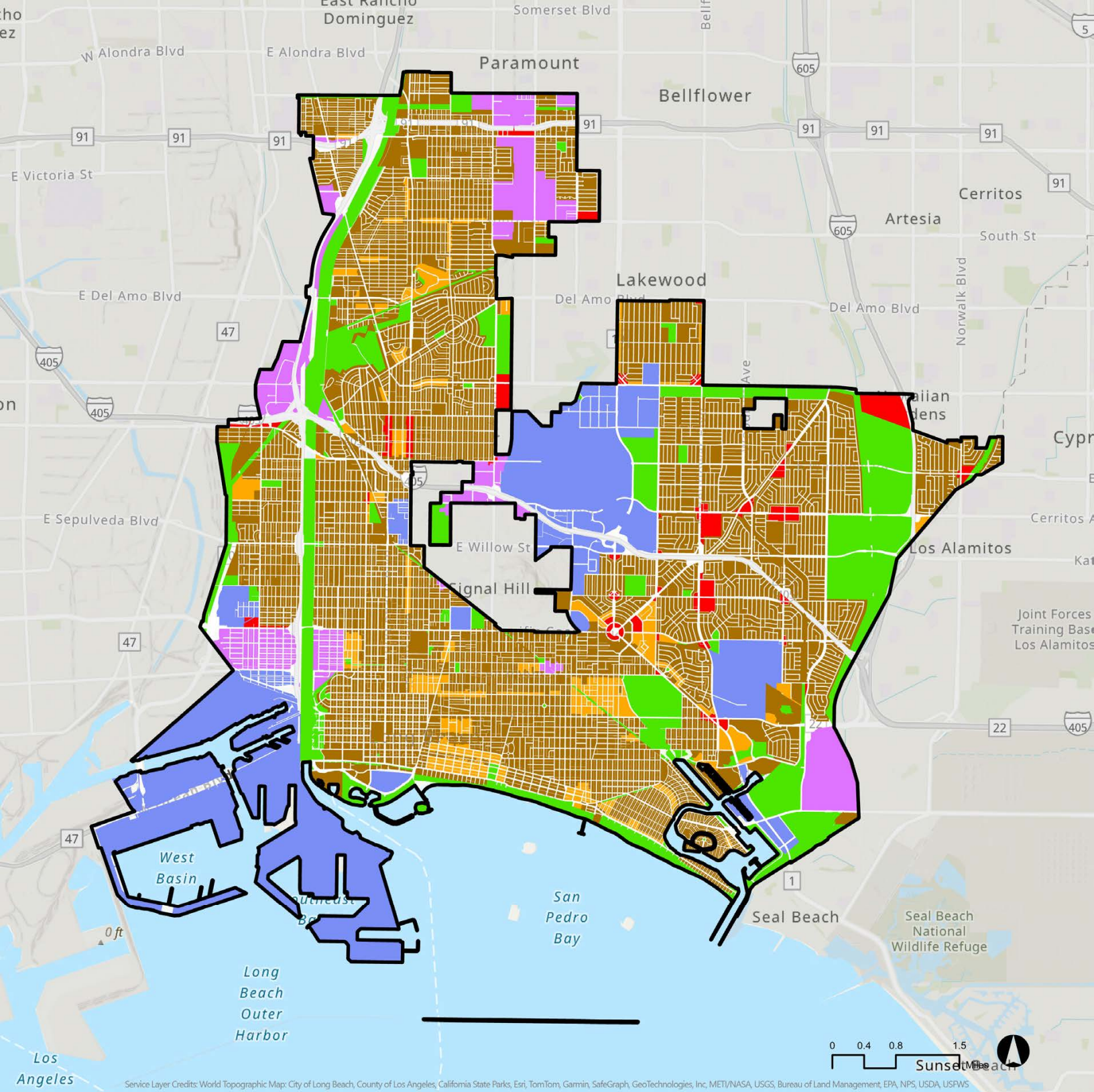
## 2024 General Plan Land Use in City of Long Beach

(Local Jurisdiction's Land Use Designations)

- |  |  |  |
|--|--|--|
| <span style="color: #90EE90;">■</span> Open Space                                      | <span style="color: #DDA0DD;">■</span> Transit-Oriented Development Low      | <span style="color: #FFA500;">■</span> Downtown                  |
| <span style="color: #FFFF00;">■</span> Founding and Contemporary Neighborhood          | <span style="color: #483D8B;">■</span> Transit-Oriented Development Moderate | <span style="color: #ADD8E6;">■</span> Waterfront                |
| <span style="color: #FF8C00;">■</span> Multi-Family Residential Low                    | <span style="color: #FF0000;">■</span> Community Commercial                  | <span style="color: #A9A9A9;">■</span> Industrial                |
| <span style="color: #FFD700;">■</span> Multi-Family Residential Moderate               | <span style="color: #4169E1;">■</span> Neo-Industrial                        | <span style="color: #66CDAA;">■</span> Regional-Serving Facility |
| <span style="color: #FF69B4;">■</span> Neighborhood-Serving Centers or Corridors Low   |  |  |
| <span style="color: #800080;">■</span> Neighborhood-Serving Centers or Corridor Medium |  |  |

Data Source: City of Long Beach, SCAG | Data Updated: 2024 | Map Created: 3/18/2026

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2050 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov. Please note that data sourced from local general plan land use represents an approximation of local conditions as of 2024. For authoritative data on these subjects, please contact the respective local jurisdiction directly.

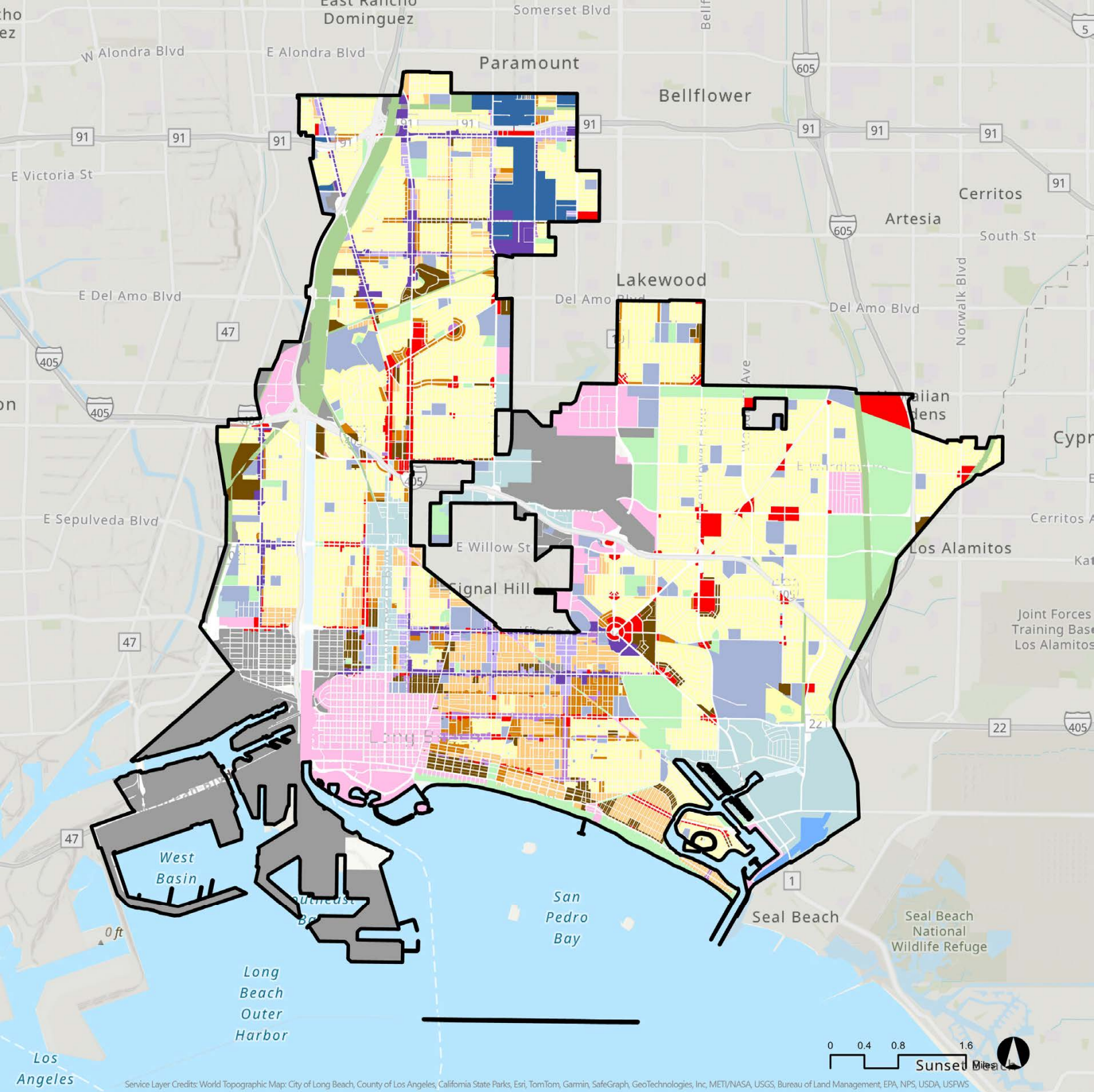


## 2024 General Plan Land Use in City of Long Beach (SCAG Land Use Codes)

- |  |  |  |
|--|--|--|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Single Family Residential           | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightpurple; border: 1px solid black;"></span> Education                              | <span style="display: inline-block; width: 15px; height: 15px; background-color: olive; border: 1px solid black;"></span> Vacant             |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: orange; border: 1px solid black;"></span> Multi-Family Residential            | <span style="display: inline-block; width: 15px; height: 15px; background-color: purple; border: 1px solid black;"></span> Military Installations                      | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightblue; border: 1px solid black;"></span> Water          |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: lightyellow; border: 1px solid black;"></span> Mobile Homes and Trailer Parks | <span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> Industrial                                    | <span style="display: inline-block; width: 15px; height: 15px; background-color: brown; border: 1px solid black;"></span> Specific Plan      |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: gold; border: 1px solid black;"></span> Mixed Residential                     | <span style="display: inline-block; width: 15px; height: 15px; background-color: gray; border: 1px solid black;"></span> Transportation, Communications, and Utilities | <span style="display: inline-block; width: 15px; height: 15px; background-color: black; border: 1px solid black;"></span> Under Construction |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: tan; border: 1px solid black;"></span> Rural Residential                      | <span style="display: inline-block; width: 15px; height: 15px; background-color: pink; border: 1px solid black;"></span> Mixed Commercial and Industrial               | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightgreen; border: 1px solid black;"></span> Undevelopable |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: darkred; border: 1px solid black;"></span> General Office                     | <span style="display: inline-block; width: 15px; height: 15px; background-color: brown; border: 1px solid black;"></span> Mixed Residential and Commercial             | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightgray; border: 1px solid black;"></span> Unknown        |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Commercial and Services                | <span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Open Space and Recreation                    |  |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> Facilities                            | <span style="display: inline-block; width: 15px; height: 15px; background-color: darkgreen; border: 1px solid black;"></span> Agriculture                              |  |







Data Source: City of Long Beach, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2050 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov. Please note that data sourced from local general plan land use represents an approximation of local conditions as of 2024. For authoritative data on these subjects, please contact the respective local jurisdiction directly.



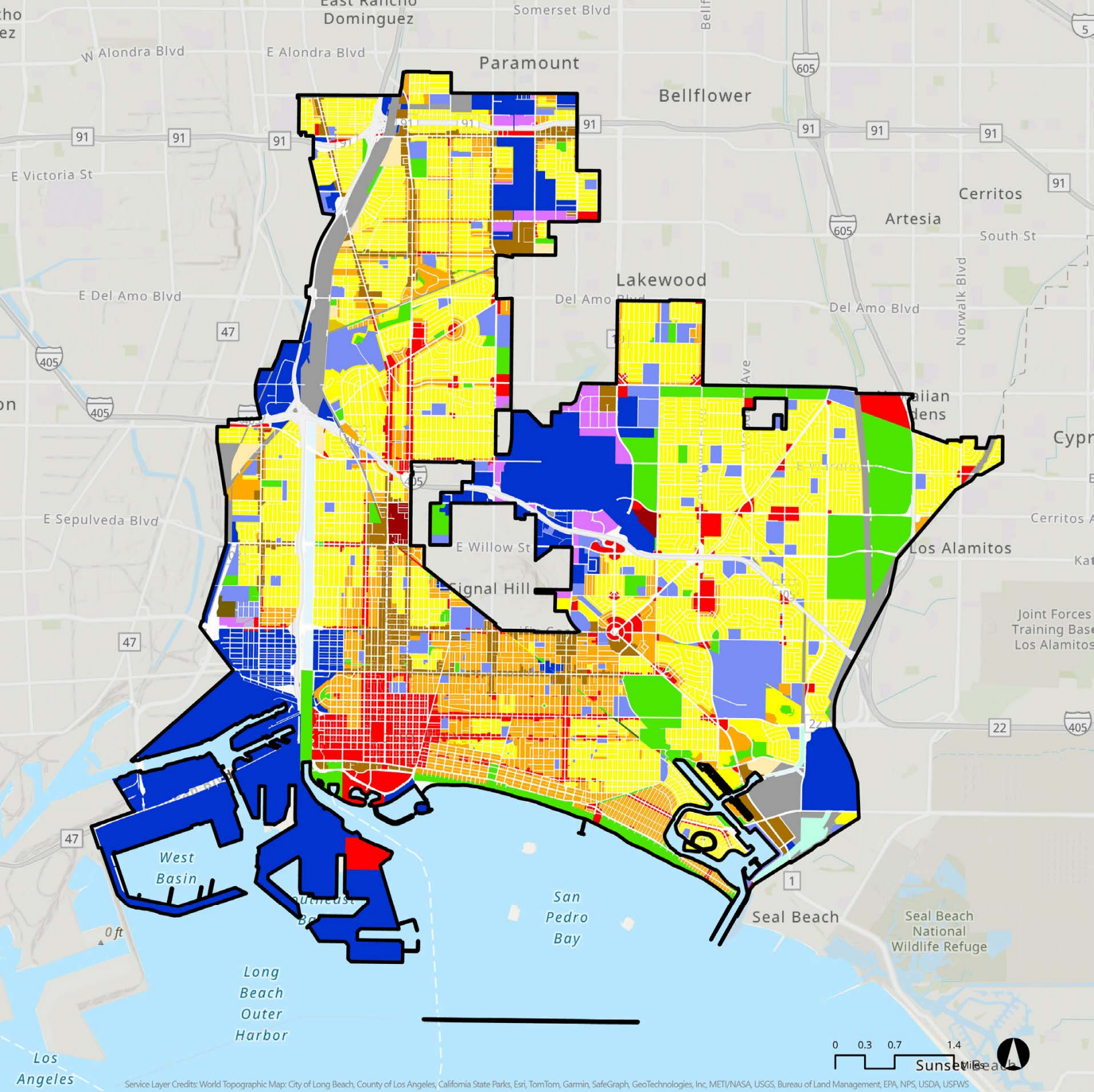
## 2024 Zoning Codes in City of Long Beach

