



Connect SoCal 2050

Local Data Exchange
Data/Map Book

Unincorporated Area of Riverside County

RESEARCH + RESOURCES + DATA

PRELIMINARY | APRIL 2026



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Introduction

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.

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.

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
Deadline for local jurisdictions to provide feedback for inclusion in draft Connect SoCal 2050 development.	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.

6th 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.¹

¹ 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

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)

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)

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

GRRR 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)

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)

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 6th 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 6th 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

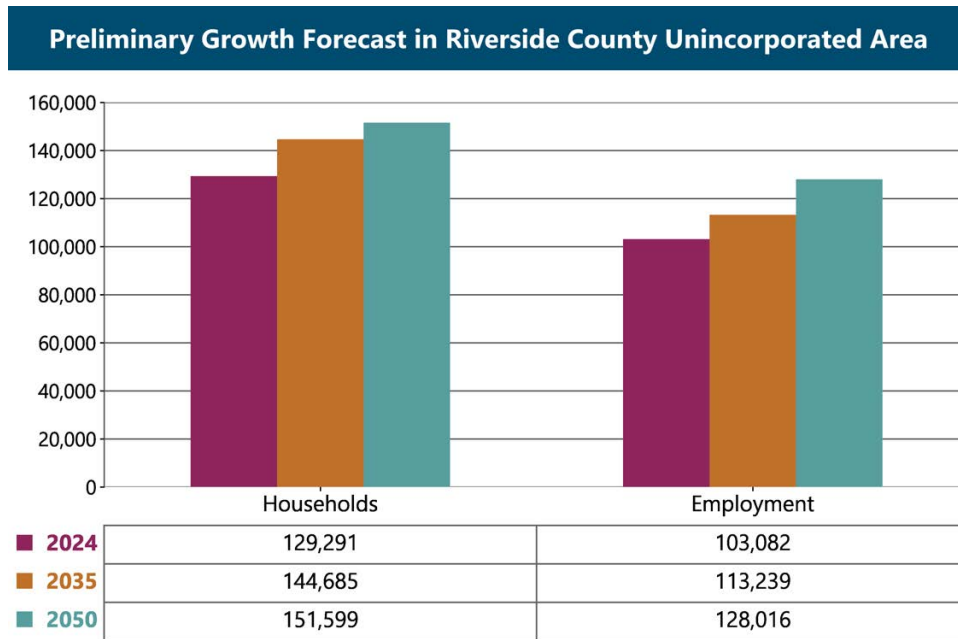


The forecast of total employment at the jurisdiction and TAZ levels integrates the demographic and economic forecast with locally reviewed job growth from the last plan and updated land use and employment data across 20 industry sectors. Base year data come from the state Employment Development Department (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

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43120100	0	0	0	0	0	0
43120200	0	0	0	24	24	47
43124100	0	0	0	0	0	0
43132100	0	0	0	0	0	0
43144300	0	0	0	0	0	0
43146200	25	25	25	12	12	12
43147100	0	0	0	0	2	20
43147200	623	629	629	184	261	271
43148100	0	0	0	0	8	19
43148300	0	0	0	0	0	0
43148600	0	0	0	0	0	0
43149100	89	96	96	3	4	4
43150100	8	8	8	0	0	1
43156100	0	0	0	0	2	8
43156200	147	147	147	177	188	205
43170100	0	0	0	0	0	0
43179100	102	102	102	38	38	38
43181300	872	872	872	248	369	397
43183100	223	223	223	139	145	156
43183200	694	694	694	261	290	582
43183300	105	105	105	182	185	188
43183400	73	73	73	22	33	56
43183500	291	296	296	54	62	70
43184100	861	877	877	549	793	825
43187100	1,065	1,084	1,084	879	1,107	1,127
43187200	0	0	0	130	135	141
43188100	78	98	98	222	249	315
43188200	1,737	1,750	1,750	1,781	1,802	1,835
43188300	2,451	2,491	2,491	963	980	1,006
43188400	150	150	150	2,378	2,435	2,593

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43188500	0	0	0	383	429	523
43188600	536	543	552	131	144	182
43188700	1,127	1,209	1,211	410	440	482
43189100	5	5	5	26	37	62
43189200	1	1	1	94	108	211
43189300	54	54	54	5	5	5
43192200	0	0	0	0	0	1
43195300	0	0	0	0	0	0
43199100	528	529	529	105	108	114
43199200	1,570	1,576	1,580	356	363	374
43199300	1,440	1,445	1,445	255	268	285
43199400	763	763	763	141	142	144
43201200	182	182	182	12	31	57
43210100	0	0	0	0	0	0
43216100	220	220	220	289	300	340
43216200	350	356	356	64	72	84
43216300	272	276	276	17	18	19
43216400	121	125	125	605	605	607
43220100	9	9	9	90	90	109
43220200	1,623	1,677	1,680	315	334	362
43221100	0	0	0	0	0	0
43226100	796	882	882	1,312	1,328	1,356
43226200	141	141	141	61	61	63
43226300	13	13	13	0	0	1
43226400	330	333	333	92	92	93
43226500	87	87	87	5	17	42
43229100	0	0	0	0	0	0
43232100	581	583	583	345	424	434
43232200	150	150	150	389	509	528
43232300	316	316	316	573	769	772

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43237100	1,014	1,015	1,015	304	314	329
43237200	376	386	386	131	145	162
43237300	204	204	204	53	59	67
43242200	547	556	556	600	803	852
43242400	154	154	154	32	36	42
43244100	273	278	278	261	276	293
43244200	10	10	10	0	0	0
43247100	467	478	478	292	298	305
43247200	591	591	591	206	213	225
43247300	159	159	159	8	10	13
43249100	8	8	8	12	18	25
43253200	0	0	0	0	0	0
43255300	0	0	0	0	0	0
43255400	185	185	185	15	28	61
43256100	166	167	167	50	54	60
43256200	192	259	259	57	59	61
43256300	309	309	309	122	126	132
43256400	252	264	264	185	189	193
43256500	84	84	84	88	91	94
43256600	92	93	93	9	12	15
43256700	190	192	192	121	124	129
43256800	53	53	53	7	11	16
43256900	223	223	223	76	82	89
43258100	874	874	874	564	584	611
43258200	1,159	1,422	1,422	211	256	313
43258300	862	874	917	151	166	189
43259100	594	693	710	95	95	95
43259200	0	0	0	0	0	0
43260100	2	2	2	0	0	0
43260200	162	162	162	36	44	53

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43261100	182	361	361	4,177	4,784	5,109
43261200	13	39	39	1	10	14
43261300	3	3	3	4,518	5,865	6,329
43262300	1	1	1	0	13	97
43263100	93	93	93	12	14	17
43263200	14	14	14	0	1	6
43265100	0	0	0	1,369	1,456	1,692
43265200	151	151	151	1,247	1,285	1,329
43265300	171	171	171	25	38	52
43265400	135	147	147	14	42	180
43265500	215	219	219	119	132	151
43265600	275	287	287	42	50	59
43265700	194	194	194	240	247	256
43265800	367	371	371	81	93	107
43265900	91	95	95	28	38	49
43267100	0	0	0	0	0	0
43268100	1	1	1	86	108	184
43268200	301	309	309	5,647	7,796	9,588
43269100	99	99	99	50	54	59
43269300	41	41	41	10	11	14
43296100	300	300	300	72	75	79
43296200	0	0	0	0	0	1
43298100	3	3	3	28	41	93
43299100	222	227	227	46	54	63
43299200	101	104	104	1	7	16
43299300	96	99	99	30	38	49
43299400	176	187	187	79	83	88
43299500	79	79	79	314	316	392
43300100	153	163	163	193	215	252
43300200	20	20	20	60	71	83

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43300300	367	375	375	101	111	128
43300400	342	349	349	30	37	46
43301100	338	367	367	65	73	84
43301200	57	57	57	8	11	14
43301300	186	186	186	104	119	139
43301400	221	223	223	52	55	60
43301500	61	61	61	4	9	14
43302100	188	188	188	54	57	63
43302200	444	447	447	113	121	132
43302300	202	202	202	333	375	486
43302500	99	99	99	35	38	40
43302600	602	602	602	109	112	116
43302700	219	241	241	136	143	151
43302800	48	48	48	666	713	807
43302900	148	148	148	50	55	61
43303100	64	64	64	12	15	20
43303200	112	118	118	37	40	44
43303300	43	43	43	3	8	13
43303400	182	199	199	54	57	61
43303500	157	162	162	54	60	66
43304100	30	30	30	7	11	17
43304200	148	159	159	23	27	31
43304300	8	8	8	2	2	3
43304400	59	61	61	15	18	21
43308100	130	130	130	30	30	31
43308200	58	58	58	20	36	61
43312200	15	94	94	2	5	8
43313100	24	24	24	4	7	10
43313400	58	58	58	6	6	6
43313500	65	73	73	14	14	14

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43315100	0	0	0	0	0	0
43328100	0	0	0	0	0	0
43328300	0	0	0	0	0	78
43329100	354	371	371	40	53	69
43329200	11	472	524	1	13	26
43329400	168	178	329	17	20	24
43329500	202	207	207	65	82	102
43331100	0	0	0	87	96	107
43331400	69	236	236	58	86	156
43331700	189	206	206	37	38	41
43331900	0	194	194	0	4	9
43332300	265	280	280	33	39	47
43332400	197	205	205	15	20	26
43332600	73	73	73	32	35	38
43335100	1	1	1	187	187	217
43339100	33	33	38	2	6	13
43339200	7	22	50	236	237	238
43339300	114	117	131	18	31	44
43339400	426	432	432	162	179	198
43339500	22	79	83	100	102	105
43340100	226	237	237	94	100	110
43340200	55	60	60	53	56	61
43340300	384	400	400	46	50	56
43340400	551	582	582	156	174	197
43340500	96	96	96	208	248	300
43340600	142	142	142	36	38	40
43341200	0	0	2	1	1	1
43341400	146	159	159	100	103	126
43341500	135	178	199	13	57	143
43341600	127	199	199	18	44	75

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43341700	1	3	3	13	50	221
43341800	101	383	443	23	35	50
43342100	260	301	313	43	85	149
43342200	569	596	608	15	24	36
43342300	449	460	473	19	29	41
43342500	32	32	32	21	21	21
43342600	457	460	460	220	220	220
43342700	15	16	105	44	79	133
43342800	40	41	41	53	56	60
43342900	15	15	375	12	21	36
43343100	940	961	961	100	129	225
43343200	1,174	1,233	1,233	118	139	166
43344100	7	7	7	0	1	190
43344200	0	0	0	0	0	0
43345100	132	133	133	51	55	61
43345200	128	140	1,045	135	143	151
43345300	222	264	266	145	148	151
43345400	291	298	298	70	79	93
43345500	11	11	11	7	24	38
43345600	0	0	0	81	85	90
43345800	282	335	339	73	78	82
43345900	2	2	2	0	0	0
43346100	131	153	153	55	62	74
43346300	427	438	438	32	51	71
43346400	51	52	52	38	50	64
43347100	21	21	21	1	8	15
43347200	18	18	18	3	5	7
43347500	207	207	207	104	109	132
43347600	78	78	78	34	34	35
43347700	86	88	88	1	2	4

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43348100	22	22	22	13	55	203
43349200	10	13	13	66	67	69
43350200	25	25	25	1	4	7
43362100	8	8	8	0	2	8
43362200	0	0	0	220	232	262
43368200	288	301	301	154	165	177
43370200	315	315	315	0	3	7
43370400	53	61	61	125	129	133
43370500	6	6	6	37	37	38
43370700	0	1	1	0	3	6
43371100	596	604	604	102	109	118
43371200	8	8	8	1	1	1
43372100	264	269	284	72	75	80
43372200	853	866	866	94	97	102
43375100	415	445	445	208	208	209
43375200	750	750	750	407	411	417
43376200	979	1,002	1,002	558	567	581
43377100	130	130	130	13	23	37
43378100	40	40	40	17	22	28
43378300	0	0	0	0	0	0
43379100	687	773	773	82	85	90
43380200	370	371	371	71	85	100
43381100	563	564	564	244	248	254
43381200	770	794	794	405	408	412
43382100	135	141	141	40	53	96
43382200	279	303	303	48	52	57
43382300	112	112	112	12	16	26
43382400	35	36	36	20	24	29
43382500	67	67	67	52	61	70
43382600	116	117	117	34	46	60

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43382700	579	582	582	122	135	167
43382800	3	3	3	0	0	0
43383100	83	83	83	28	38	49
43383200	223	238	238	35	39	44
43383300	431	457	457	44	46	51
43384100	925	976	976	103	105	109
43385100	237	237	237	69	69	69
43385200	19	19	19	379	379	388
43385300	566	572	572	41	42	45
43385400	631	631	631	48	53	59
43386100	274	276	276	28	30	33
43386200	769	775	776	250	257	272
43386300	511	516	516	112	124	138
43387100	418	433	433	84	95	109
43387200	365	365	365	62	81	118
43387400	606	606	606	130	138	150
43387500	1,672	1,691	1,693	216	278	363
43388100	38	38	38	19	19	21
43388200	31	31	31	0	0	6
43388300	59	59	59	3	9	17
43388400	129	139	139	18	25	34
43388500	460	462	462	91	95	103
43388600	153	171	171	36	52	73
43388700	137	142	142	32	45	60
43389100	36	36	36	6	6	6
43392100	667	701	701	80	88	100
43392200	1,174	1,174	1,174	148	165	184
43394100	30	30	30	0	0	0
43395100	447	448	448	316	365	429
43395200	17	21	21	3	3	4