(Local Jurisdiction's Zoning Codes)

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

Data Source: City of Long Beach, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

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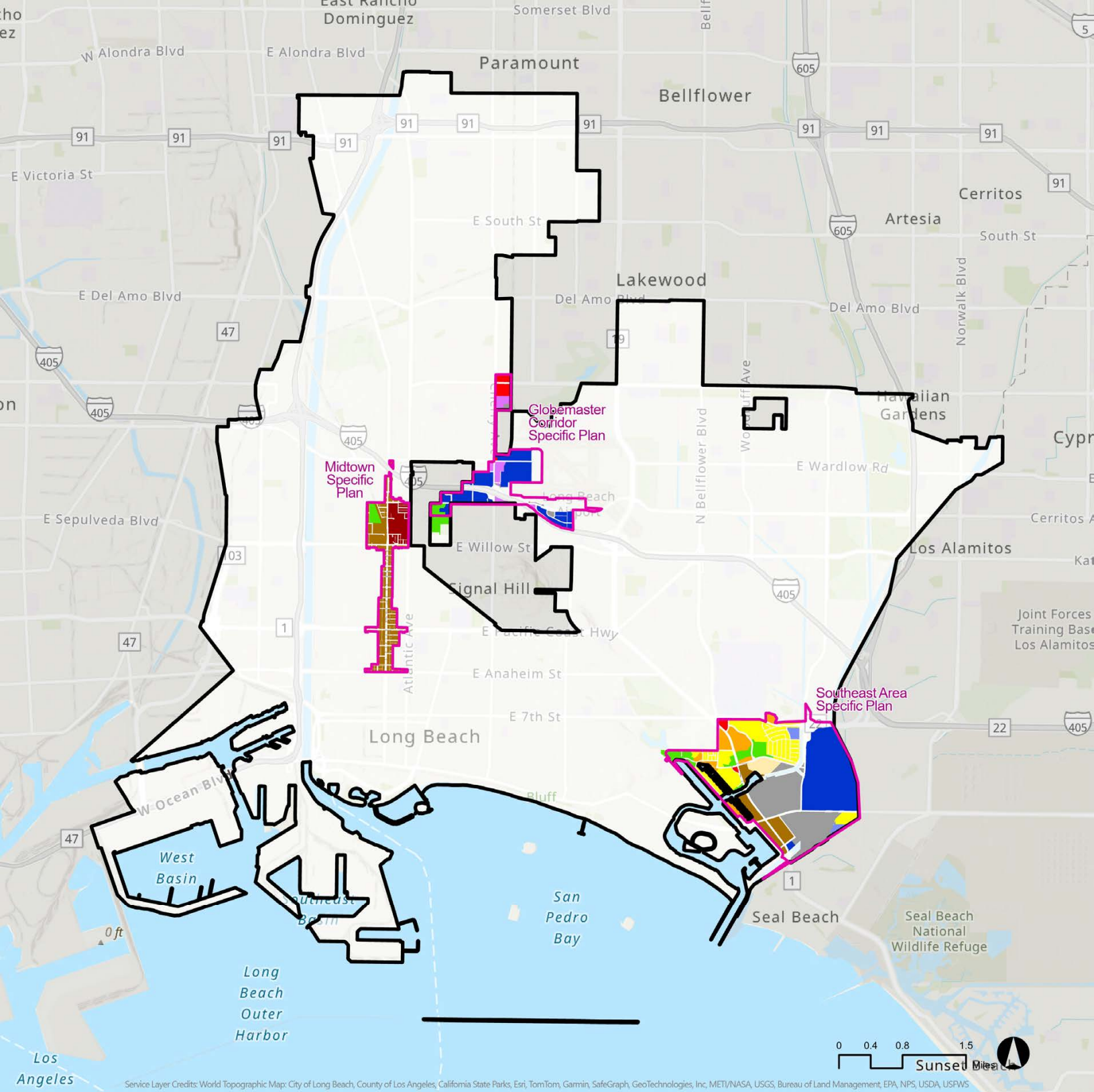


## 2024 Zoning Codes in City of Long Beach (SCAG Land Use Codes)

- |   |   |   |
|---|---|---|
| <span style="color: yellow;">■</span> Single Family Residential           | <span style="color: purple;">■</span> Education                                   | <span style="color: olive;">■</span> Vacant             |
| <span style="color: orange;">■</span> Multi-Family Residential            | <span style="color: blue;">■</span> Military Installations                        | <span style="color: cyan;">■</span> Water               |
| <span style="color: lightorange;">■</span> Mobile Homes and Trailer Parks | <span style="color: darkblue;">■</span> Industrial                                | <span style="color: brown;">■</span> Specific Plan      |
| <span style="color: gold;">■</span> Mixed Residential                     | <span style="color: grey;">■</span> Transportation, Communications, and Utilities | <span style="color: black;">■</span> Under Construction |
| <span style="color: tan;">■</span> Rural Residential                      | <span style="color: pink;">■</span> Mixed Commercial and Industrial               | <span style="color: lightgreen;">■</span> Undevelopable |
| <span style="color: darkred;">■</span> General Office                     | <span style="color: brown;">■</span> Mixed Residential and Commercial             | <span style="color: grey;">■</span> Unknown             |
| <span style="color: red;">■</span> Commercial and Services                | <span style="color: green;">■</span> Open Space and Recreation                    |   |
| <span style="color: blue;">■</span> Facilities                            | <span style="color: darkgreen;">■</span> Agriculture                              |   |

Data Source: City of Long Beach, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

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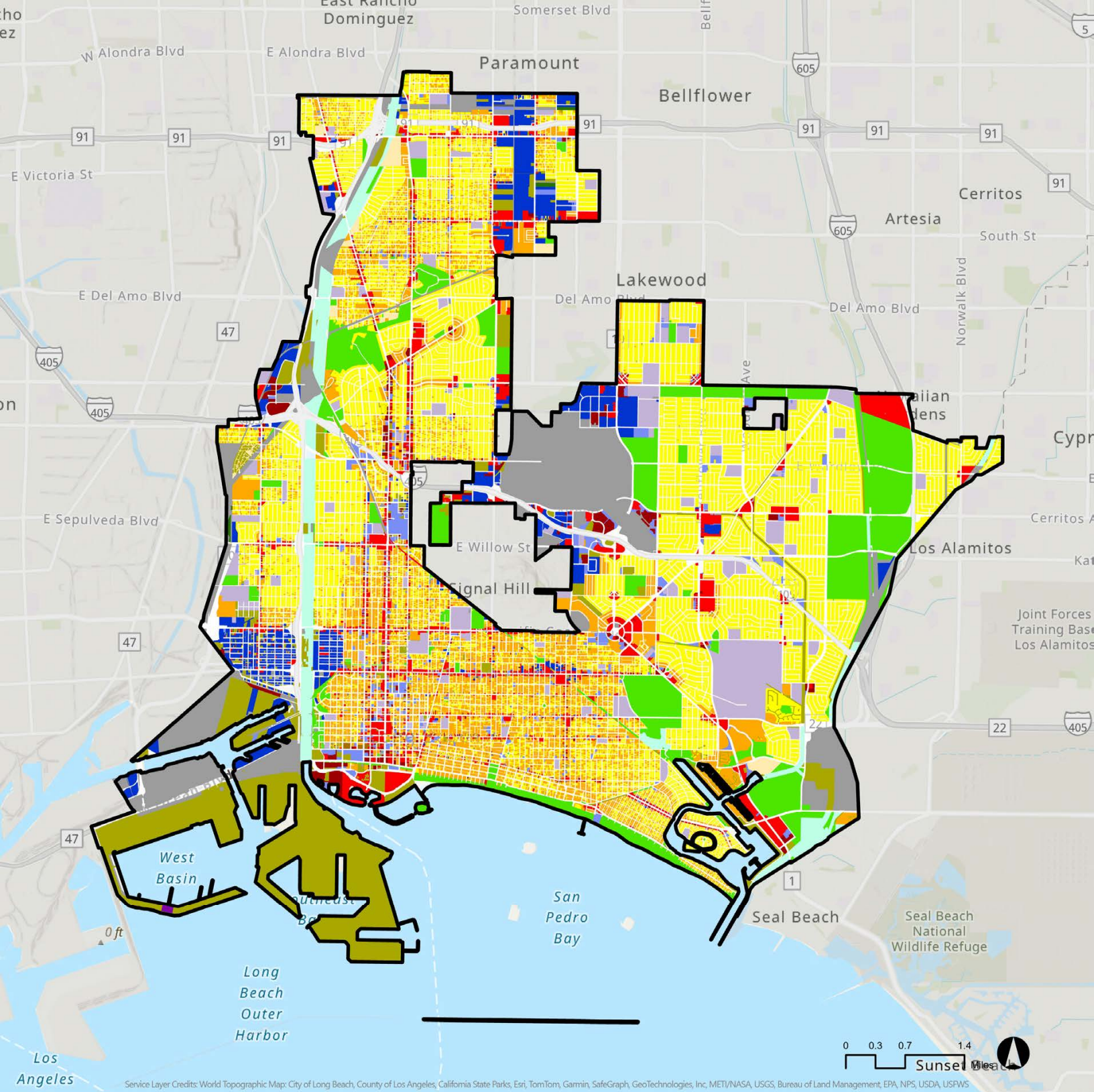


## 2024 Specific Plan Land Use in City of Long Beach (SCAG Land Use Codes)

- |   |   |   |
|---|---|---|
| <span style="color: yellow;">■</span> Single Family Residential           | <span style="color: purple;">■</span> Education                                   | <span style="color: olive;">■</span> Vacant             |
| <span style="color: orange;">■</span> Multi-Family Residential            | <span style="color: blue;">■</span> Military Installations                        | <span style="color: cyan;">■</span> Water               |
| <span style="color: lightorange;">■</span> Mobile Homes and Trailer Parks | <span style="color: darkblue;">■</span> Industrial                                | <span style="color: brown;">■</span> Specific Plan      |
| <span style="color: gold;">■</span> Mixed Residential                     | <span style="color: grey;">■</span> Transportation, Communications, and Utilities | <span style="color: black;">■</span> Under Construction |
| <span style="color: tan;">■</span> Rural Residential                      | <span style="color: pink;">■</span> Mixed Commercial and Industrial               | <span style="color: lightgreen;">■</span> Undevelopable |
| <span style="color: red;">■</span> General Office                         | <span style="color: brown;">■</span> Mixed Residential and Commercial             | <span style="color: grey;">■</span> Unknown             |
| <span style="color: darkred;">■</span> Commercial and Services            | <span style="color: green;">■</span> Open Space and Recreation                    |   |
| <span style="color: blue;">■</span> Facilities                            | <span style="color: darkgreen;">■</span> Agriculture                              |   |

Data Source: City of Long Beach, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

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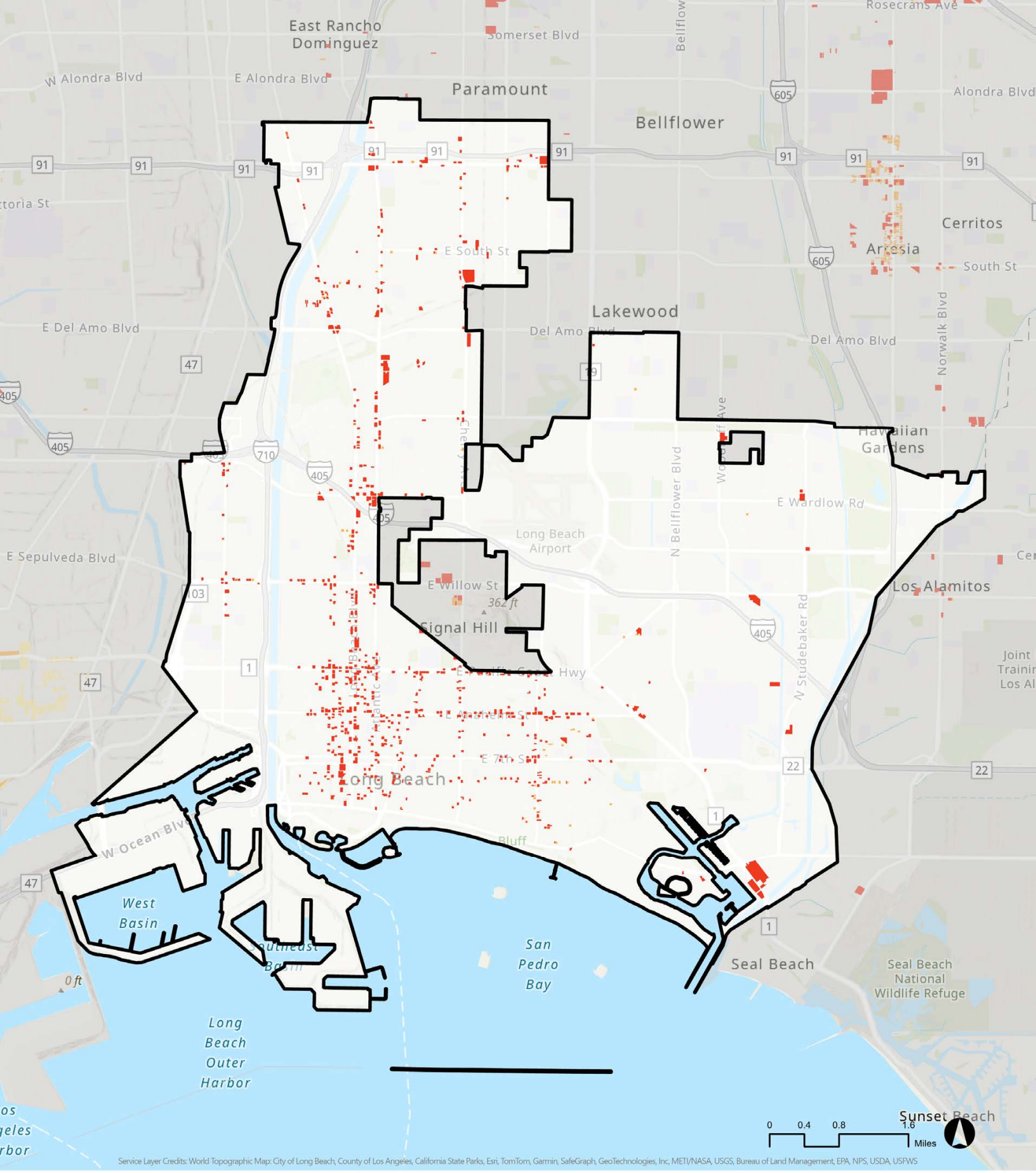
## 2024 Existing Land Use in City of Long Beach

(SCAG Land Use Codes)



Data Source: City of Long Beach, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2050 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov. Please note that existing land use data shown in the map represents an approximation of local conditions as of 2024. For authoritative data on these subjects, please contact the respective local jurisdiction directly.

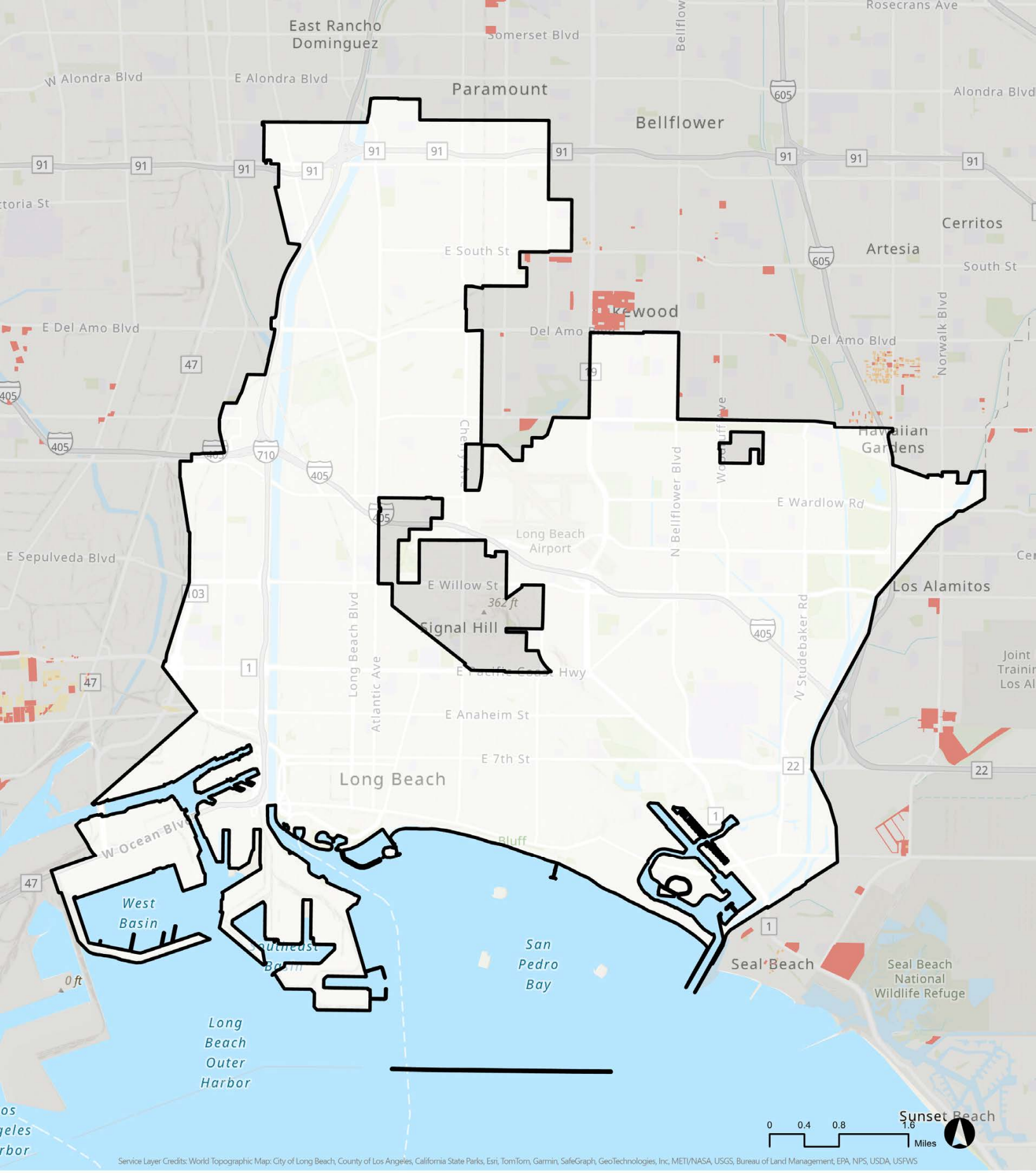


## 6th Cycle Housing Element Sites in City of Long Beach

- City Boundary
- 1 unit or less
- >1 to 4 units
- >4 units

Data Source: City of Long Beach, SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/11/2026

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2050 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov.

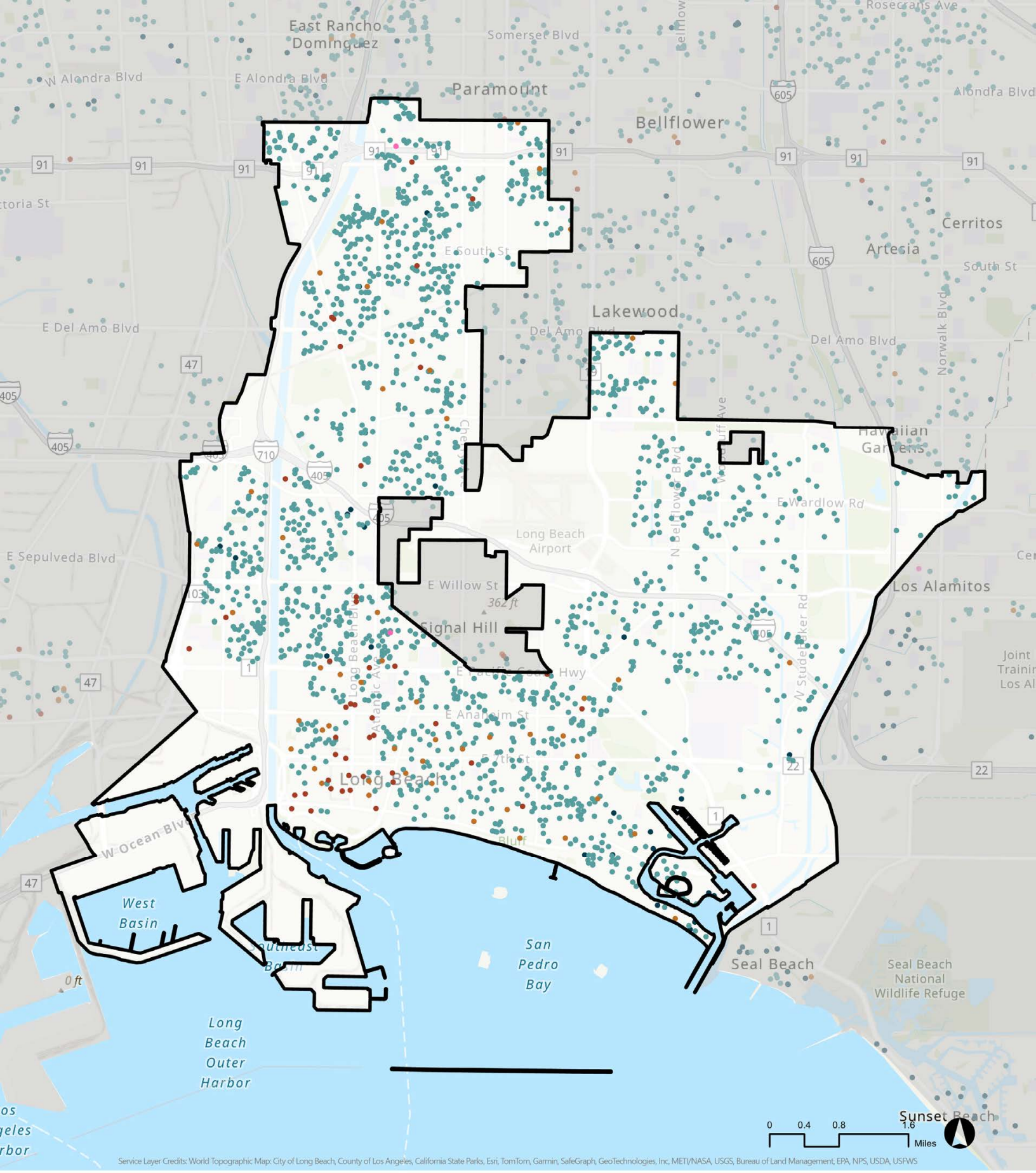


## Candidate Sites for Rezoning in City of Long Beach

- City Boundary
- 1 unit or less
- >1 to 4 units
- >4 units

Data Source: City of Long Beach, SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/11/2026

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2050 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov.



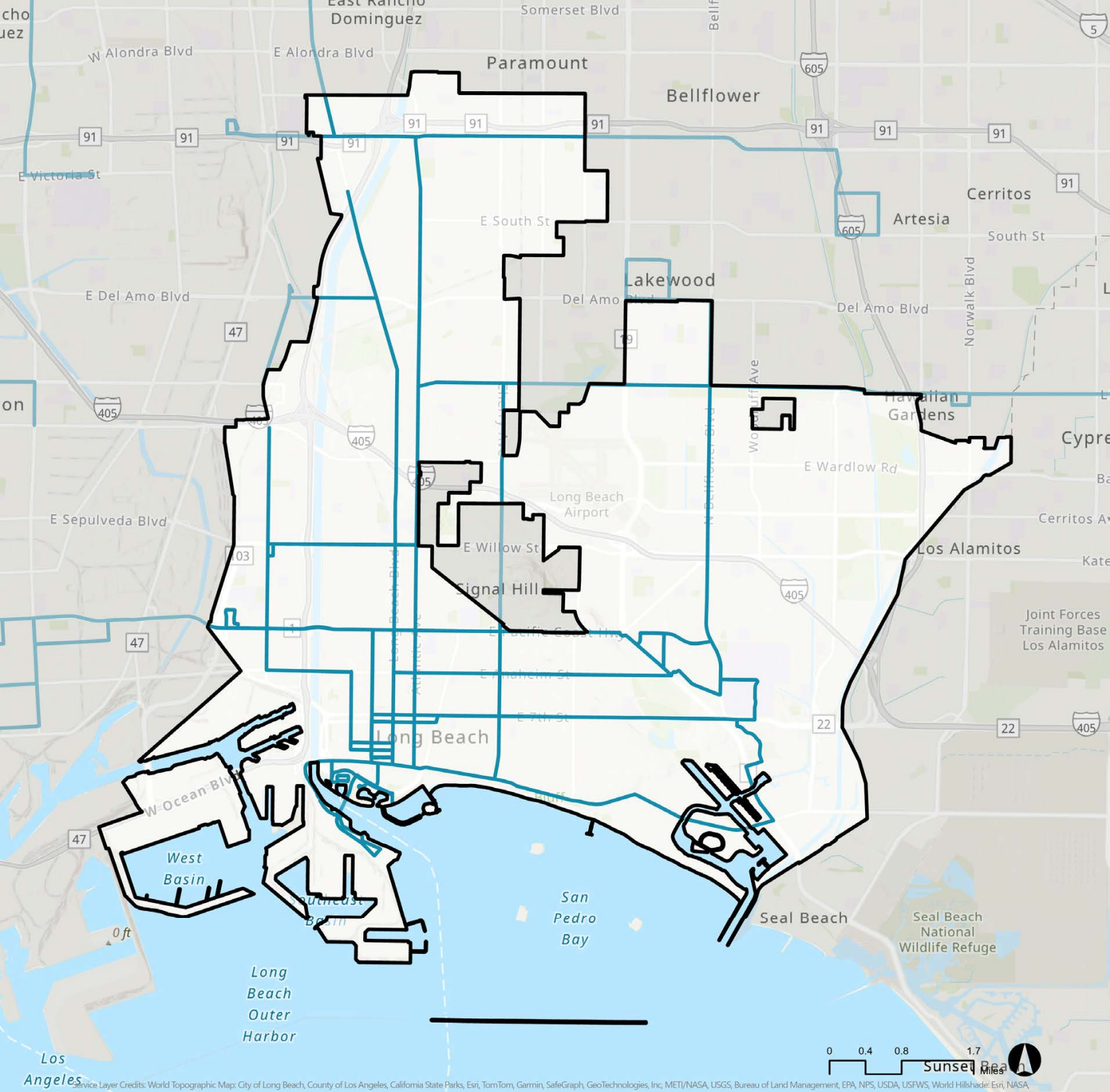
Service Layer Credits: World Topographic Map; City of Long Beach, County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

## Residential Development in City of Long Beach

- City Boundary
- Single-Family Unit
- 2-, 3-, and 4-Plex Units per Structure
- Mobile Home Unit
- Accessory Dwelling Unit
- 5 or More Units per Structure

Data Source: City of Long Beach, SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/20/2026