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43398100	200	200	200	51	59	68
43398300	277	277	277	168	178	188
43399600	2	3	3	0	4	8
43399700	23	23	23	2	2	3
43400100	88	88	88	100	101	102
43400200	113	113	113	13	14	16
43400300	579	579	579	272	278	290
43400400	37	37	37	19	21	23
43400500	364	371	371	226	228	230
43404300	0	0	0	0	0	0
43408100	116	116	116	254	258	262
43408200	102	102	102	40	44	49
43408300	45	45	45	15	19	24
43408400	24	24	24	15	18	22
43408500	99	99	99	84	125	313
43408600	142	142	142	58	61	66
43408700	33	33	33	2	6	11
43411500	0	0	0	0	0	0
43412100	76	76	76	39	45	51
43418100	14	14	14	1	2	3
43423100	515	515	515	263	263	264
43423500	337	339	339	58	58	58
43423700	210	210	210	19	21	24
43429100	1,883	1,884	1,884	1,603	1,631	1,665
43429300	2,420	2,422	2,422	831	896	1,008
43429400	82	82	82	8	9	12
43429500	493	500	500	3,059	3,170	3,381
43431100	20	20	20	16	19	22
43431200	90	90	90	210	221	260
43431300	0	0	0	4,544	4,544	4,553

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43431500	0	0	0	0	0	0
43432100	0	0	0	79	79	79
43433100	1,276	1,280	1,280	527	531	539
43433200	64	64	64	204	213	227
43433300	2,108	2,122	2,122	176	177	180
43435100	491	491	491	145	151	180
43435200	457	457	457	79	81	85
43435300	514	514	514	92	101	117
43435400	1,150	1,159	1,159	643	664	724
43435500	3,444	3,459	3,461	1,017	1,053	1,102
43435600	5	5	5	822	871	1,109
43436100	1,644	1,644	1,644	477	486	501
43436300	355	355	355	54	58	63
43436800	105	105	105	6	6	6
43437100	13	14	14	101	106	112
43438100	39	39	39	362	368	368
43438200	124	124	124	116	150	200
43438300	14	14	14	135	135	136
43438400	26	26	26	231	232	234
43438500	24	24	24	34	38	43
43439100	159	159	159	319	319	325
43440100	141	141	141	42	47	53
43440200	49	57	57	507	509	509
43440300	70	72	72	130	131	139
43440400	242	245	245	347	346	347
43440500	54	54	54	106	106	107
43440600	268	270	270	259	269	280
43440700	136	140	140	89	95	101
43440800	191	191	191	135	160	189
43441100	189	189	189	89	94	157

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43441200	414	414	414	47	60	82
43442100	303	307	307	50	58	68
43442200	268	271	271	88	90	93
43442300	114	119	119	82	86	92
43442400	30	30	30	1	1	5
43442500	28	28	28	29	32	37
43442600	24	24	24	1	1	4
43443100	712	731	731	243	260	341
43443200	139	139	139	269	283	332
43444100	128	128	128	20	22	25
43445100	115	115	115	28	58	119
43446100	38	38	38	22	23	25
43447100	11	15	15	1	7	13
43447200	5	5	5	0	0	55
43447300	0	0	0	0	3	6
43447400	25	25	25	4	13	27
43449400	0	0	0	0	0	0
43450300	31	31	31	31	57	161
43450400	52	52	52	32	36	41
43450500	264	264	264	73	83	97
43450600	2	2	2	0	0	0
43450700	34	34	34	1	3	6
43450800	123	123	123	9	12	15
43450900	511	511	511	75	76	78
43451100	571	579	579	250	267	290
43451200	24	24	24	0	0	0
43454300	0	0	0	0	11	34
43455300	1,075	1,090	1,090	202	205	213
43455400	10	10	10	1	1	1
43455500	327	332	332	166	171	178

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43456200	0	0	0	0	0	3
43457100	123	156	156	46	46	54
43457200	23	23	23	1	1	1
43457300	0	0	0	0	0	0
43457400	0	0	0	0	8	18
43457500	12	12	12	23	23	23
43458100	15	27	27	21	25	28
43459100	36	36	36	7	12	18
43459200	16	16	16	0	0	0
43459300	2	2	2	1	1	1
43459400	109	118	118	21	21	24
43459500	0	0	0	0	0	0
43459600	1	1	1	0	0	3
43463300	2	2	2	0	11	31
43465100	48	48	48	6	6	20
43465200	0	0	0	6	42	370
43465300	0	0	0	0	0	0
43465400	252	252	252	989	989	1,003
43465500	57	57	57	2,601	2,619	2,780
43465600	0	0	0	2,539	2,539	2,557
43465700	32	32	32	0	4	25
43465900	16	16	16	0	0	5
43466100	365	365	365	185	187	209
43466200	63	65	65	24	40	70
43466300	437	437	437	249	300	371
43466500	6	6	6	0	0	0
43467100	374	374	374	167	174	194
43467200	765	811	811	86	89	100
43468100	1,892	2,712	2,712	1,297	1,363	1,540
43468200	4	6	6	0	0	12

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43468300	32	48	48	0	1	7
43468400	20	20	20	0	0	32
43468500	30	30	30	29	29	38
43468600	0	0	0	0	0	5
43468700	2	2	2	0	0	0
43469100	783	823	823	143	170	218
43469200	311	324	324	197	201	215
43470100	686	724	724	66	80	99
43470200	327	330	330	287	292	346
43470300	250	269	269	16	20	26
43470400	345	378	378	31	31	36
43471100	0	0	0	0	0	0
43471200	357	400	400	69	75	103
43471300	0	0	0	0	0	0
43471400	21	32	69	12	12	12
43472100	0	0	0	9	9	9
43472200	10	12	12	0	0	0
43472300	111	137	186	76	84	106
43473200	27	27	27	3	3	3
43473400	417	423	427	55	59	65
43474100	0	0	0	0	0	13
43474200	0	0	0	0	0	0
43474300	24	32	122	5	11	17
43474400	11	3,033	3,033	0	3	8
43474600	104	105	105	1	4	9
43474700	0	21	1,438	0	10	27
43474800	3	3	3	14	33	85
43474900	0	0	0	0	8	19
43475100	89	96	96	7	7	15
43475200	0	0	0	0	0	0

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43475300	9	9	9	0	0	0
43476100	2	2	2	0	0	0
43481100	168	168	168	14	20	25
43481200	203	272	335	140	148	158
43486100	750	864	864	234	235	239
43486300	26	40	40	20	20	20
43487100	0	0	0	0	0	0
43488600	111	114	114	7	13	20
43500100	0	0	0	0	0	0
43501300	602	602	602	145	148	151
43501400	1,021	1,070	1,070	248	256	265
43501600	29	39	39	5	5	7
43505100	29	29	29	181	184	187
43505200	37	37	37	10	12	16
43505300	0	0	0	20	22	24
43505400	308	325	325	60	64	71
43505500	18	18	18	17	18	18
43505600	124	124	124	5	8	13
43505700	344	475	475	19	24	30
43506200	0	0	0	0	0	0
43512300	0	0	0	0	0	3
43515100	0	1	1	0	1	4
43515200	0	0	0	0	0	2
43515300	0	0	0	90	100	117
43516100	742	955	962	36	57	86
43518100	0	0	0	0	0	10
43518200	74	81	81	12	12	12
43525100	549	952	1,253	349	359	396
43525200	50	70	70	69	70	71
43525300	66	66	66	70	72	75

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43525400	659	1,436	1,436	158	173	191
43525500	366	1,253	1,915	142	147	157
43525600	188	269	269	13	13	13
43527100	12	12	12	86	99	151
43527200	988	988	988	3,036	3,043	3,069
43527300	260	261	261	546	565	589
43527400	0	0	0	831	846	864
43527500	1,086	1,092	1,092	218	228	242
43533100	26	26	26	6	6	8
43536100	325	359	359	444	470	561
43536200	0	0	0	1,527	1,545	1,585
43537100	141	179	179	12	18	24
43539100	0	0	0	0	0	0
43546100	1,051	1,328	1,511	33	48	66
43546200	1,229	1,630	1,630	821	829	857
43546300	1,715	2,199	2,426	344	357	373
43548100	817	1,115	1,135	776	825	902
43548200	585	694	696	534	557	584
43549100	406	451	451	307	379	640
43549200	646	672	692	946	964	990
43549300	842	971	1,230	159	167	173
43550100	0	0	0	0	0	0
43555100	221	245	245	403	412	673
43565200	47	55	55	42	44	46
43565300	30	30	30	3	20	40
43565400	15	15	15	94	99	105
43565500	13	13	13	29	40	64
43566100	11	11	11	5	44	115
43566200	340	340	340	300	312	330
43566300	3	111	746	115	132	205

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43566400	16	17	17	45	53	62
43566500	60	61	61	84	84	103
43566600	93	93	93	16	37	63
43566700	13	13	13	97	97	99
43566800	95	95	95	111	121	132
43566900	8	8	8	2	7	12
43567100	291	307	307	441	484	545
43567200	18	24	24	0	2	3
43567300	48	48	48	159	183	215
43567400	17	17	17	46	61	106
43567500	61	63	63	122	139	203
43567600	0	0	0	295	295	309
43567700	73	74	74	73	92	121
43567800	40	40	40	141	147	153
43568100	198	198	198	83	83	103
43571500	0	0	0	0	0	0
43572200	4	4	4	940	940	1,018
43572400	0	0	0	1,280	1,280	1,354
43575100	27	27	27	31	31	32
43575200	253	258	258	888	928	997
43575300	0	0	0	491	506	555
43575400	177	189	189	184	204	230
43577100	321	321	321	4	9	37
43577200	1	2	2	0	7	30
43577300	0	0	0	0	3	13
43577400	328	328	328	26	26	82
43577500	277	277	277	314	328	383
43577600	24	24	24	0	11	65
43577700	12	12	12	311	321	333
43577800	33	93	93	201	211	228

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43577900	60	63	63	54	55	89
43578100	20	22	22	13	20	29
43578200	31	31	31	0	7	18
43578400	272	288	288	313	325	344
43578500	20	20	20	2	14	44
43578600	1	1	1	3	12	27
43578700	88	99	99	90	114	166
43578800	5	5	5	14	20	28
43578900	3	3	3	109	109	118
43579100	173	185	284	74	142	293
43579200	55	57	170	1,206	1,221	1,311
43579300	0	0	0	0	0	1
43580100	0	0	0	0	4	10
43580200	7	7	7	0	38	121
43580300	2	2	2	0	8	20
43580400	177	179	184	56	100	193
43580500	273	308	308	86	90	95
43580600	0	0	0	0	2	45
43580700	1,583	1,602	1,602	835	844	865
43580800	22	22	22	95	108	166
43580900	50	52	52	19	24	29
43581100	16	18	18	230	242	255
43581200	128	183	183	75	88	102
43581300	15	15	15	49	49	75
43581400	11	12	12	37	53	81
43581500	1	1	1	0	7	21
43581600	7	7	7	4	10	17
43581700	87	89	89	193	217	263
43582100	0	0	0	0	0	8
43583100	36	39	39	0	0	6