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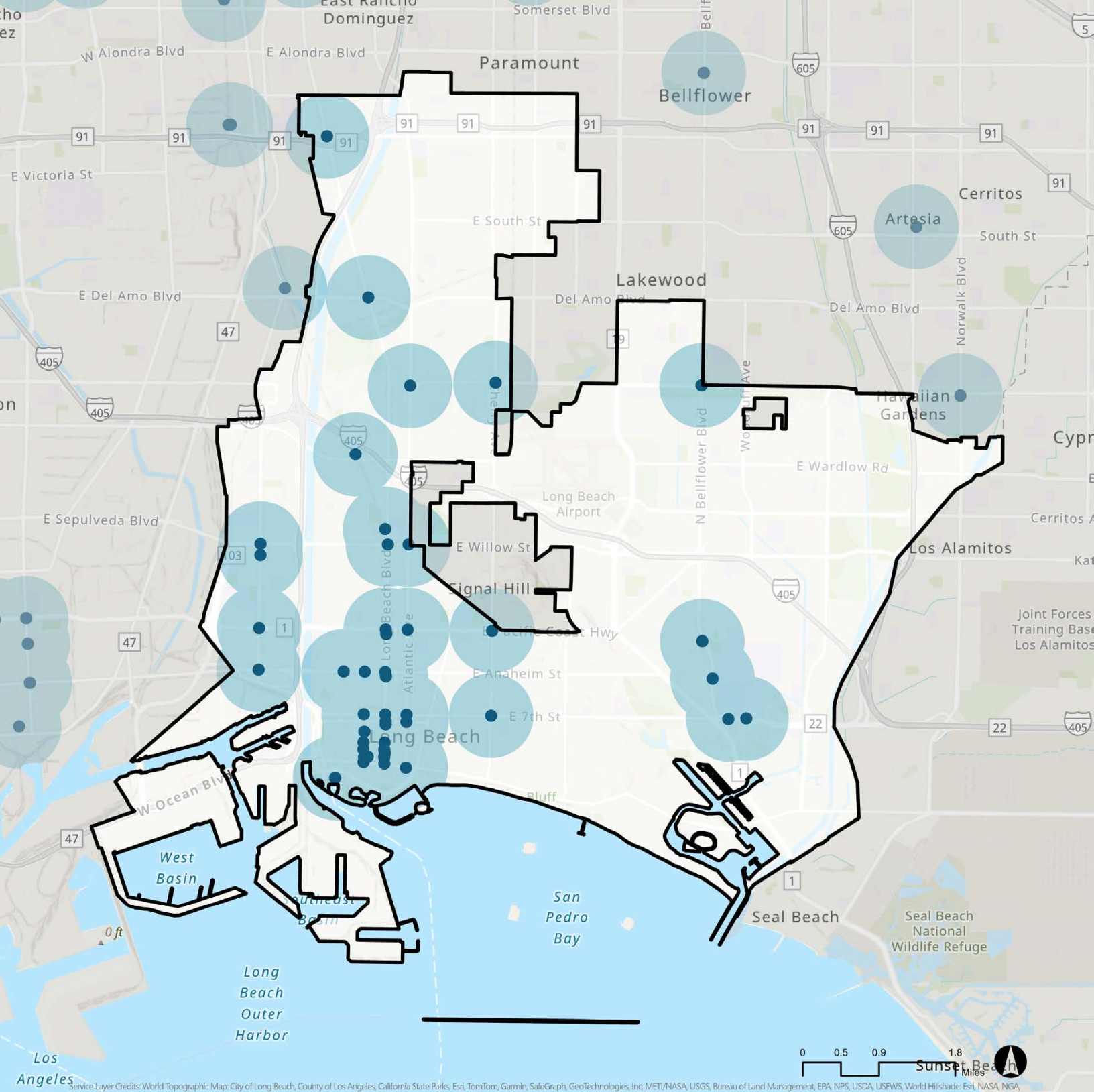
## High Quality Transit Corridors in City of Long Beach [Connect SoCal 2024 Plan Year 2050]

 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. 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: 3/12/2026

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2050 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov.



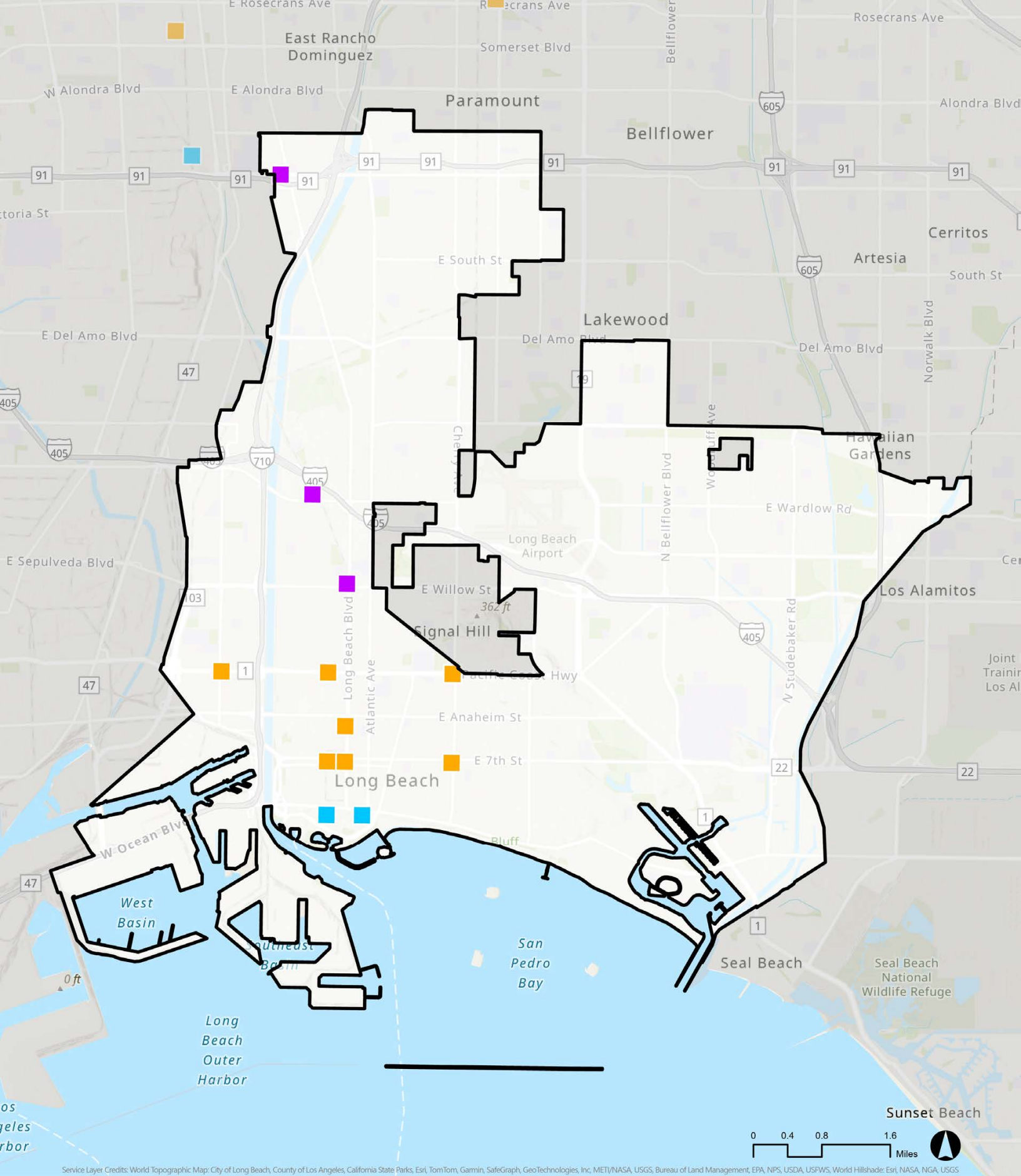
## Transit Priority Areas and Major Transit Stops in City of Long Beach [Connect SoCal 2024 Plan Year 2050 (AB 2553 Updated)]

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

Note: 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 and reflect the updated statutory definition of major transit stops under AB 2553. 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 (AB 2553 Updated) | Map Created: 3/12/2026

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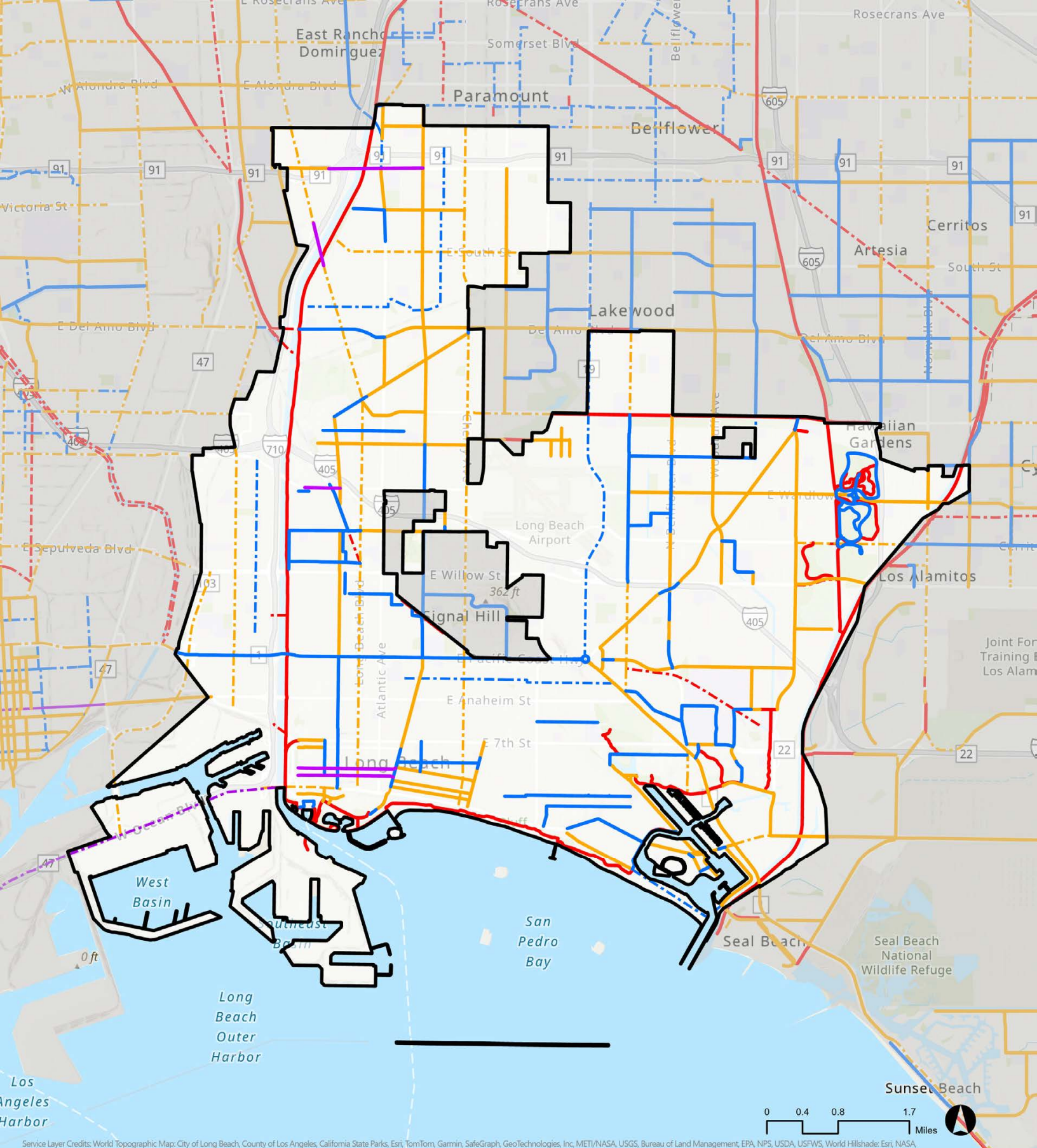


**Mobility Hub in City of Long Beach**

■ Downtown Hub  
 ■ Emerging Urban Hub  
 ■ Suburban and Rural Hub  
 ■ Equity Hub  
 ■ Institutional Hub

Data Source: SCAG | Data Updated: 2024 | Map Created: 3/12/2026

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2050 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov.



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

City Boundary

### Existing Bikeways

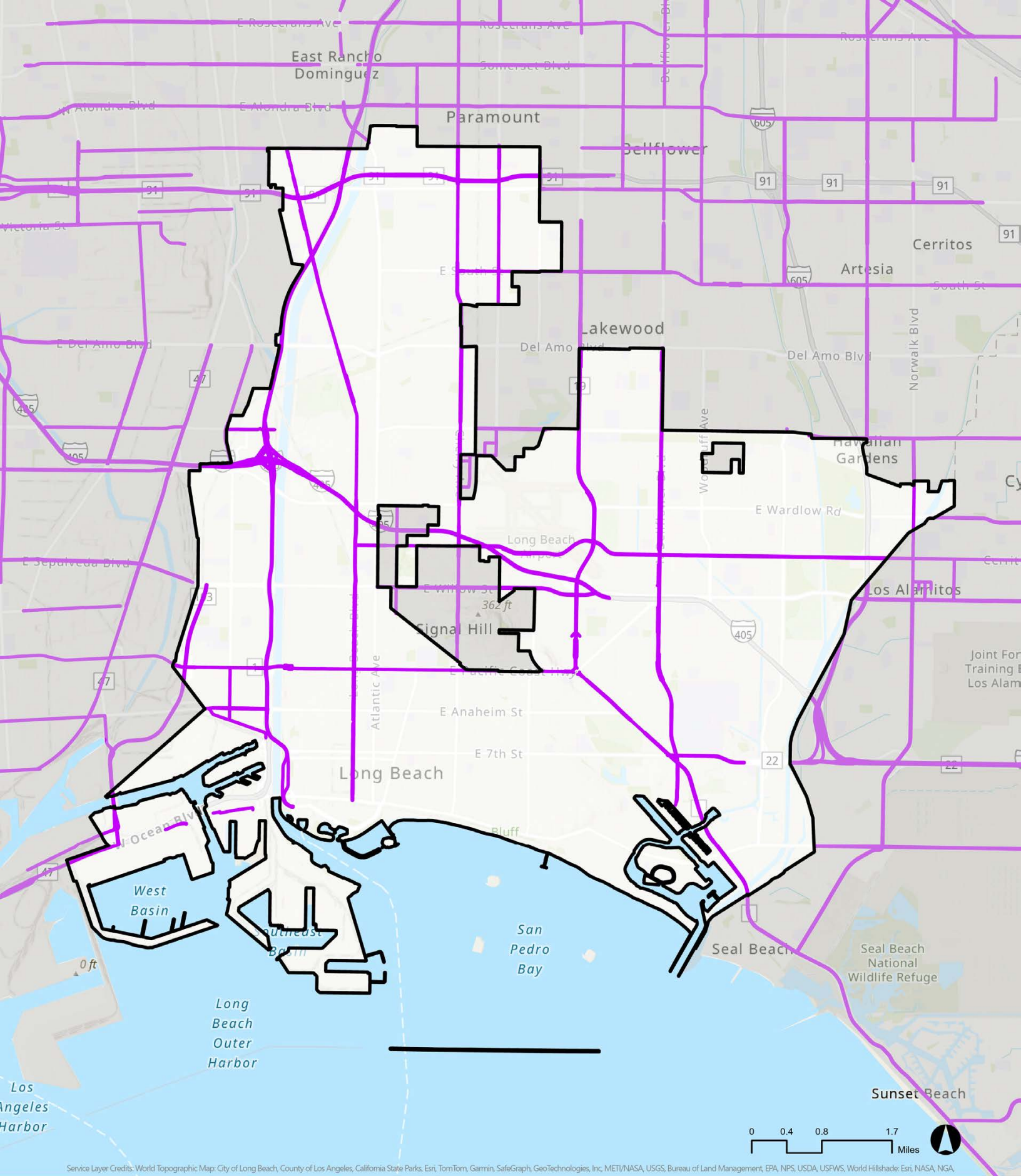
Class I   Class II   Class III   Class IV

### Proposed/Planned Bikeways

Class I   Class II   Class III   Class IV

Data Source: County Transportation Commissions, City of Long Beach, SCAG | Data Updated: 2024 | Map Created: 3/12/2026

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2050 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov.