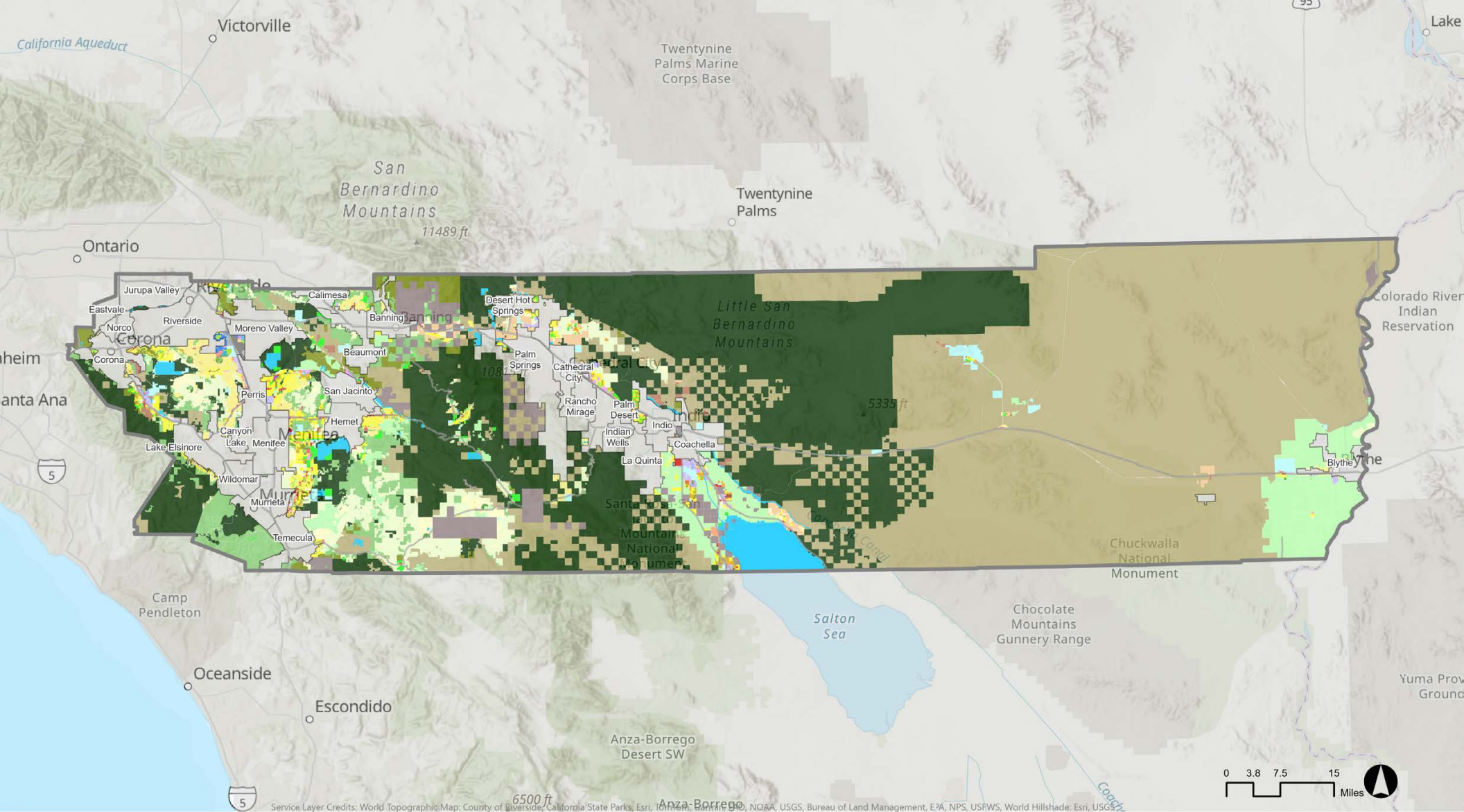
Preliminary Transportation Analysis Zone-Level Growth Forecast (Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43583200	194	228	228	11	15	19
43583400	100	340	342	10	10	49
43585100	179	297	297	132	147	272
43587100	248	356	356	28	45	83
43588100	27	51	51	85	87	114
43590100	2	2	2	0	0	0
43592100	44	52	52	281	298	372
43595100	87	943	943	13	13	32
43596200	310	329	329	40	47	80
43597100	44	44	44	15	49	92
43597300	0	0	0	0	7	17
TOTAL	129,291	144,685	151,599	103,082	113,239	128,016

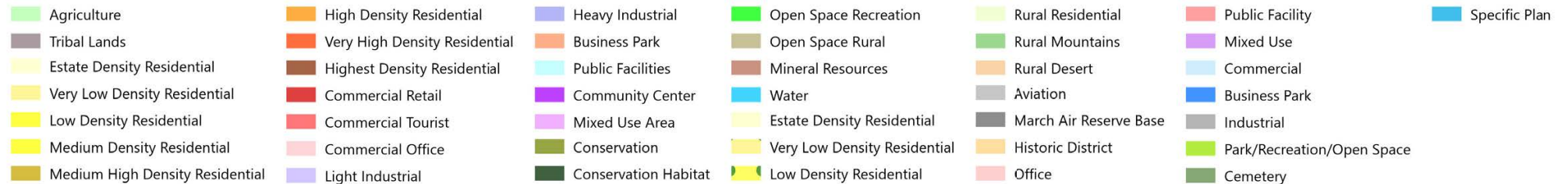
Maps

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

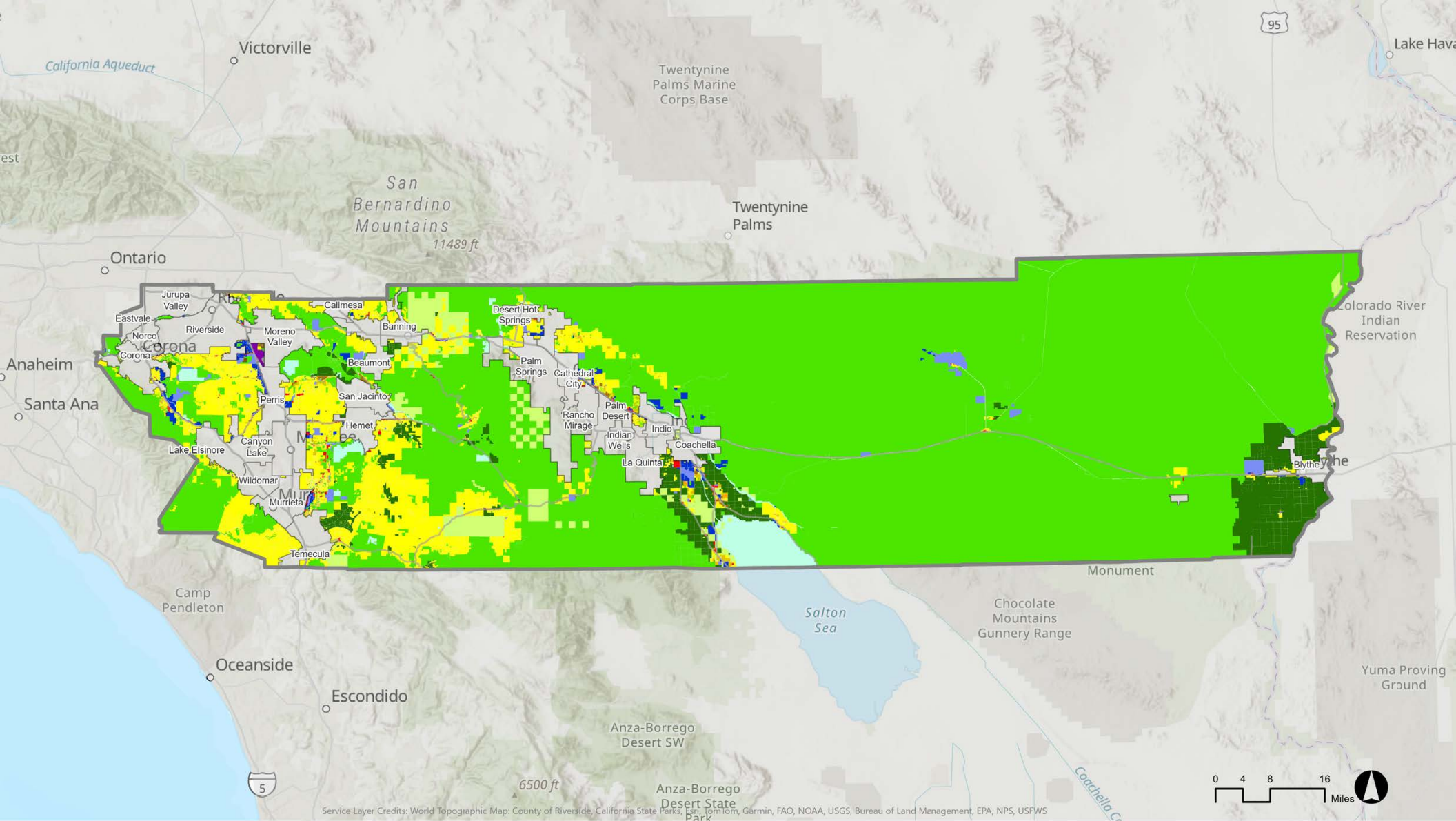


2024 General Plan Land Use in Riverside County Unincorporated Area (Local Jurisdiction's Land Use Designations)



Data Source: County of Riverside, SCAG | Data Updated: 2024 | Map Created: 3/20/2026

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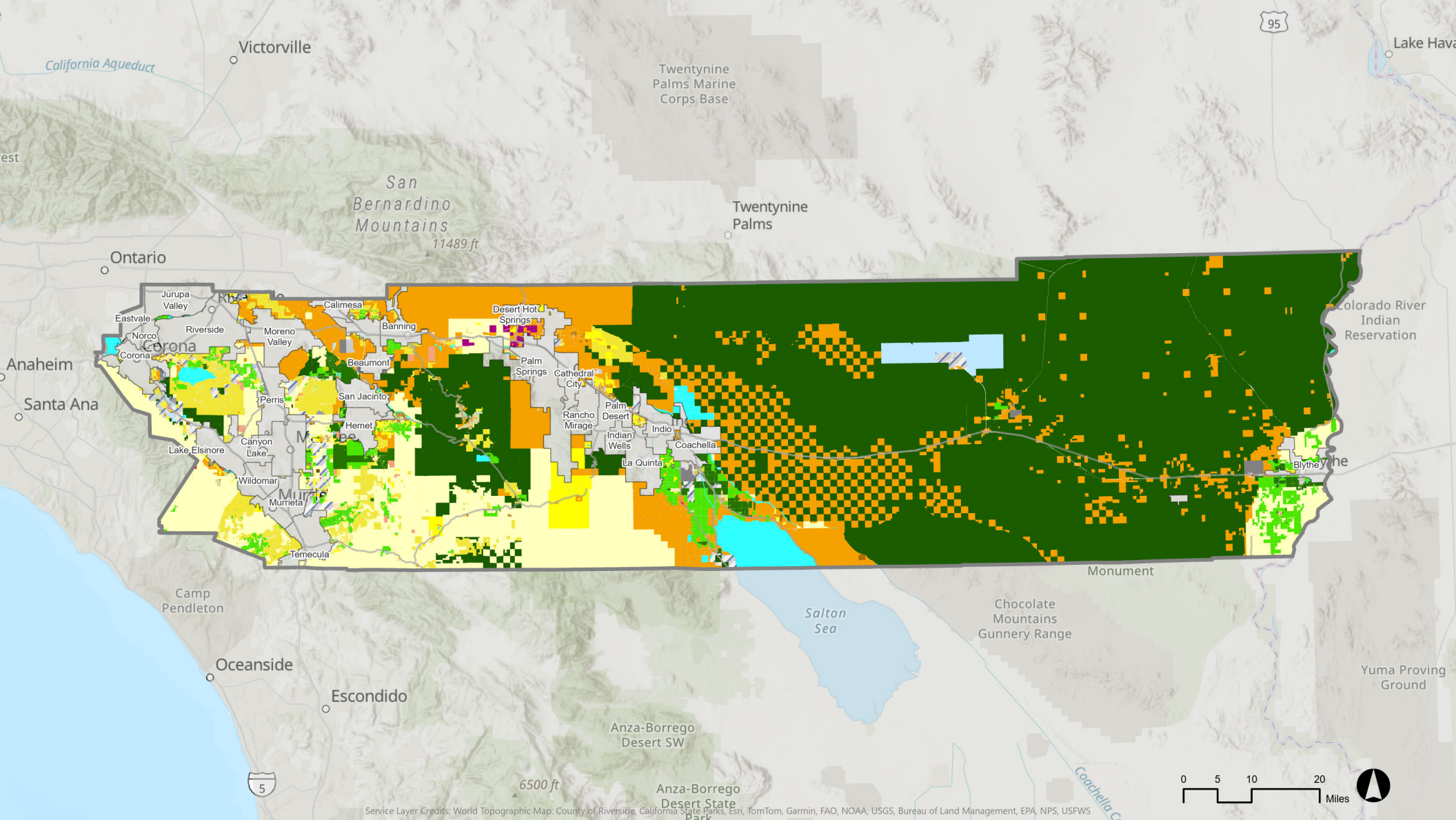
Service Layer Credits: World Topographic Map; County of Riverside; California State Parks; Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS, USFWS

2024 General Plan Land Use in Riverside County Unincorporated Area (SCAG Land Use Codes)

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

Data Source: County of Riverside, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

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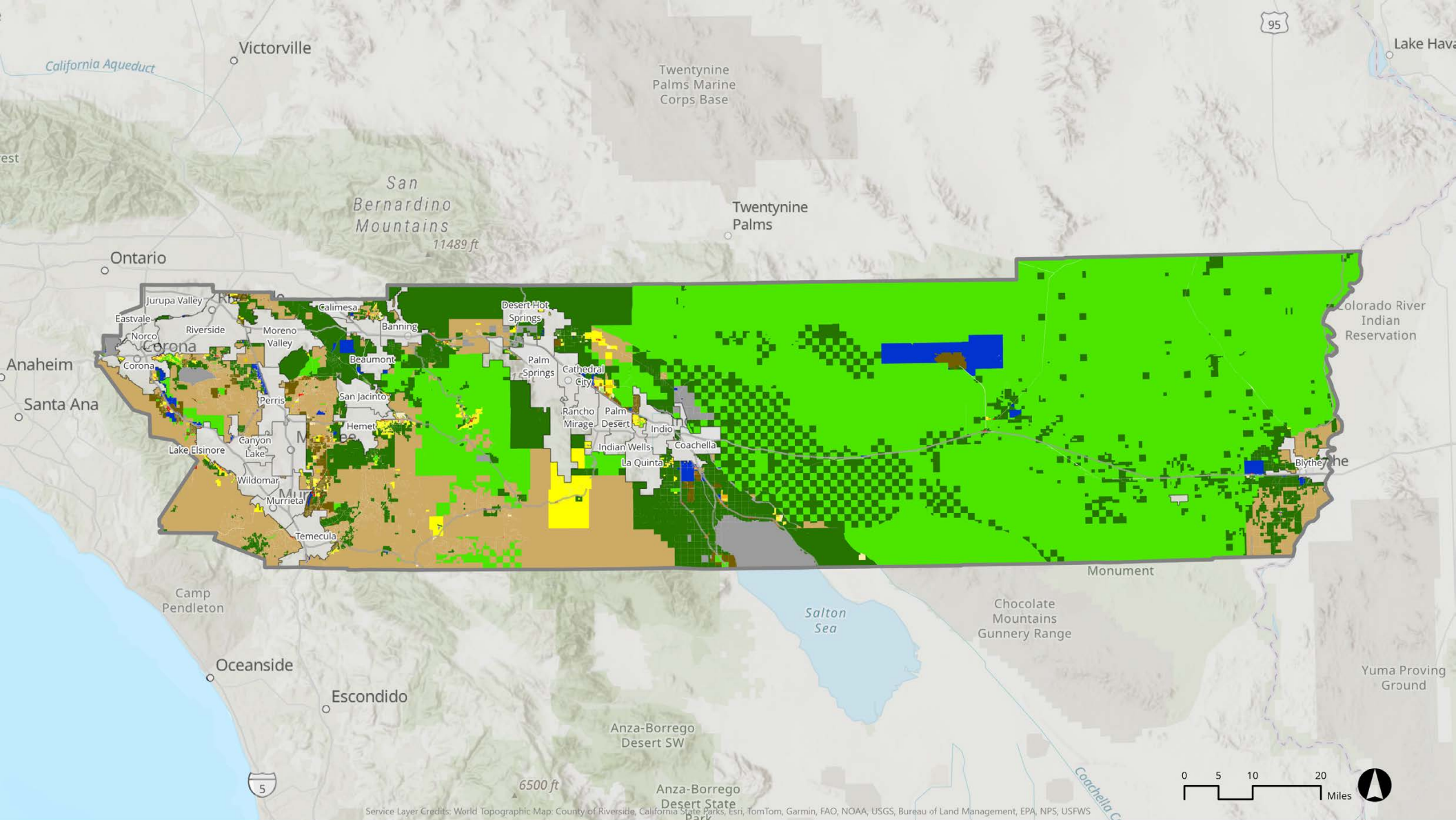


2024 Zoning Codes in Riverside County Unincorporated Area (Local Jurisdiction's Zoning Codes)

- | | | | | |
|--|--|---|---|--|
| ■ Light Agriculture | ■ Citrus/Vineyard | ■ Multiple Family Dwellings | ■ Rural Residential | ■ Wine Country-Winery |
| ■ Heavy Agriculture | ■ Industrial Park | ■ Limited Multiple Family Dwellings | ■ Mobilehome Subdivision-Rural | ■ Wine Country-Residential |
| ■ Agriculture-Dairy | ■ Manufacturing-Heavy | ■ General Residential | ■ Mobilehome Subdivision and Mobilehome Park | ■ Wine Country-Winery Existing |
| ■ Light Agriculture with Poultry | ■ Manufacturing-Medium | ■ Village Tourist Residential | ■ Mixed Use | |
| ■ General Commercial | ■ Mineral Resources | ■ Planned Residential | ■ Specific Plan | |
| ■ Commercial Citrus/Vineyard | ■ Mineral Resources & Related Manufacturing | ■ Open Area Combining Zone-Residential Development | ■ Watercourse, Watershed and Conservation Areas | |
| ■ Commercial Office | ■ Manufacturing-Service Commercial | ■ Residential Incentive | ■ Controlled Development Areas with Mobilehomes | |
| ■ Scenic Highway Commercial | ■ Natural Assets | ■ Highest Density Residential | ■ Controlled Development Areas | |
| ■ Rural Commercial | ■ One-Family Dwellings | ■ Residential Agricultural | ■ Wind Energy Resource Zone | |
| ■ Tourist Commercial | ■ One-Family Dwellings-Mountain Resort | ■ Regulated Development Areas | ■ Wine Country-Equestrian | |

Data Source: County of Riverside, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

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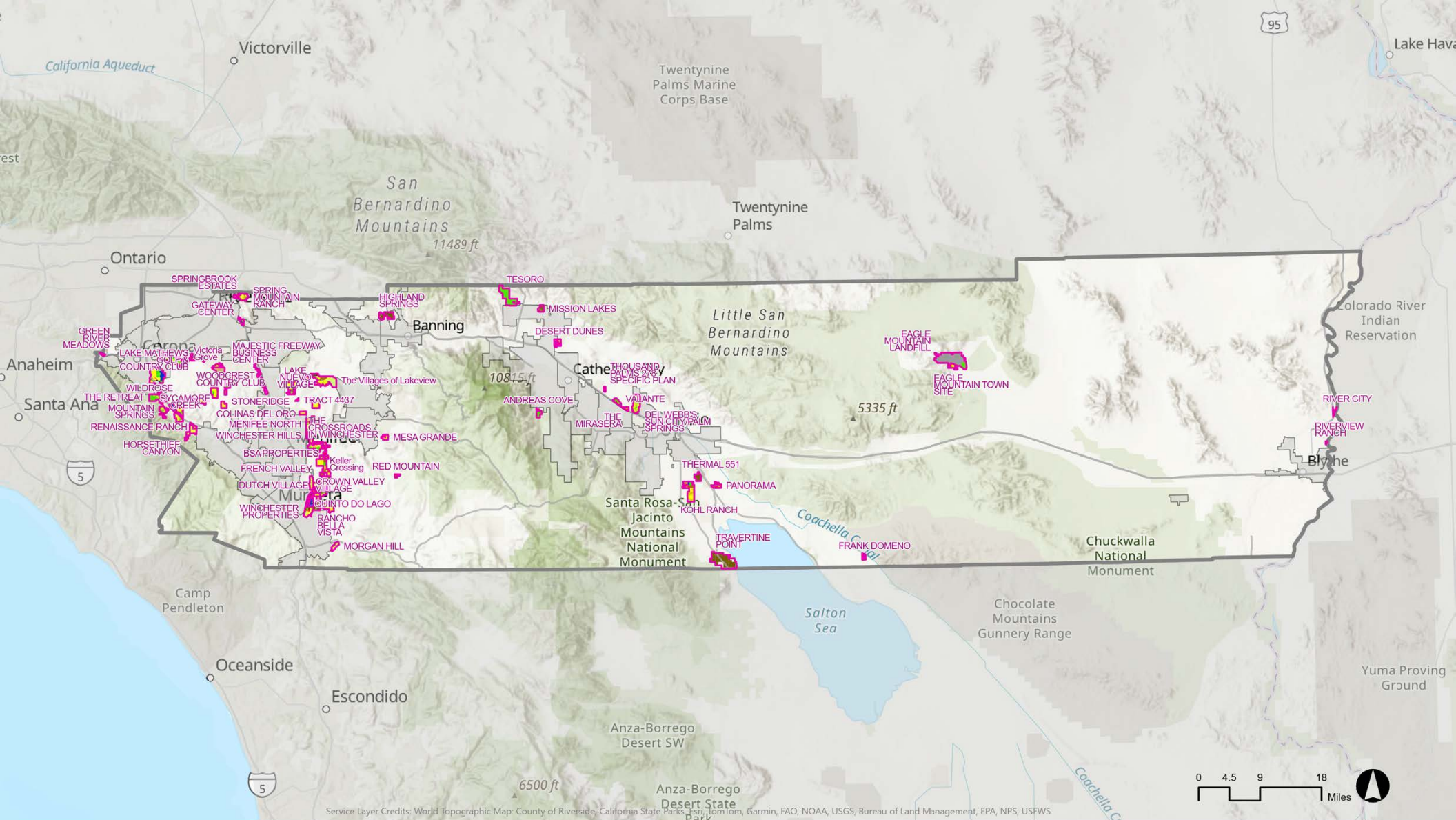


2024 Zoning Codes in Riverside County Unincorporated Area (SCAG Land Use Codes)

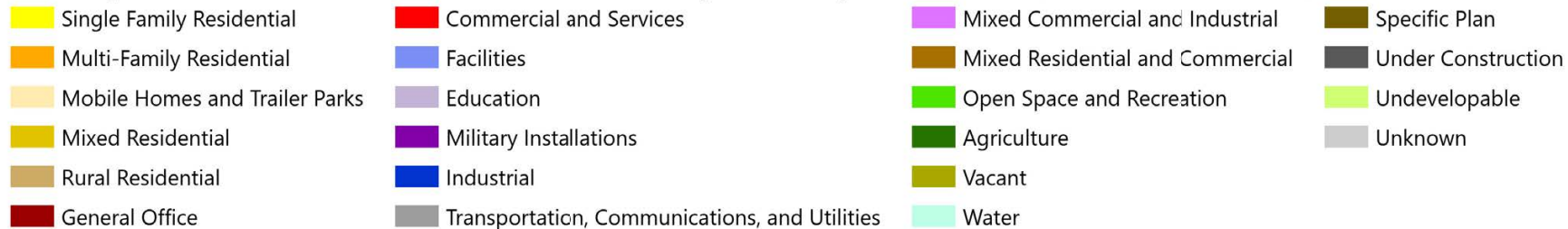
Single Family Residential	Commercial and Services	Mixed Commercial and Industrial	Specific Plan
Multi-Family Residential	Facilities	Mixed Residential and Commercial	Under Construction
Mobile Homes and Trailer Parks	Education	Open Space and Recreation	Undevelopable
Mixed Residential	Military Installations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

Data Source: County of Riverside, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

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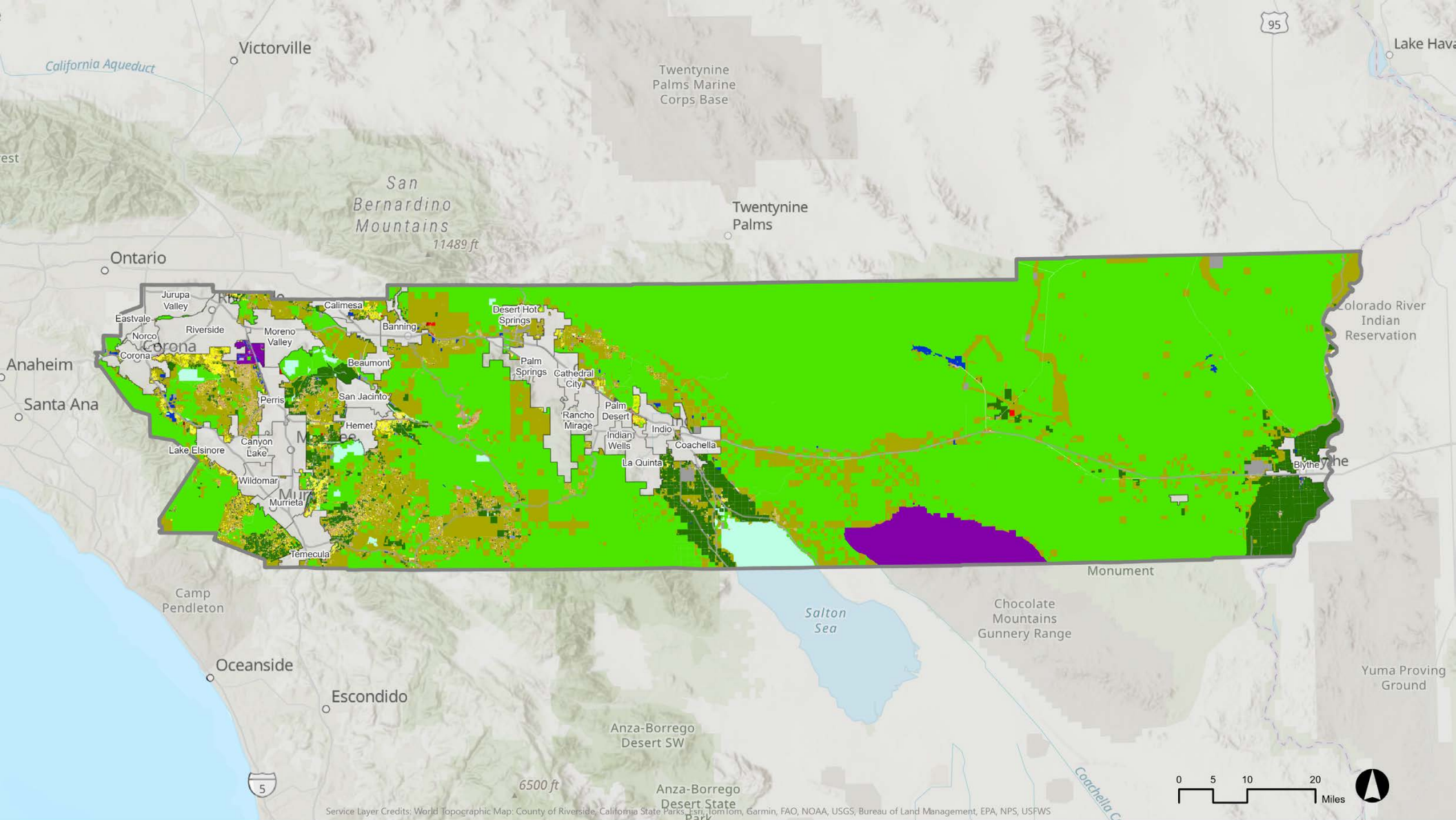