## Truck Routes in City of Long Beach

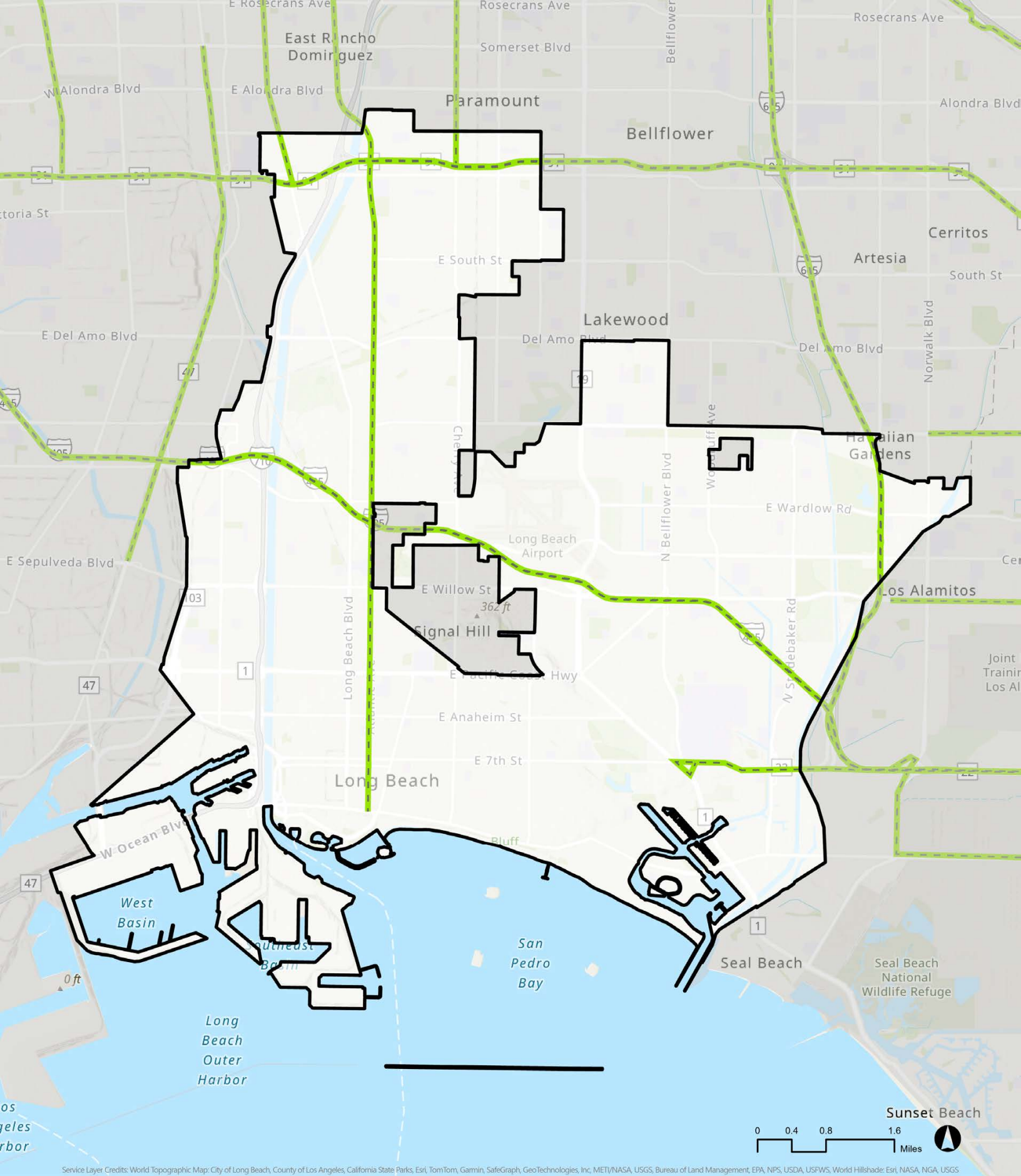
- City Boundary
- ~ Truck Routes

Data Source: SCAG, City of Long Beach | Data Updated: 2024 | Map Created: 3/12/2026

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2050 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov.



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

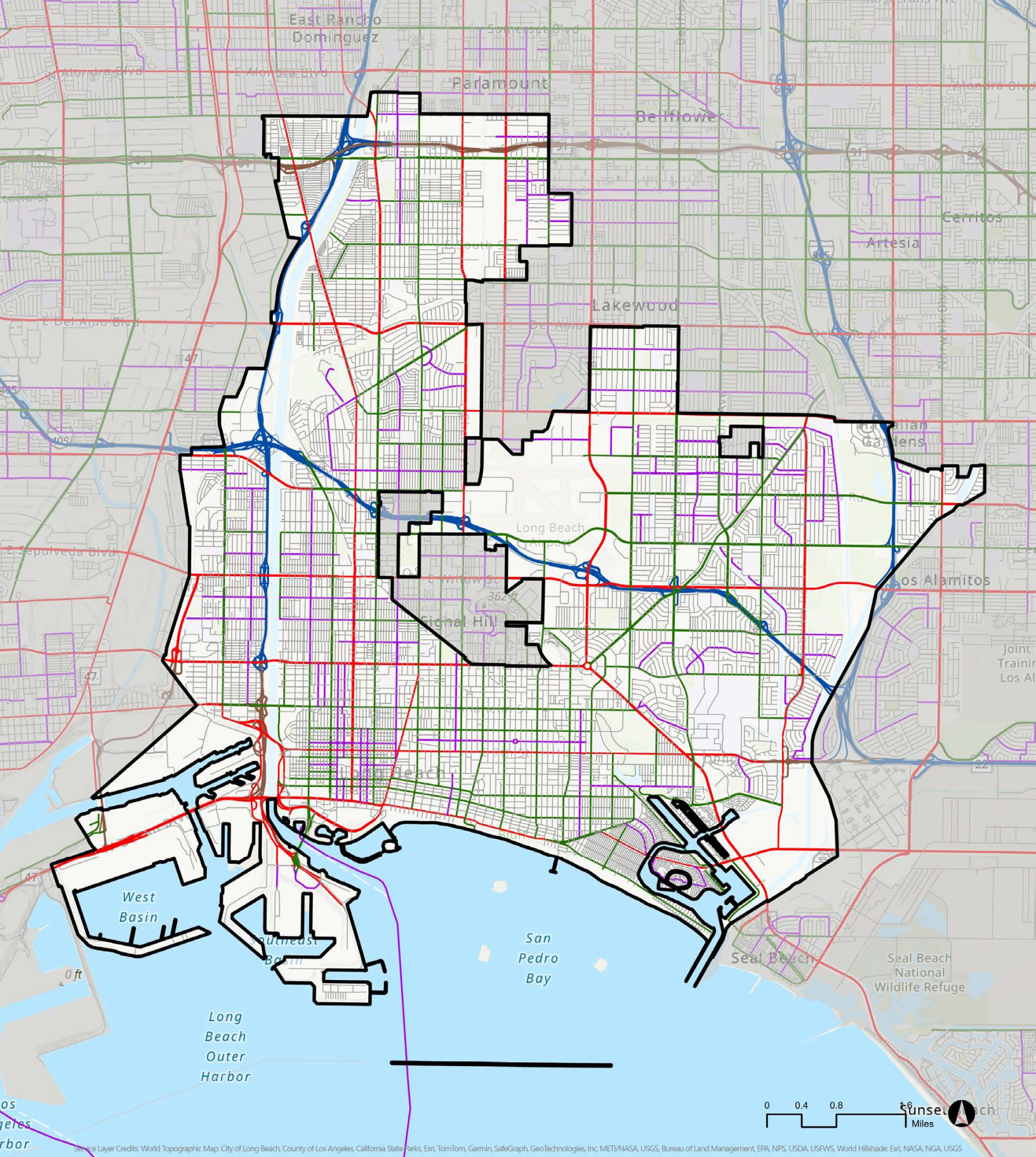


## Dedicated Transit Lanes in City of Long Beach

- City Boundary
- - - Dedicated Transit Lanes

Data Source: SCAG | Data Updated: 2024 | Map Created: 3/12/2026

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2050 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov.



## Functional Classification Roads in City of Long Beach

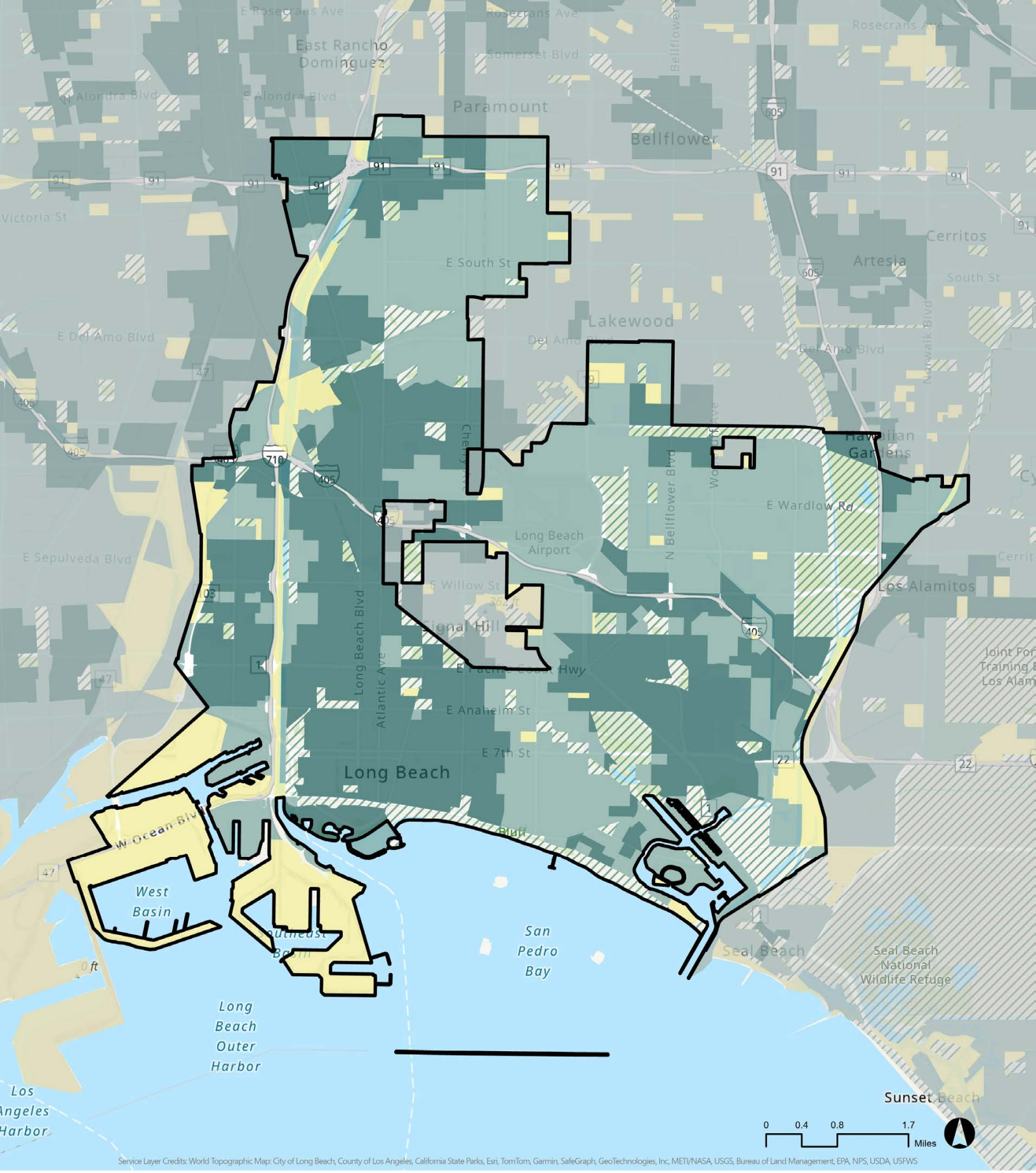
- City Boundary
- ~ 2 Other Freeway or Express Way
- ~ 4 Minor Arterial
- ~ 6 Minor Collector
- ~ 1 Interstate
- ~ 3 Other Principal Arterial
- ~ 5 Major Collector
- ~ 7 Local

Data Source: California Department of Transportation (Caltrans) | Data Updated: 2024 | Map Created: 3/12/2026