2024 Specific Plan Land Use in Riverside County Unincorporated Area (SCAG Land Use Codes)



Data Source: County of Riverside, SCAG | Data Updated: 2024 | Map Created: 3/23/2026

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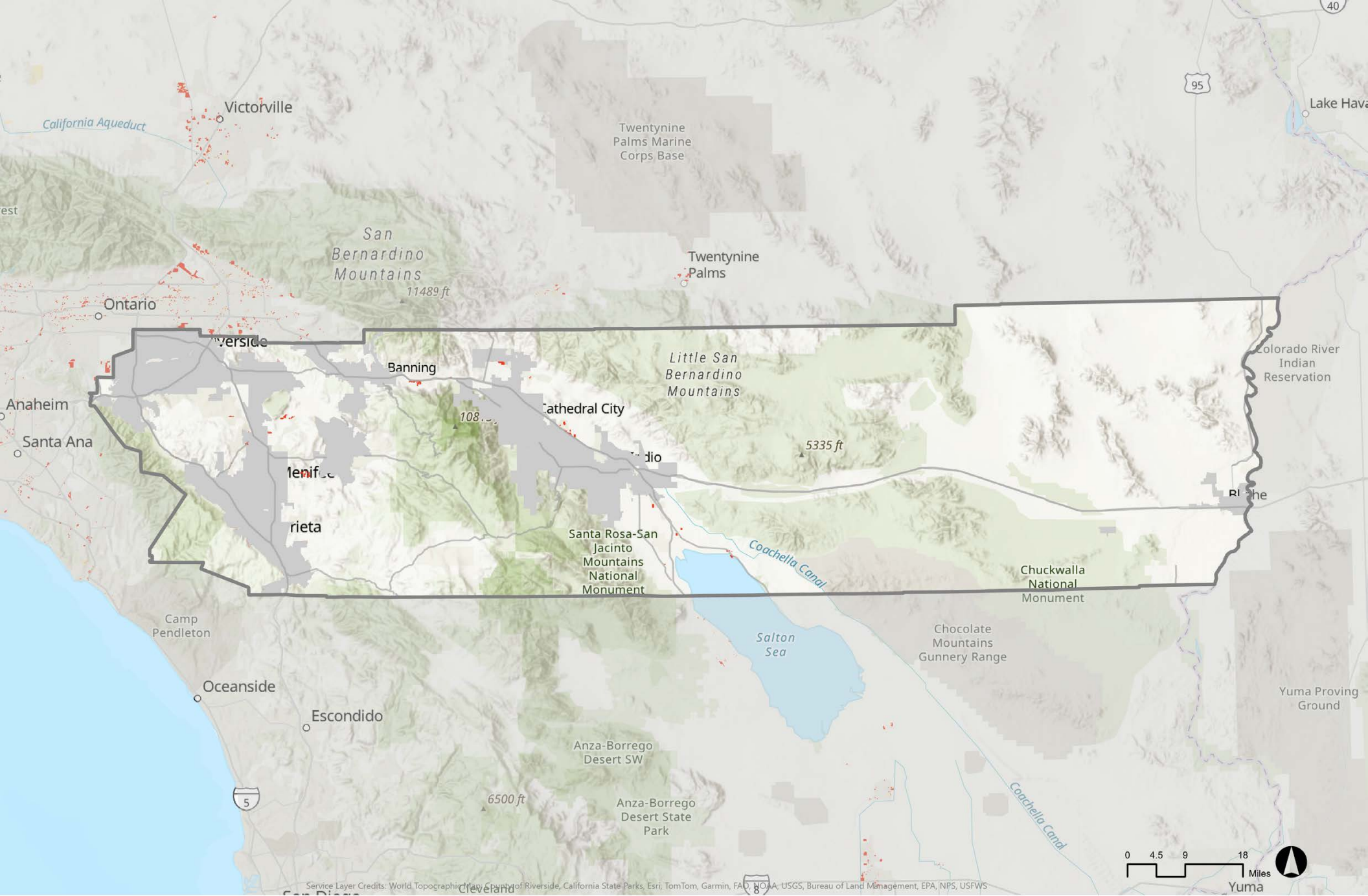
Service Layer Credits: World Topographic Map; County of Riverside; California State Parks; Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS, USFWS

2024 Existing Land Use in Riverside County Unincorporated Area (SCAG Land Use Codes)

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

Data Source: County of Riverside, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

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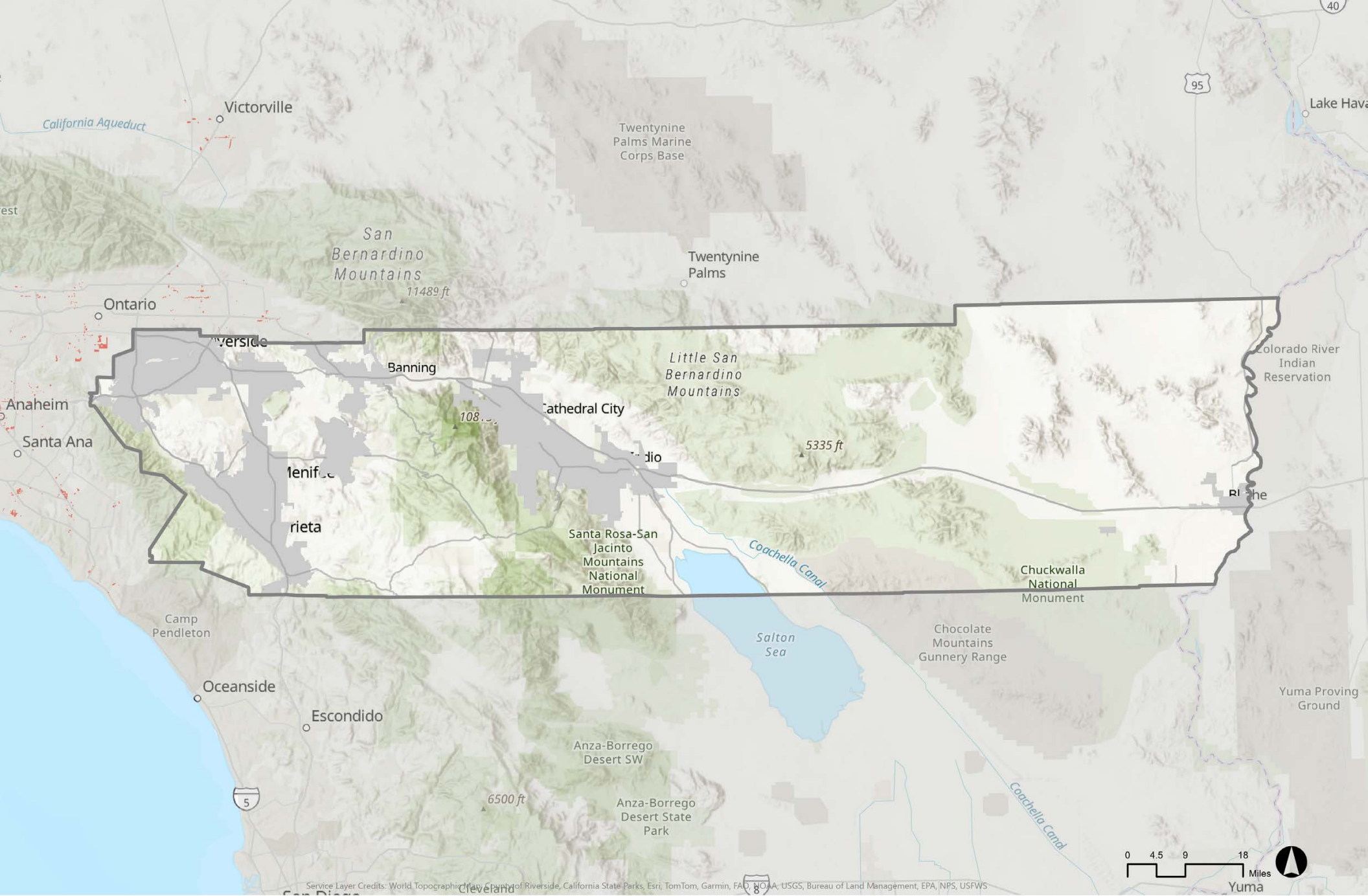


6th Cycle Housing Element Sites in Riverside County Unincorporated Area

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

Data Source: County of Riverside, SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/11/2026

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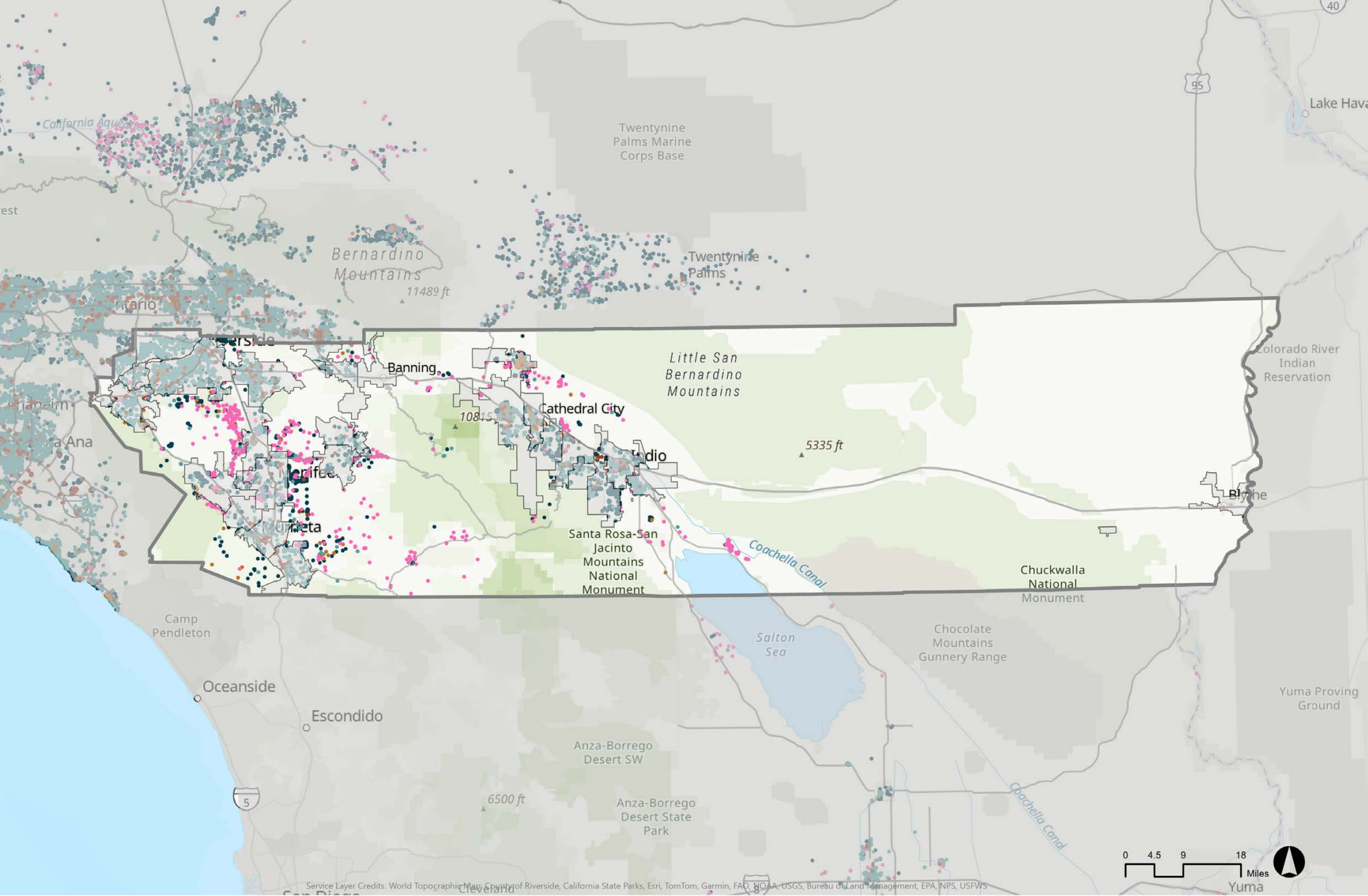


Candidate Sites for Rezoning in Riverside County Unincorporated Area

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

Data Source: County of Riverside, SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/11/2026

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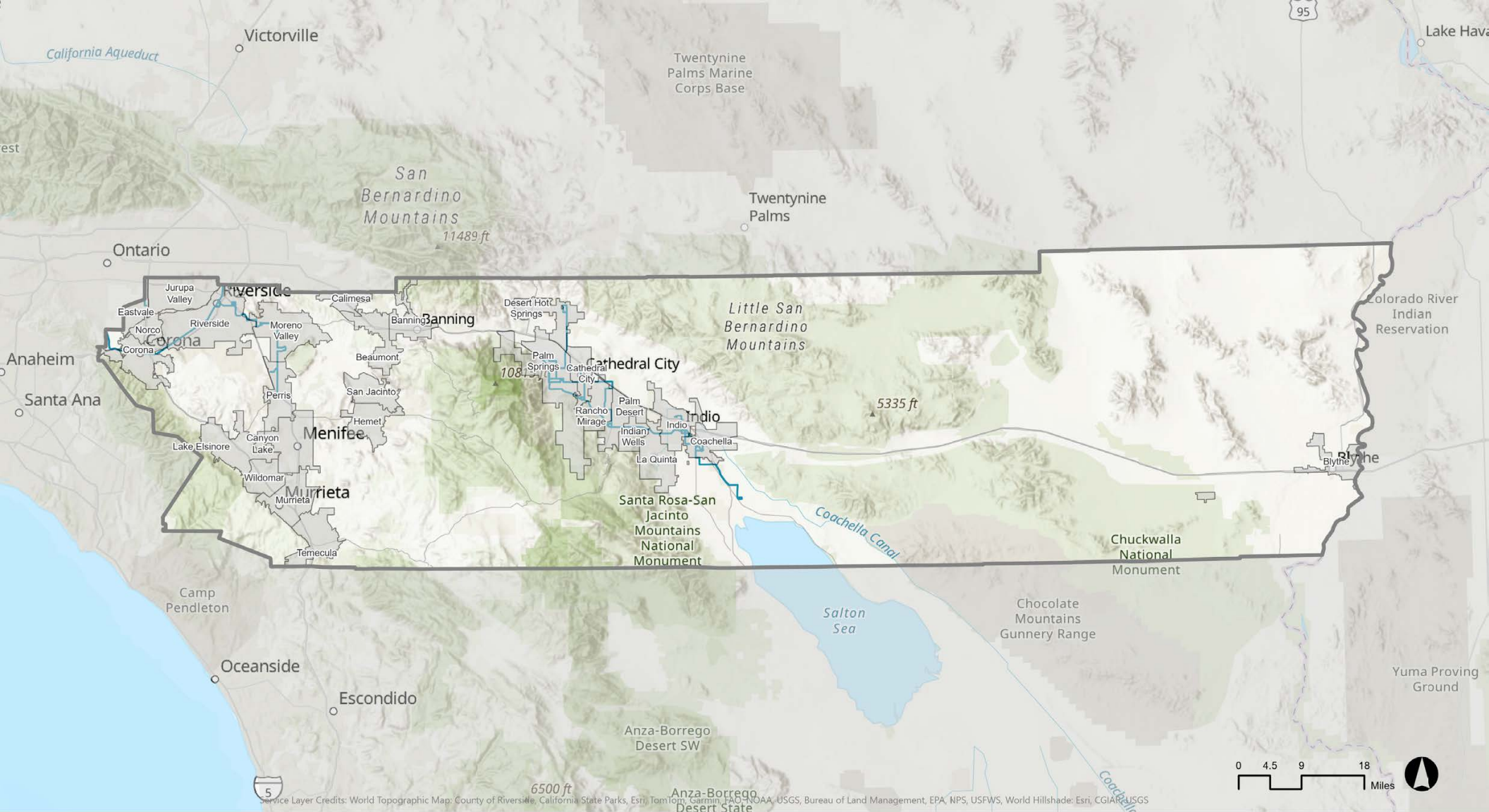


Residential Development in Riverside County Unincorporated Area

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

Data Source: County of Riverside, SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/20/2026

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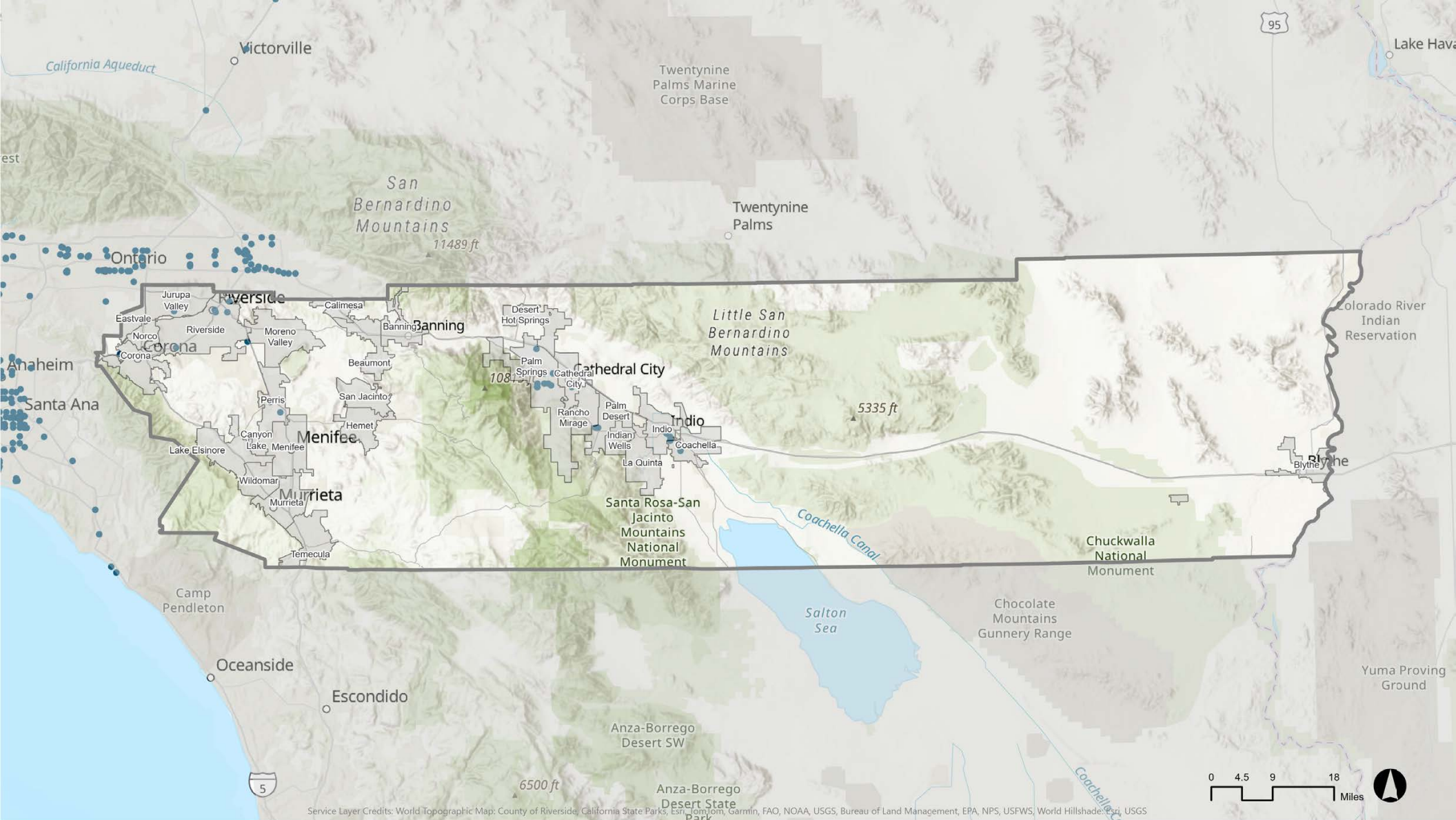
High Quality Transit Corridors in Riverside County Unincorporated Area [Connect SoCal 2024 Plan Year 2050]

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

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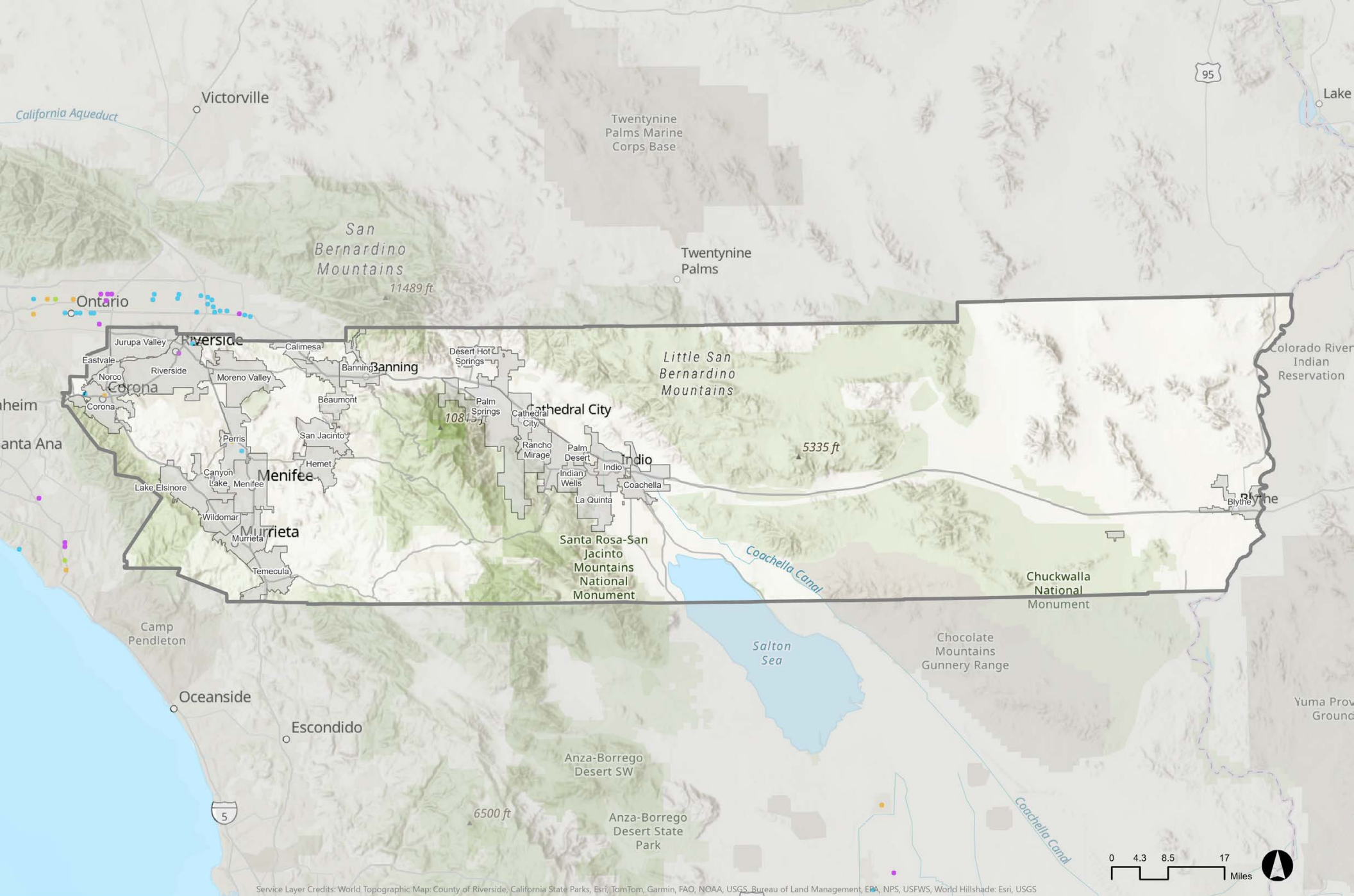
Transit Priority Areas and Major Transit Stops in Riverside County Unincorporated Area [Connect SoCal 2024 Plan Year 2050 (AB 2553 Updated)]

- 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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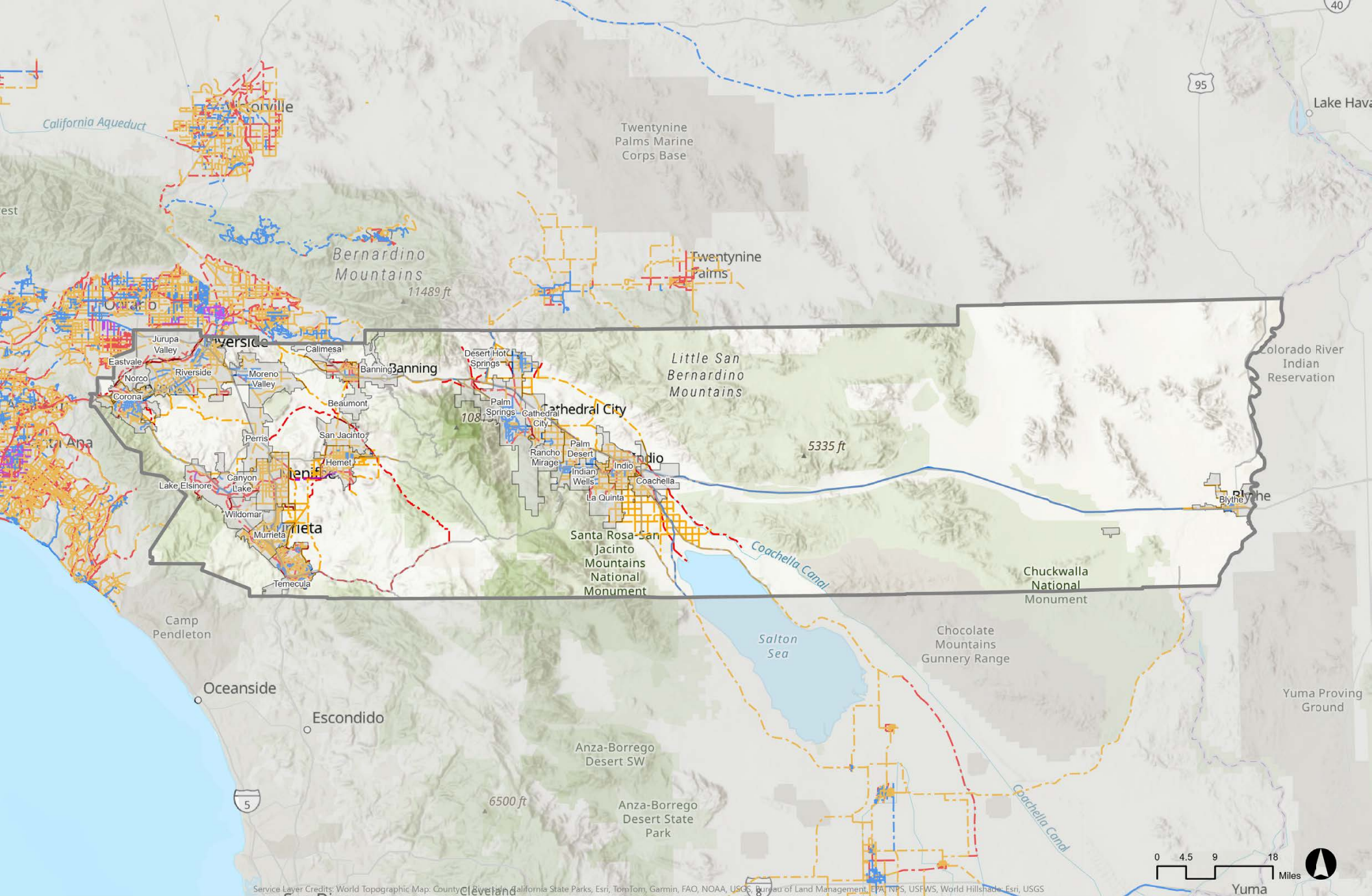