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



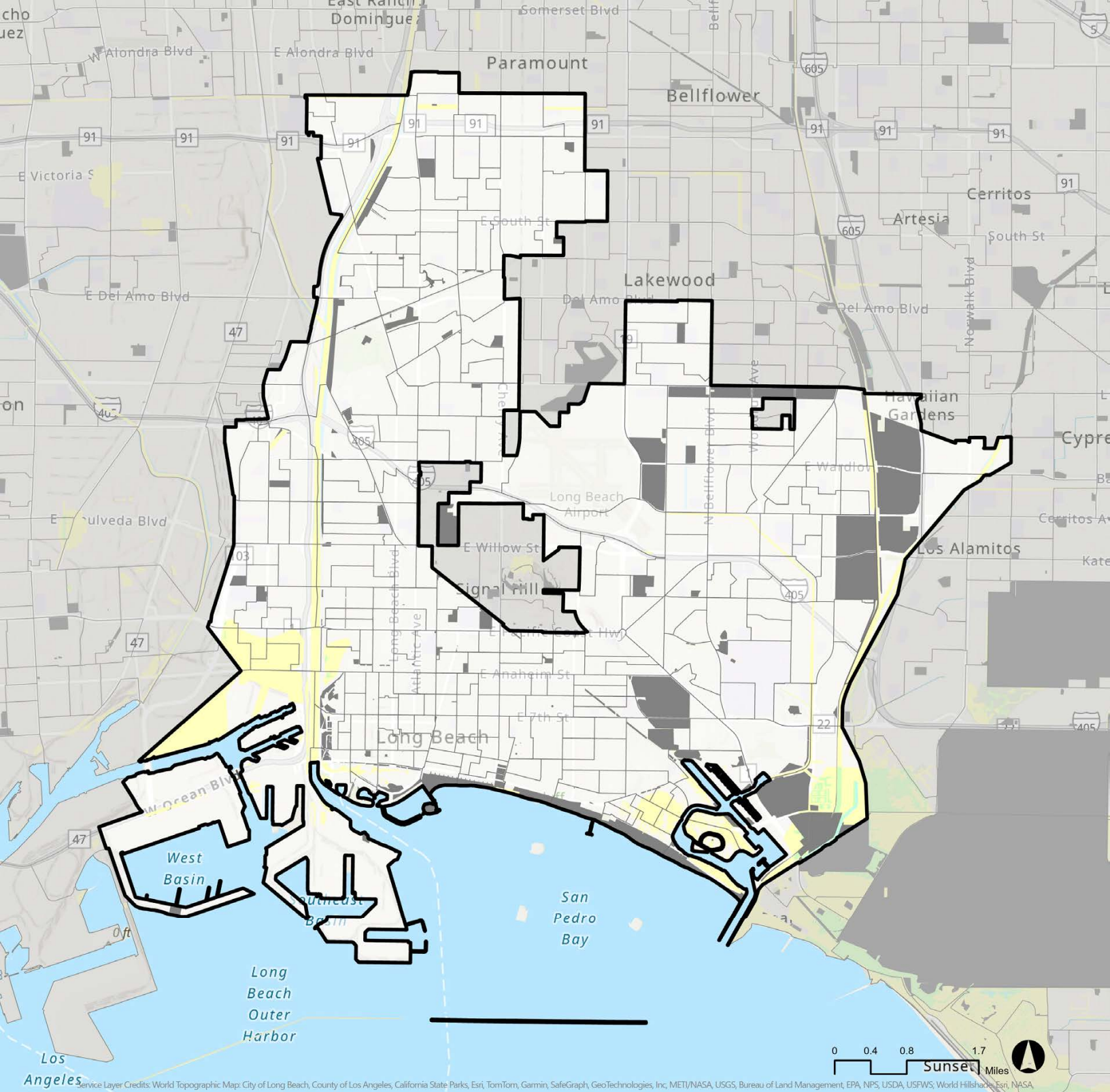
Service Layer Credits: World Topographic Map; City of Long Beach; County of Los Angeles; California State Parks; Esri; TomTom; Garmin; SafeGraph; GeoTechnologies, Inc; METI/NASA; USGS; Bureau of Land Management; EPA; NPS; USDA; USFWS

## Priority Development Area in City of Long Beach

- City Boundary
- High Priority
- Medium Priority
- Low Priority
- Conserved Area  $\geq 5\%$

Data Source: SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/11/2026

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## Consolidated Green Region Resource Areas in City of Long Beach

■ Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

Count of Overlapping Data Topic Areas (Flood, Fire Hazard, Sea Level Rise, Aquatic Resources, Wildlife Corridors, Habitat Value, Agriculture)

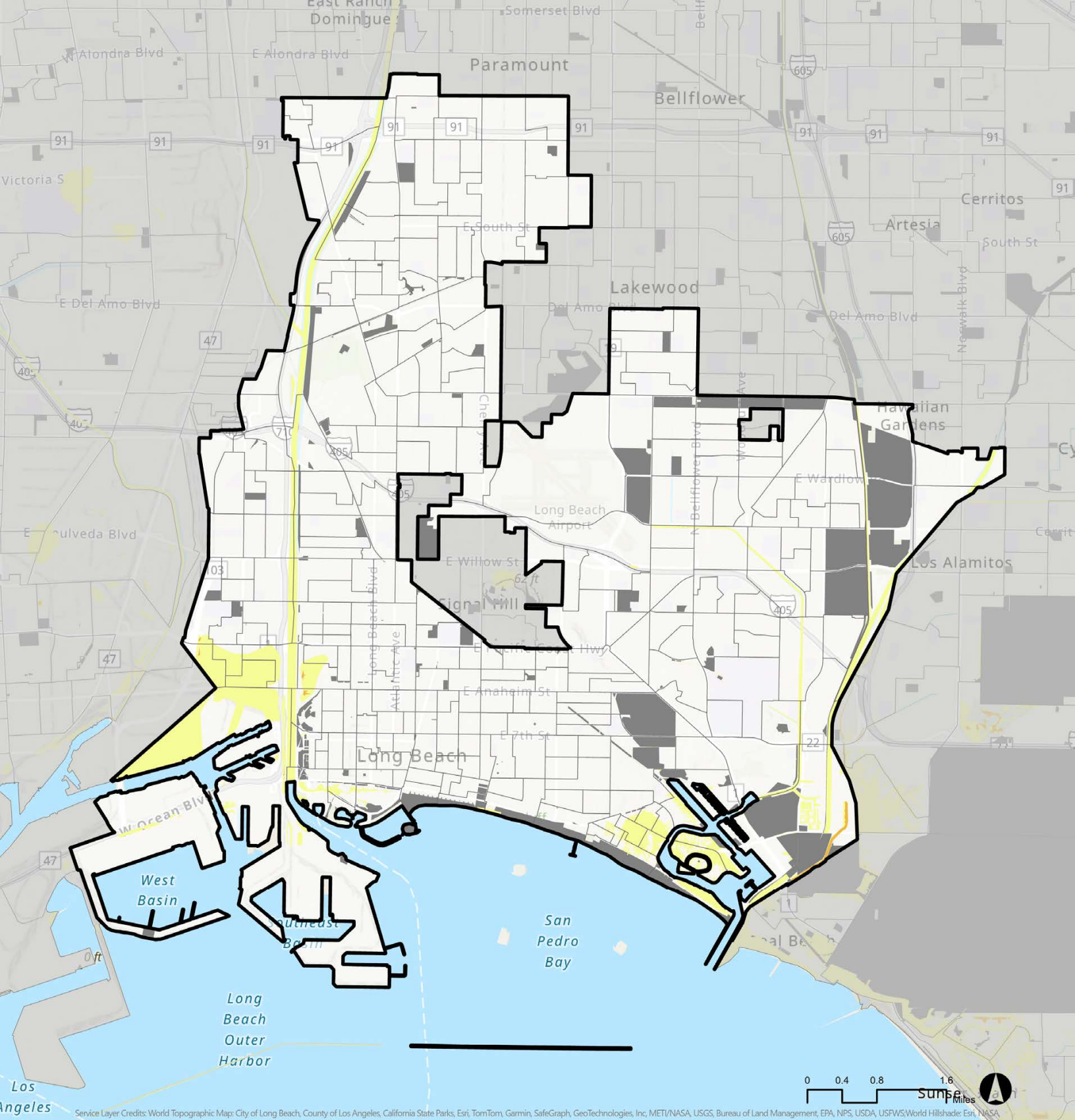
■ 1 ■ 2 ■ 3 ■ 4 ■ 5

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

Data Source: Southern California Association of Governments (SCAG); National Flood Hazard Layer (NFHL), 2025, FEMA; Sea Level Rise (3.5 Feet), 2025, NOAA Office for Coastal Management; Fire Hazard Severity Zones – Local Responsibility Areas, 2025, CAL FIRE; Fire Hazard Severity Zones – State Responsibility Areas, 2024, CAL FIRE; Priority Landscape – Reduce Wildfire Risk to Ecosystem Services, 2018, CAL FIRE and Resource Assessment Program (FRAP); Priority Landscape – Reduce Wildfire Risk to Communities, 2018, CAL FIRE FRAP; Wildland Urban Interface (WUI), 2025, CAL FIRE; Species Biodiversity, Areas of Conservation Emphasis (ACE), 2021, CDFW; Terrestrial Climate Change Resilience, Areas of Conservation Emphasis (ACE), 2021, CDFW; Terrestrial Connectivity, Areas of Conservation Emphasis (ACE), 2025, CDFW; Critical Coastal Areas, 2021, California Coastal Commission; Essential Connectivity Areas – California Essential Habitat Connectivity (CEHC), 2025, CDFW; South Coast Missing Linkages, 2008, South Coast Wildlands; National Wetlands Inventory (NWI) Riparian, 2024, USFWS; National Wetlands Inventory (NWI) Wetlands, 2024, USFWS; California Aquatic Resources Inventory (CARI), 2025, San Francisco Estuary Institute; California Williamson Act Enrollment, 2024, California Department of Conservation; Farmland Mapping and Monitoring Program (FMMP), 2022, California Department of Conservation.

Data Updated: 2025 | Map Created: 3/19/2026

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# Climate Hazard Risk in City of Long Beach

■ Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

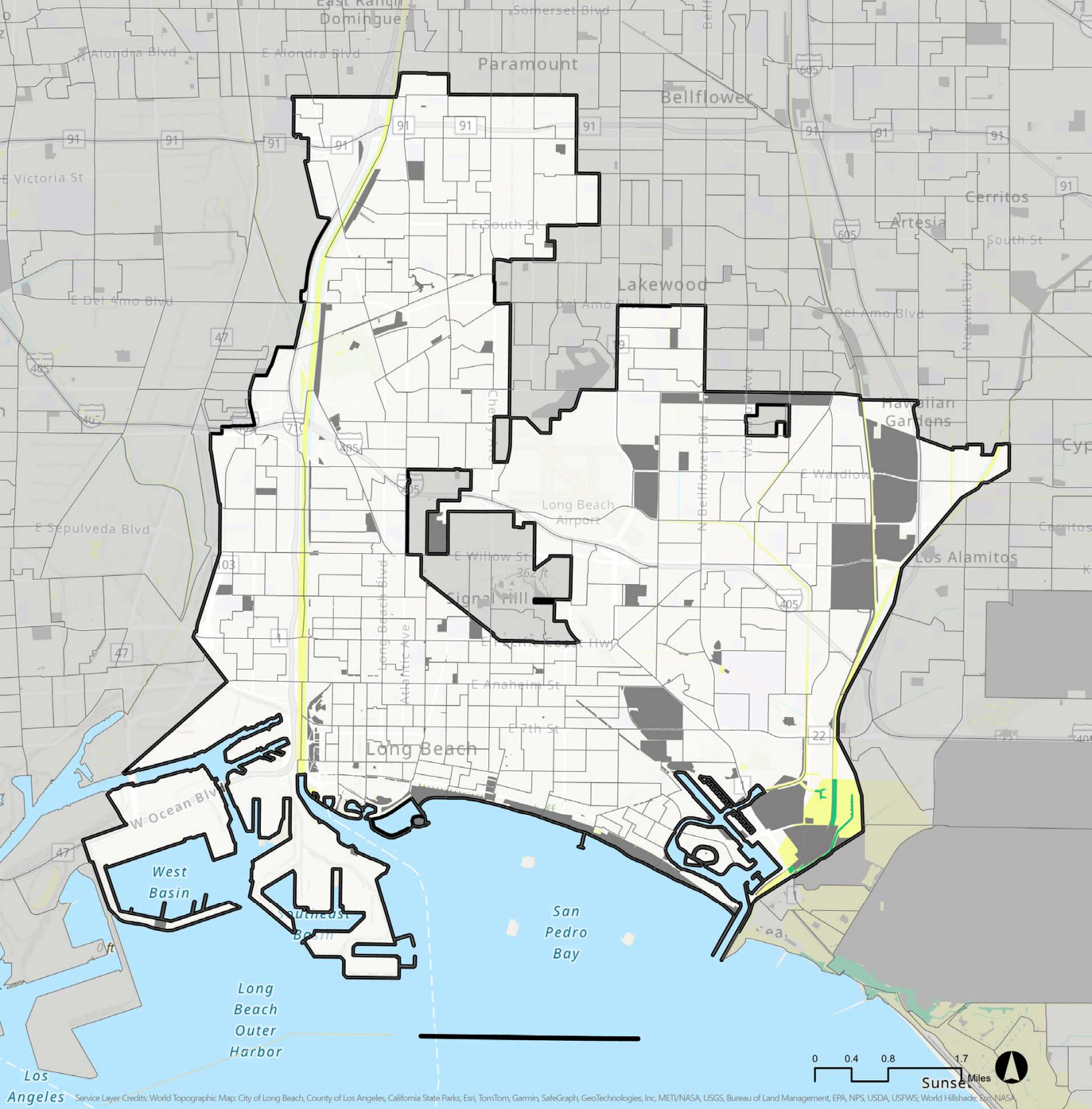
Count of Overlapping Topic Areas (Flood, Fire Hazard, Sea Level Rise)



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

Data Source: Southern California Association of Governments (SCAG); National Flood Hazard Layer (NFHL), 2025, FEMA; Sea Level Rise (3.5 Feet), 2025, NOAA Office for Coastal Management; Fire Hazard Severity Zones – Local Responsibility Areas, 2025, CAL FIRE; Fire Hazard Severity Zones – State Responsibility Areas, 2024, CAL FIRE; Priority Landscape – Reduce Wildfire Risk to Ecosystem Services, 2018, CAL FIRE Fire and Resource Assessment Program (FRAP); Priority Landscape – Reduce Wildfire Risk to Communities, 2018, CAL FIRE FRAP; Wildland Urban Interface (WUI), 2025, CAL FIRE  
 Data Updated: 2025 | Map Created: 3/19/2026

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

■ Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

Count of Overlapping Topic Areas (Aquatic Resources, Wildlife Corridors, Habitat Value)