Mobility Hub in Riverside County Unincorporated Area

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

Data Source: SCAG, County of Riverside | 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 Riverside County Unincorporated Area (Existing and Proposed/Planned)

County Boundary

Existing Bikeways

Proposed/Planned Bikeways

City Boundary

Class I

Class II

Class III

Class IV

Class I

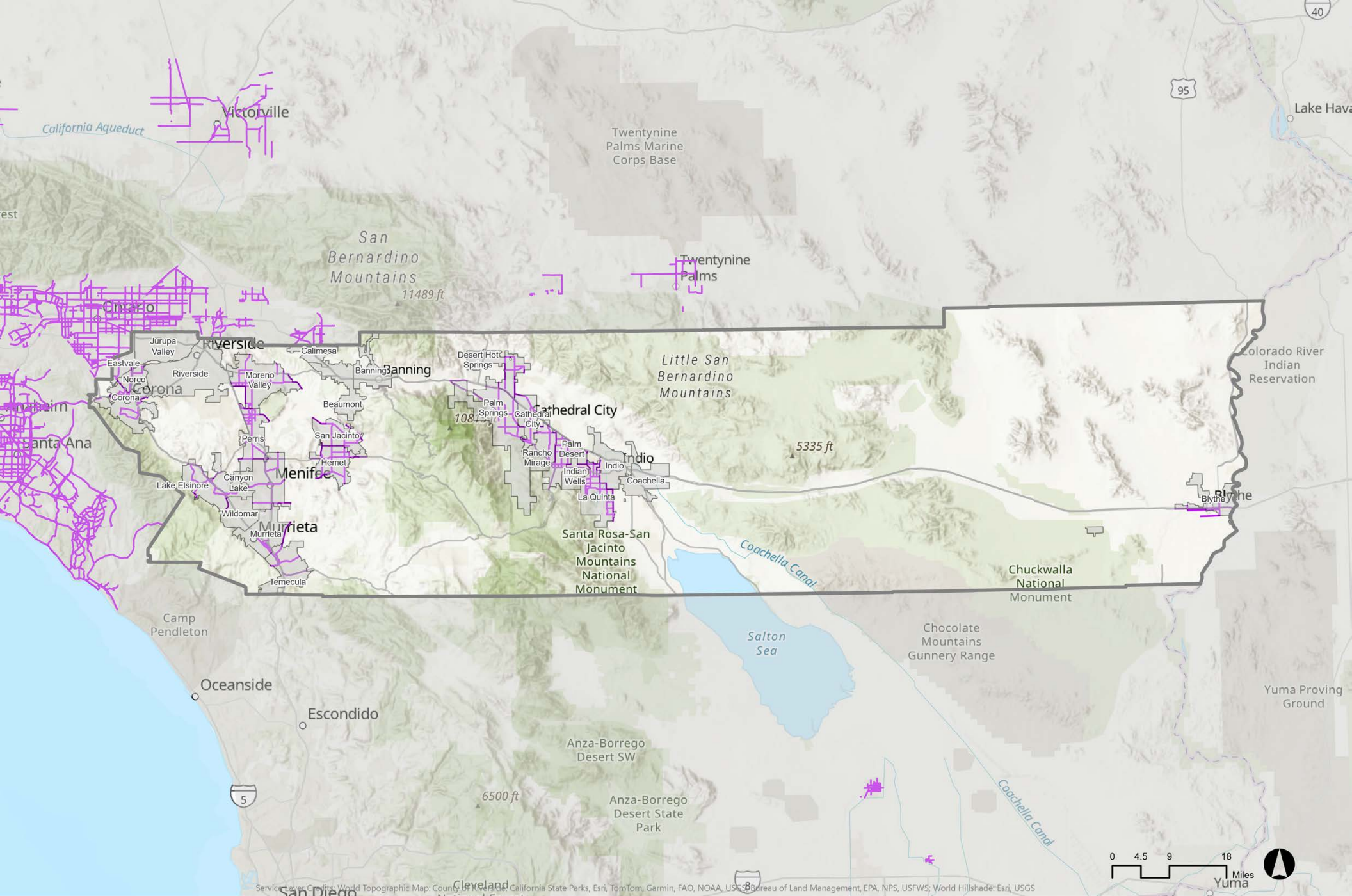
Class II

Class III

Class IV

Data Source: Local Data Exchange (LDX), County Transportation Commissions, Riverside County, 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.

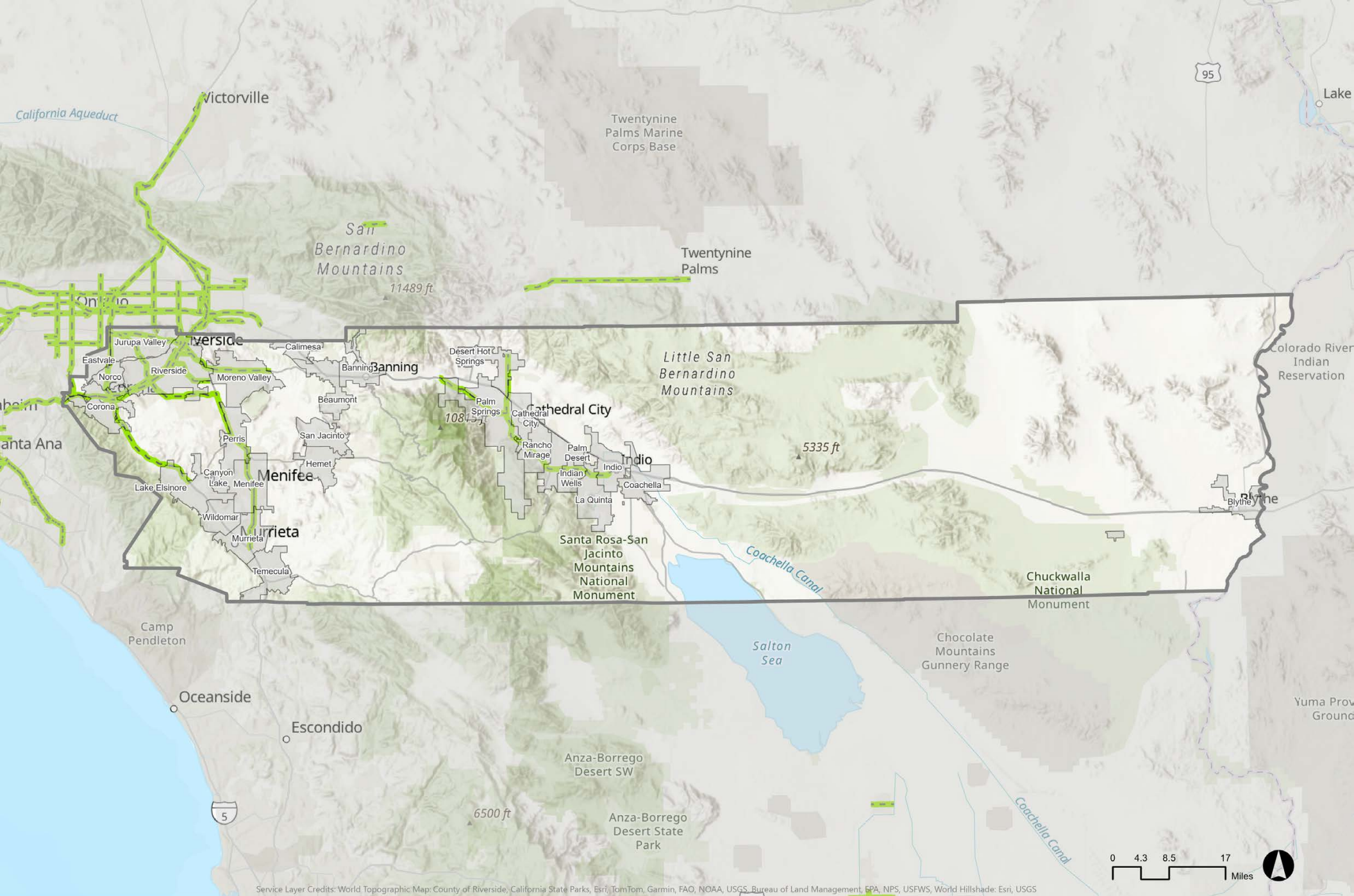


Truck Routes in Riverside County Unincorporated Area

County Boundary
 City Boundary
 ~ Truck Routes

Data Source: SCAG, County of Riverside | Data Updated: 2024 | Map Created: 3/12/2026

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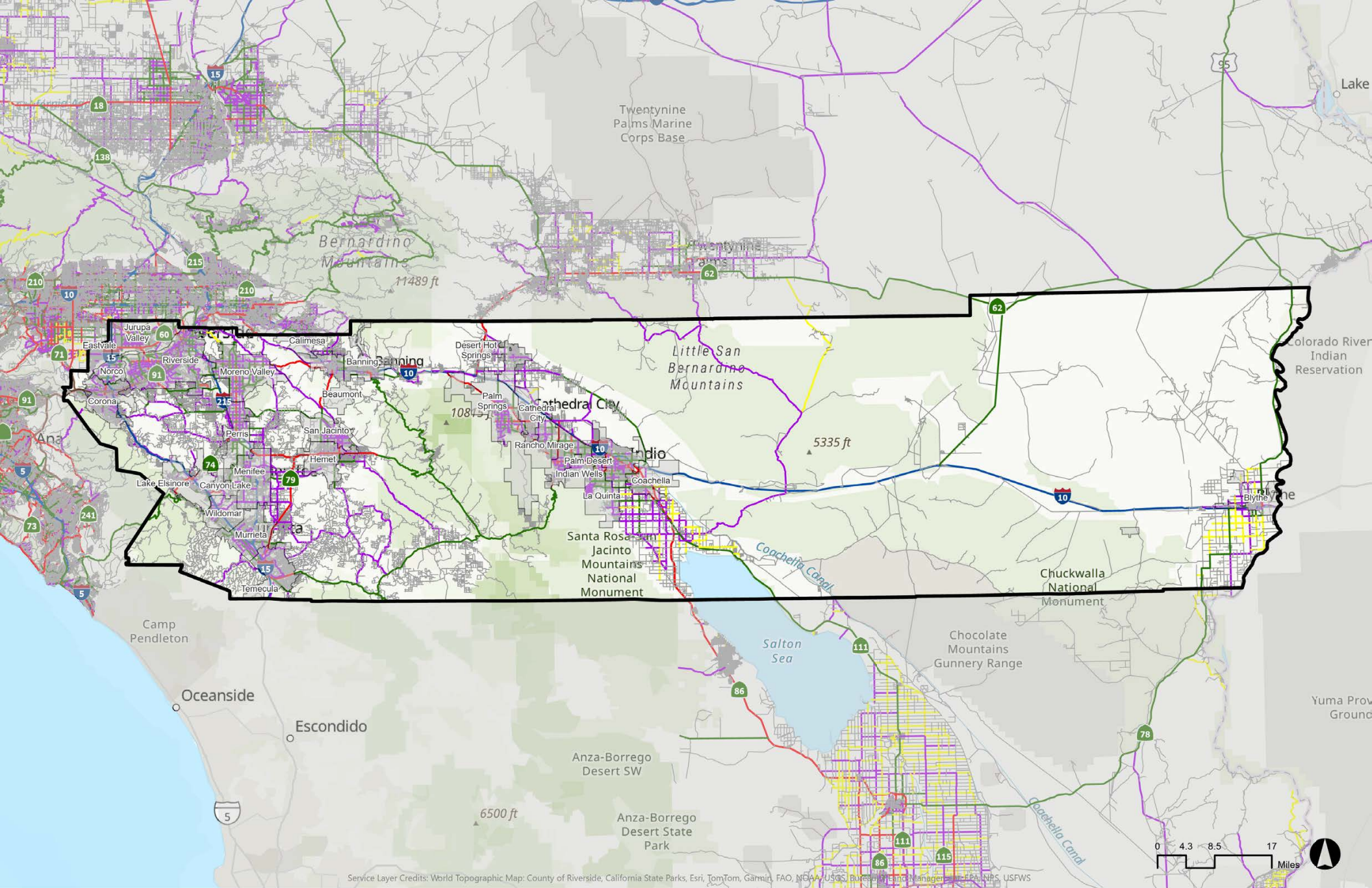
Service Layer Credits: World Topographic Map: County of Riverside, California State Parks, Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS, USFWS, World Hillshade: Esri, USGS