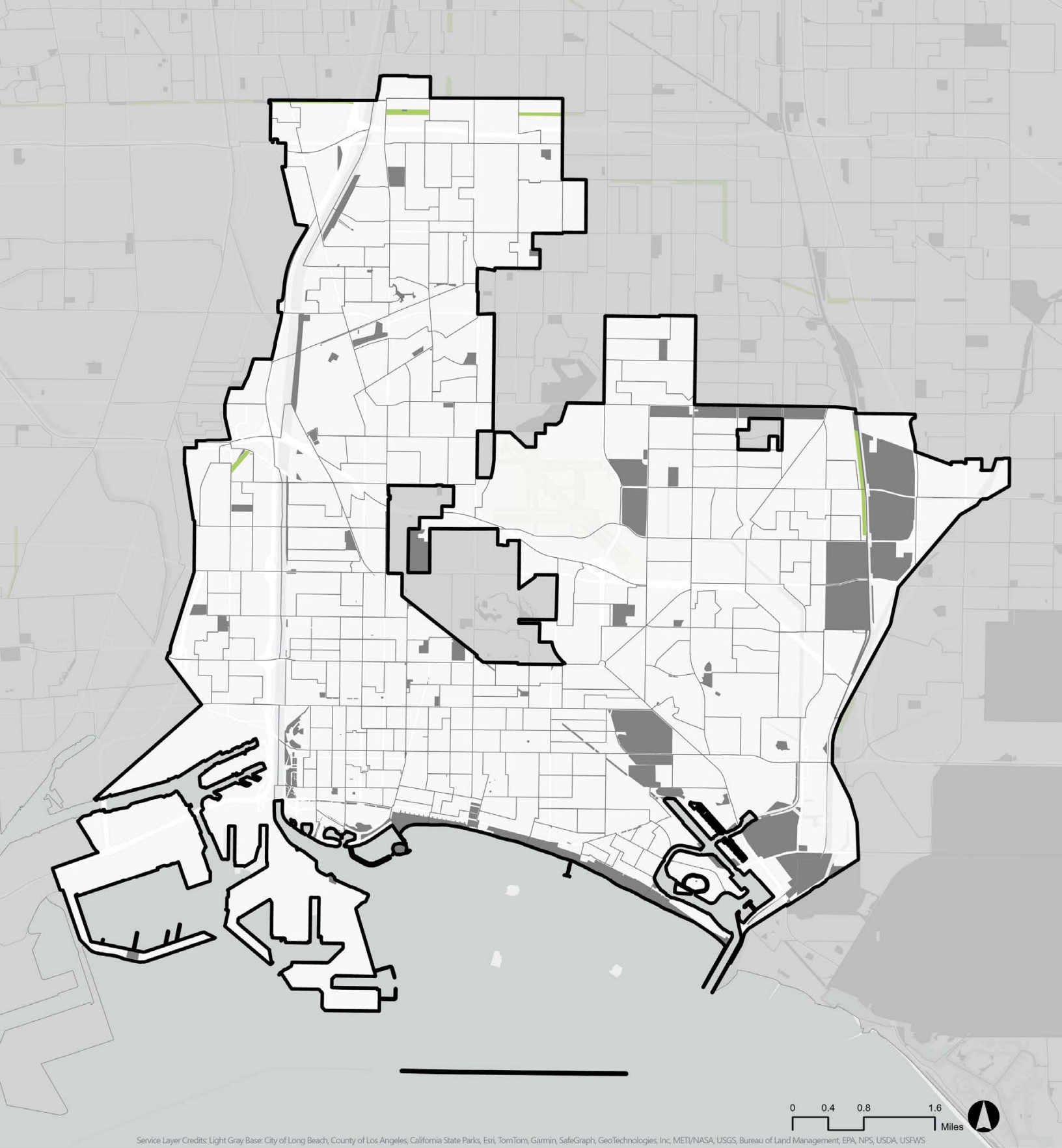
■ 1    ■ 2    ■ 3

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

Data Source: Southern California Association of Governments (SCAG); Species Biodiversity, Areas of Conservation Emphasis (ACE), 2021, CDFW; Terrestrial Climate Change Resilience, Areas of Conservation Emphasis (ACE), 2021, CDFW; Terrestrial Connectivity, Areas of Conservation Emphasis (ACE), 2025, CDFW; Critical Coastal Areas, 2021, California Coastal Commission; Essential Connectivity Areas – California Essential Habitat Connectivity (CEHC), 2025, CDFW; South Coast Missing Linkages, 2008, South Coast Wildlands; National Wetlands Inventory (NWI) Riparian, 2024, USFWS; National Wetlands Inventory (NWI) Wetlands, 2024, USFWS; California Aquatic Resources Inventory (CARI), 2025, San Francisco Estuary Institute

Data Updated: 2025 | Map Created: 3/19/2026

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2050 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov.



Service Layer Credits: Light Gray Base: City of Long Beach, County of Los Angeles, California State Parks, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS

## Agriculture in City of Long Beach

■ Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

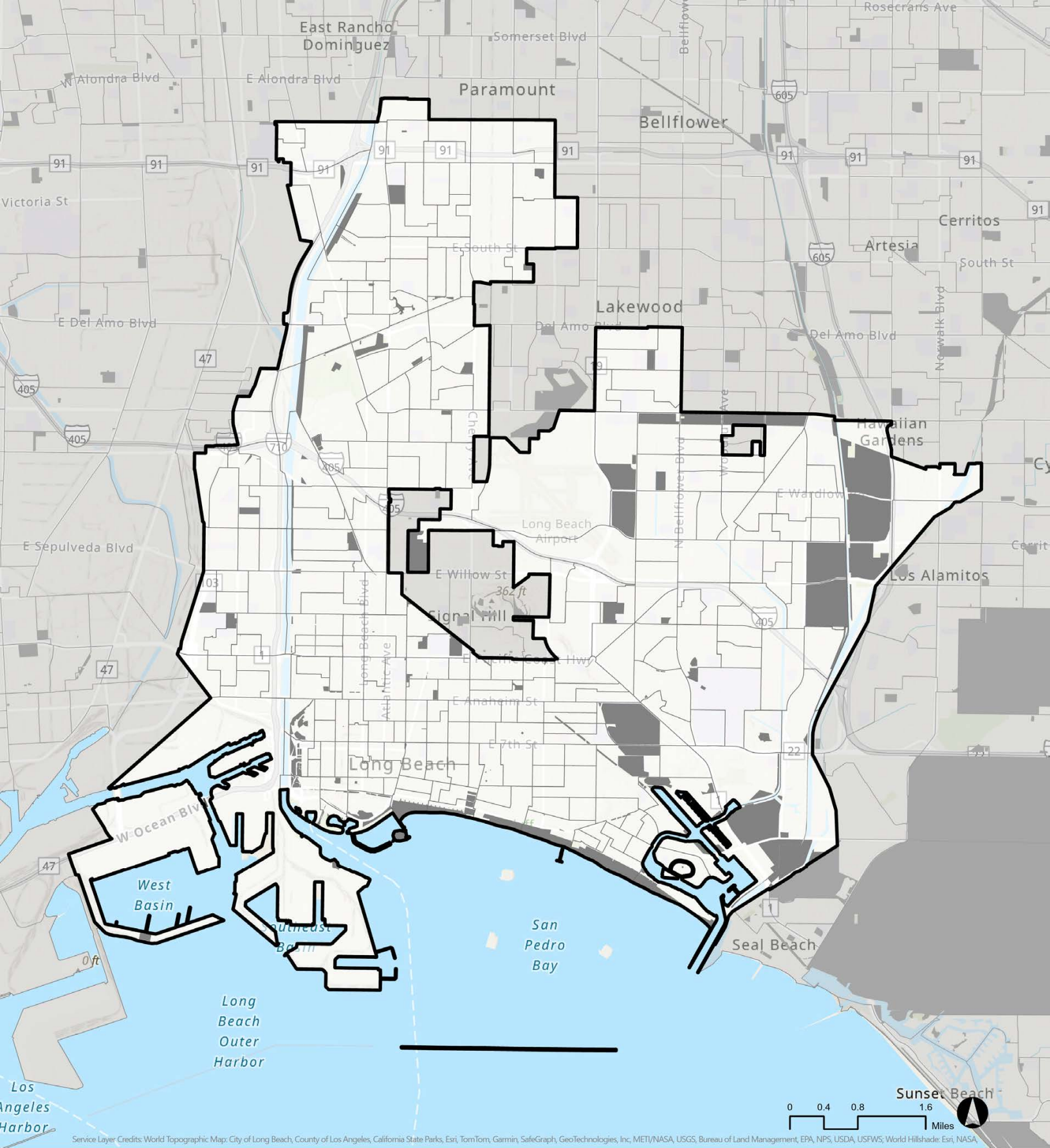
Count of Overlapping Topic Area (Farmland)

■ 1

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

Data Source: Southern California Association of Governments (SCAG); California Williamson Act Enrollment, 2024, California Department of Conservation; Farmland Mapping and Monitoring Program (FMMP), 2022, California Department of Conservation  
 Data Updated: 2025 | Map Created: 3/19/2026

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## Conserved Areas in City of Long Beach

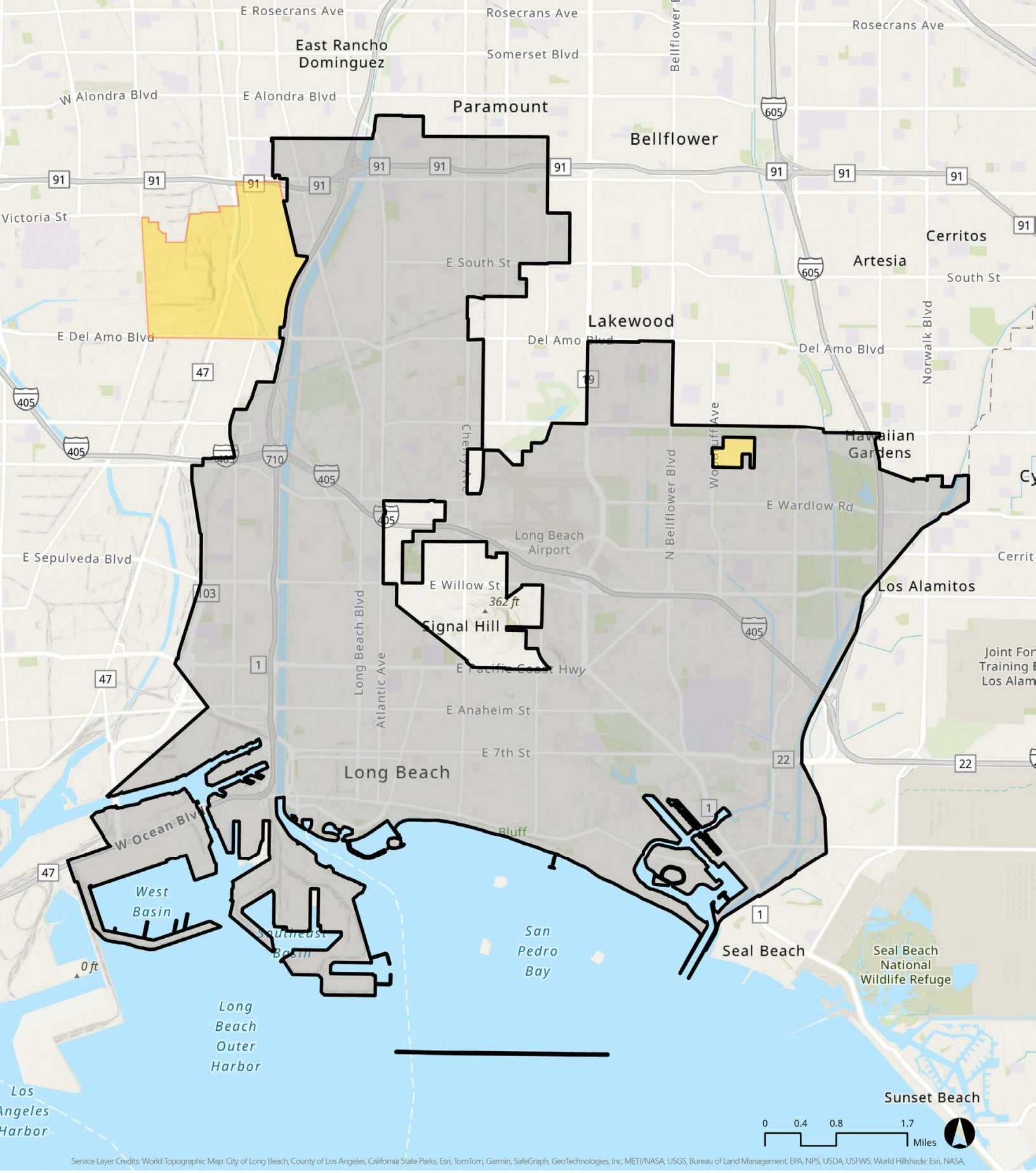
■ Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

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

Data Source: California Protected Areas Database (CPAD), 2025, Multiple Sources; California Conservation Easement Database (CCED), 2025, Multiple Sources; Ventura Save Open Space and Agricultural Lands (SOAR), 2020, Ventura County Planning Division; Natural Community and Habitat Conservation Plans (NCCP/HCP) Reserve Designs, Various Years, Multiple Agencies; Military Installations, Ranges, and Training Areas (MIRTA), 2025, U.S. Department of Defense; Tribal Lands, 2025, U.S. Census Bureau

Data Updated: 2025 | Map Created: 3/19/2026

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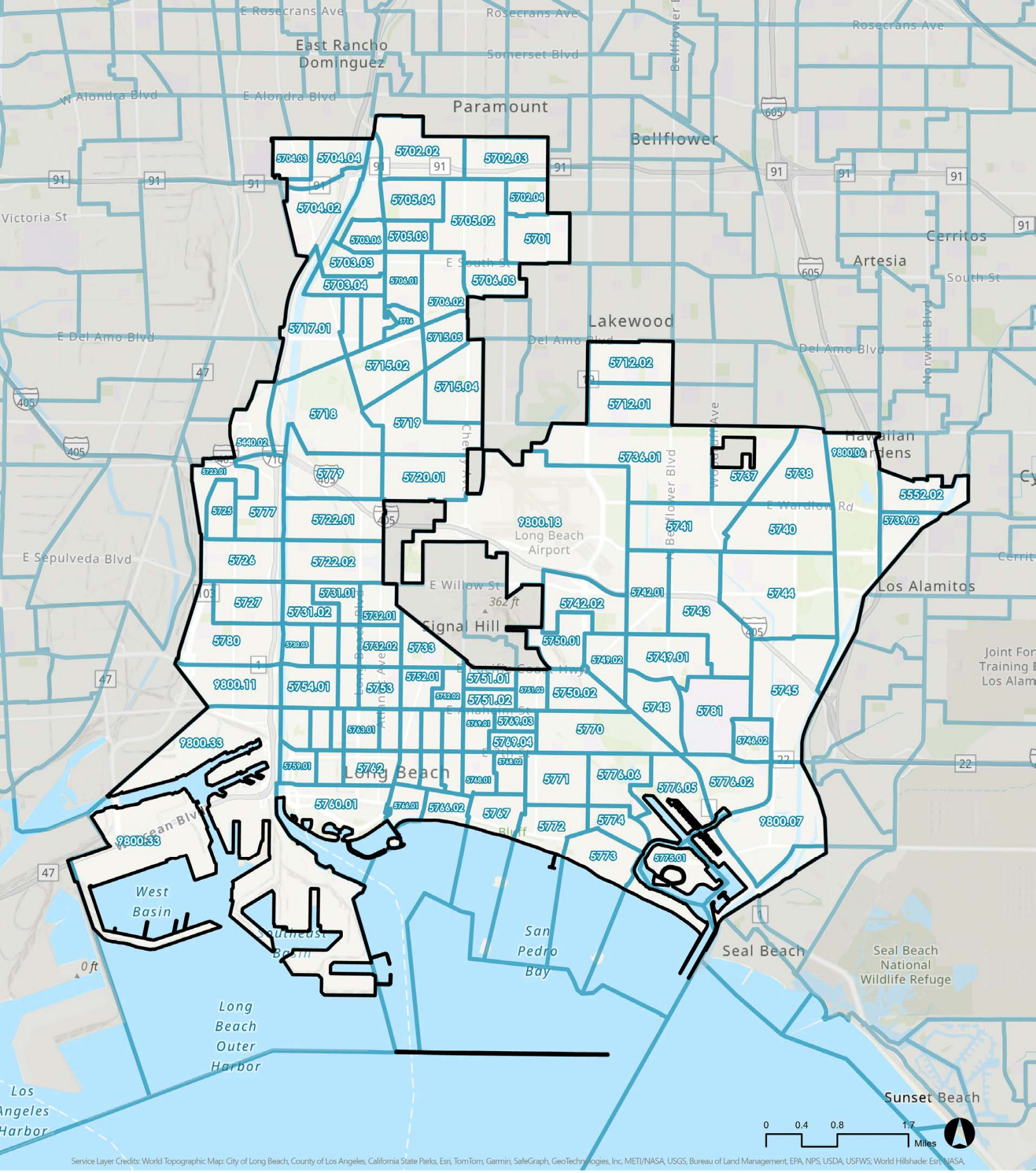


## 2024 City Boundary and Sphere of Influence for City of Long Beach

City Boundary
  Sphere of Influence

Data Source: Los Angeles County LAFCO | Data Version: 2024 | Map Created: 3/12/2026

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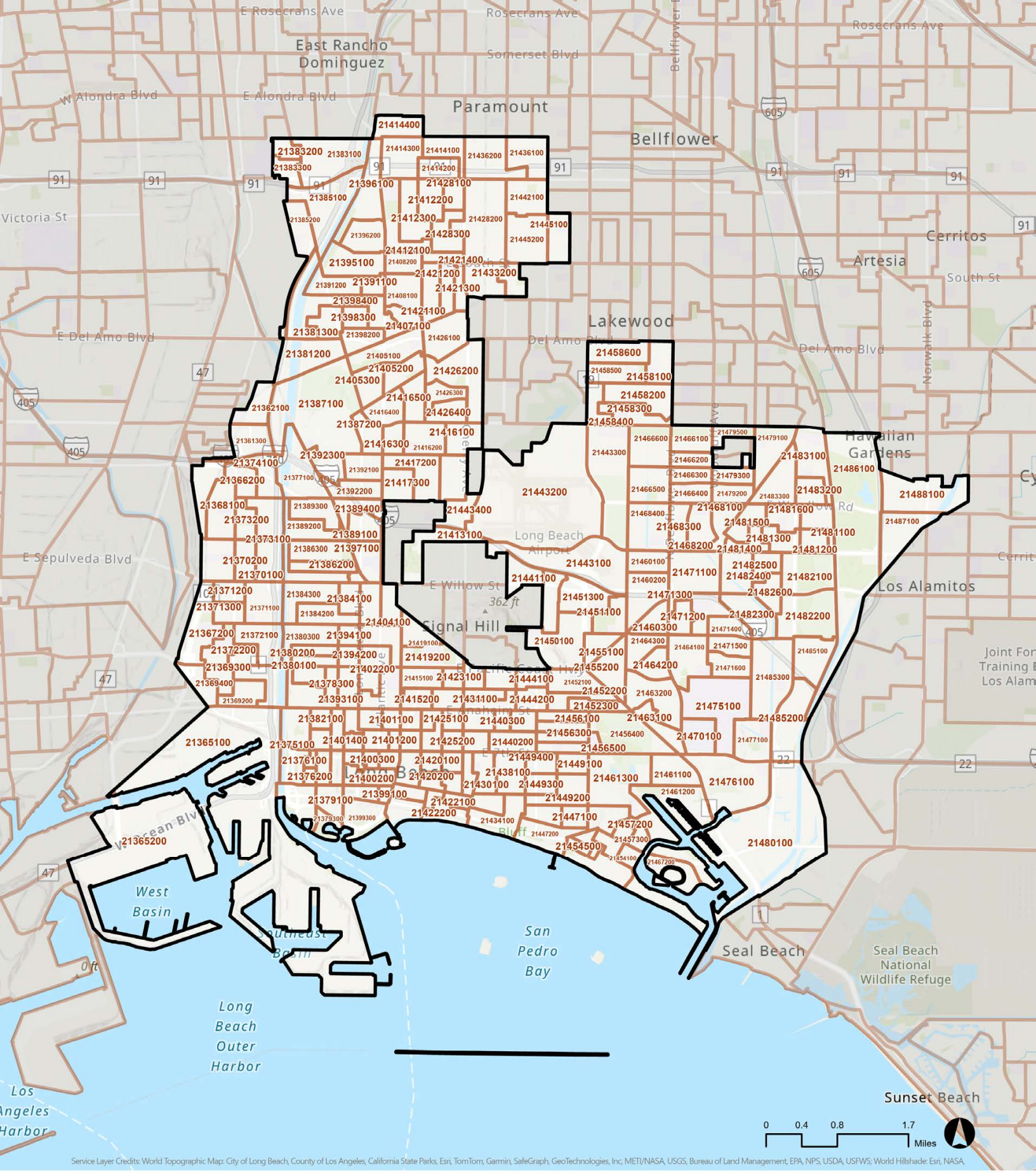


## 2024 Census Tracts in City of Long Beach

- City Boundary
- 2024 Census Tracts

Data Source: US Census, TIGER/Line® Shapefiles, 2024 | Map Created: 3/12/2026

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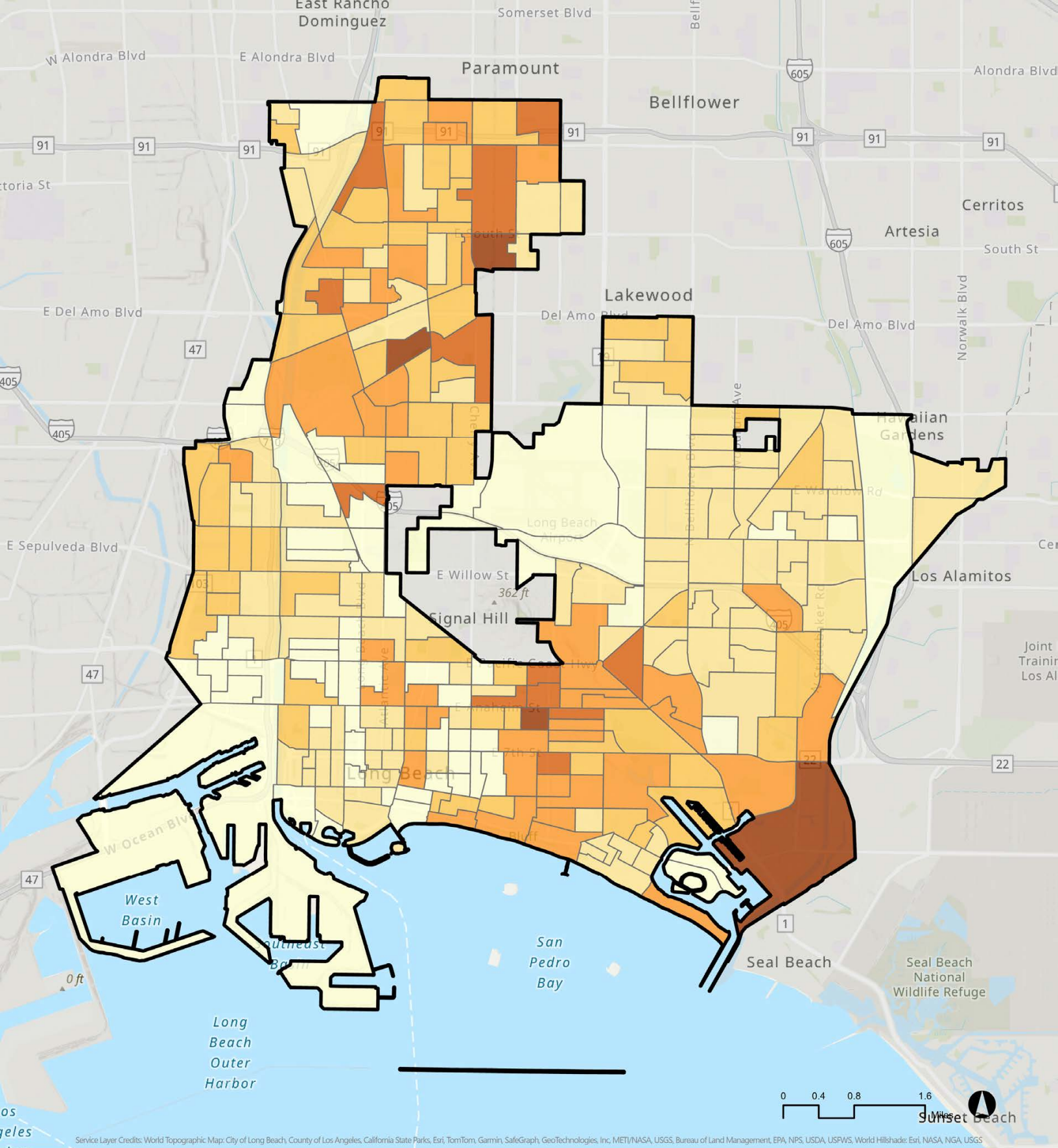


## Transportation Analysis Zones (TAZ) Tier2 in City of Long Beach

- City Boundary
- Transportation Analysis Zones (TAZ) Tier2 Boundary

Data Source: SCAG | Data Updated: 2021 | Map Created: 3/12/2026

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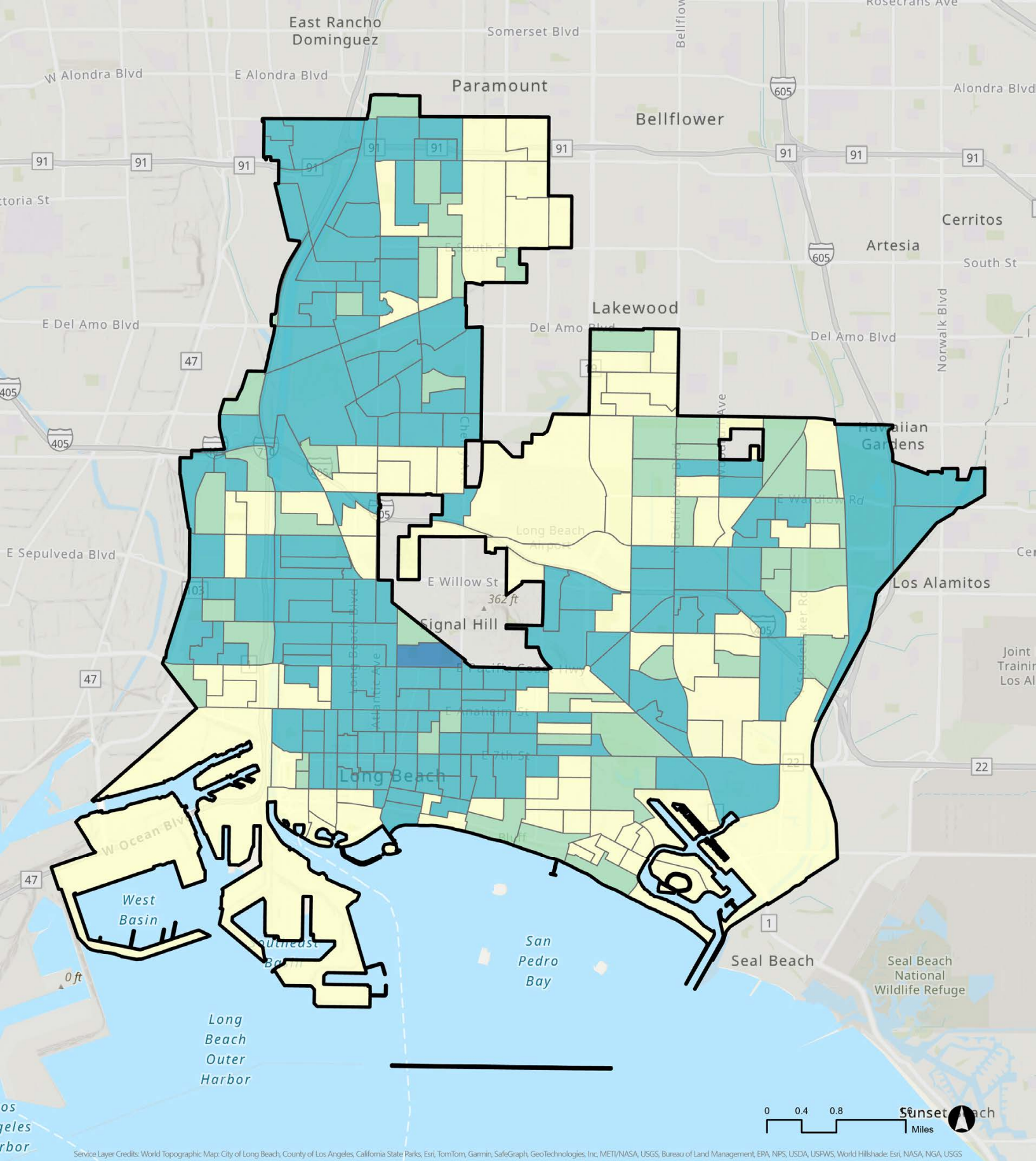


## TAZ-Level Household Growth in the City of Long Beach (2024-2050, Tier 2 City-Split TAZ)



Data Source: SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/20/2026

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## TAZ-Level Employment Growth in the City of Long Beach (2024-2050, Tier 2 City-Split TAZ)

City Boundary
  Less than 0
  Equal to 0
  > 0 - 25
  > 25 - 100
  Greater than 100

Data Source: SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/20/2026

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