Dedicated Transit Lanes in Riverside County Unincorporated Area

- County Boundary
- City Boundary
- Dedicated Transit Lanes

Data Source: SCAG, County of Riverside | Data Updated: 2024 | Map Created: 3/12/2026

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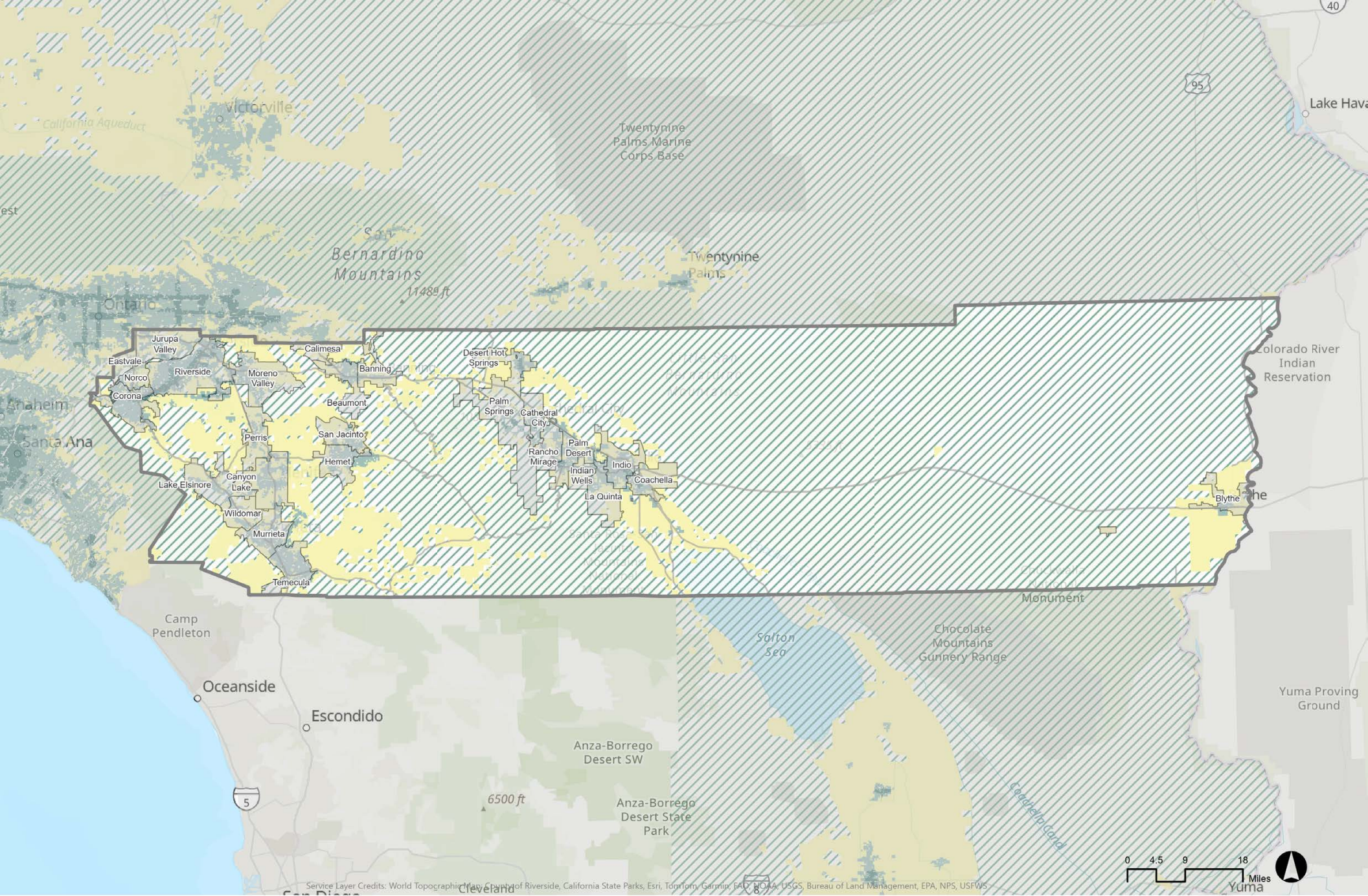
Service Layer Credits: World Topographic Map; County of Riverside, California State Parks, Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS, USFWS

Functional Classification Roads in Riverside County Unincorporated Area

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

Data Source: California Department of Transportation (Caltrans) | Data Updated: 2024 | Map Created: 3/23/2026

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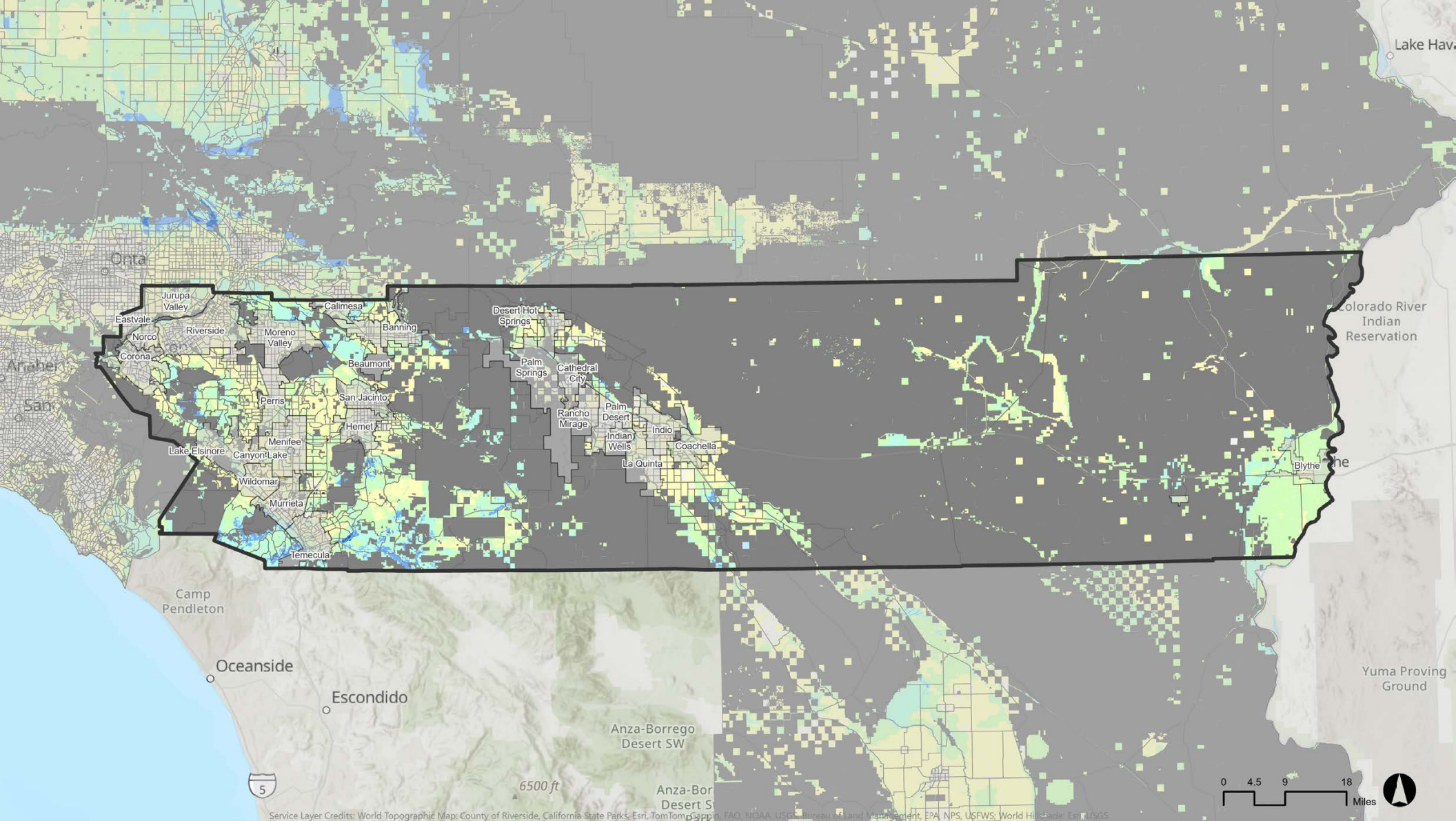


Priority Development Area in Riverside County Unincorporated Area

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

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

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Consolidated Green Region Resource Areas in Riverside County Unincorporated Area

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

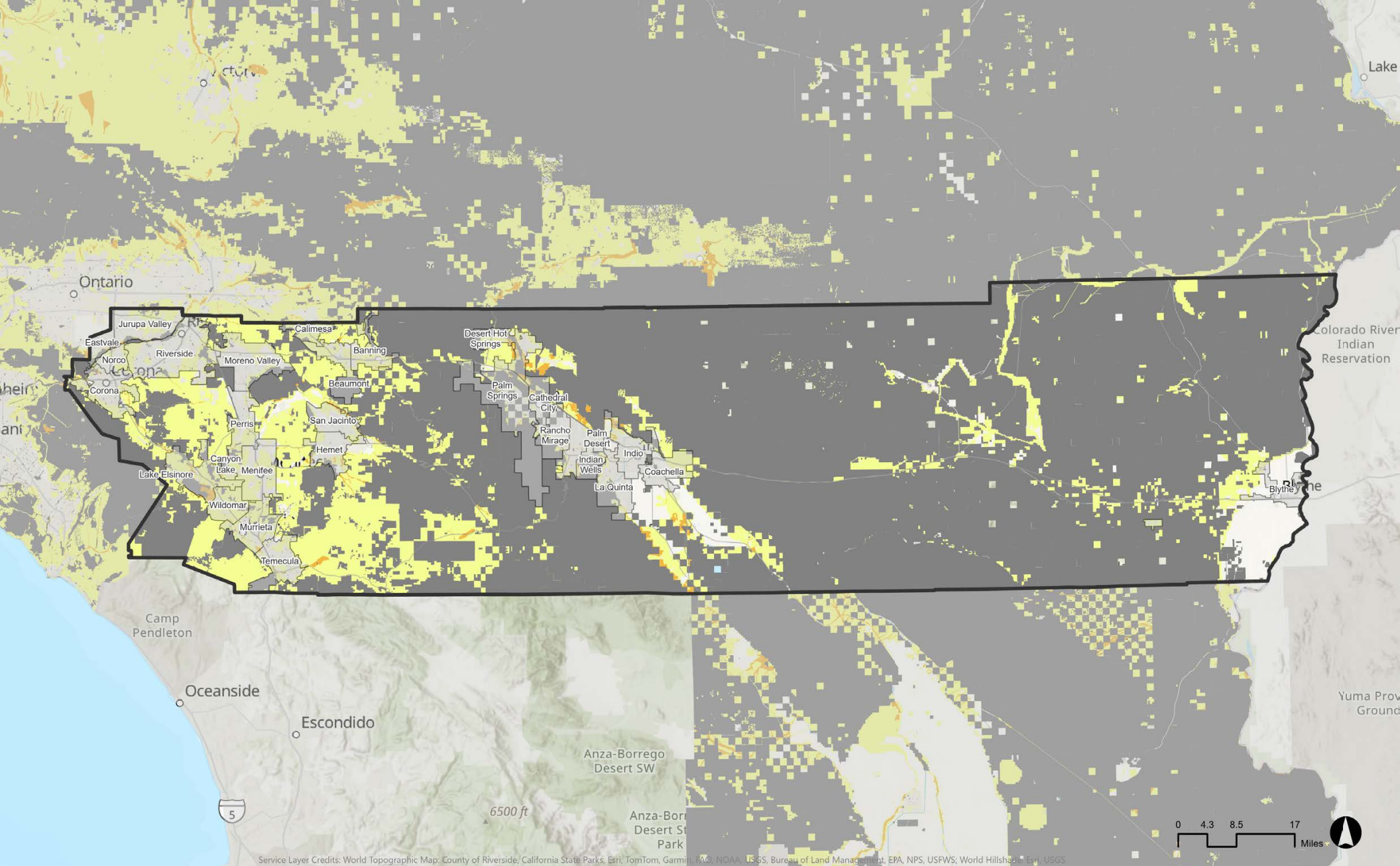
Count of Overlapping Data Topic Areas (Flood, Fire Hazard, Sea Level Rise, Aquatic Resources, Wildlife Corridors, Habitat Value, Agriculture)



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; 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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Service Layer Credits: World Topographic Map; County of Riverside; California State Parks; Esri; TomTom; Garmin; FEMA; NOAA; USGS; Bureau of Land Management; EPA; NPS; USFWS; World Hillshade; Esri; USGS

Climate Hazard Risk in Riverside County Unincorporated Area

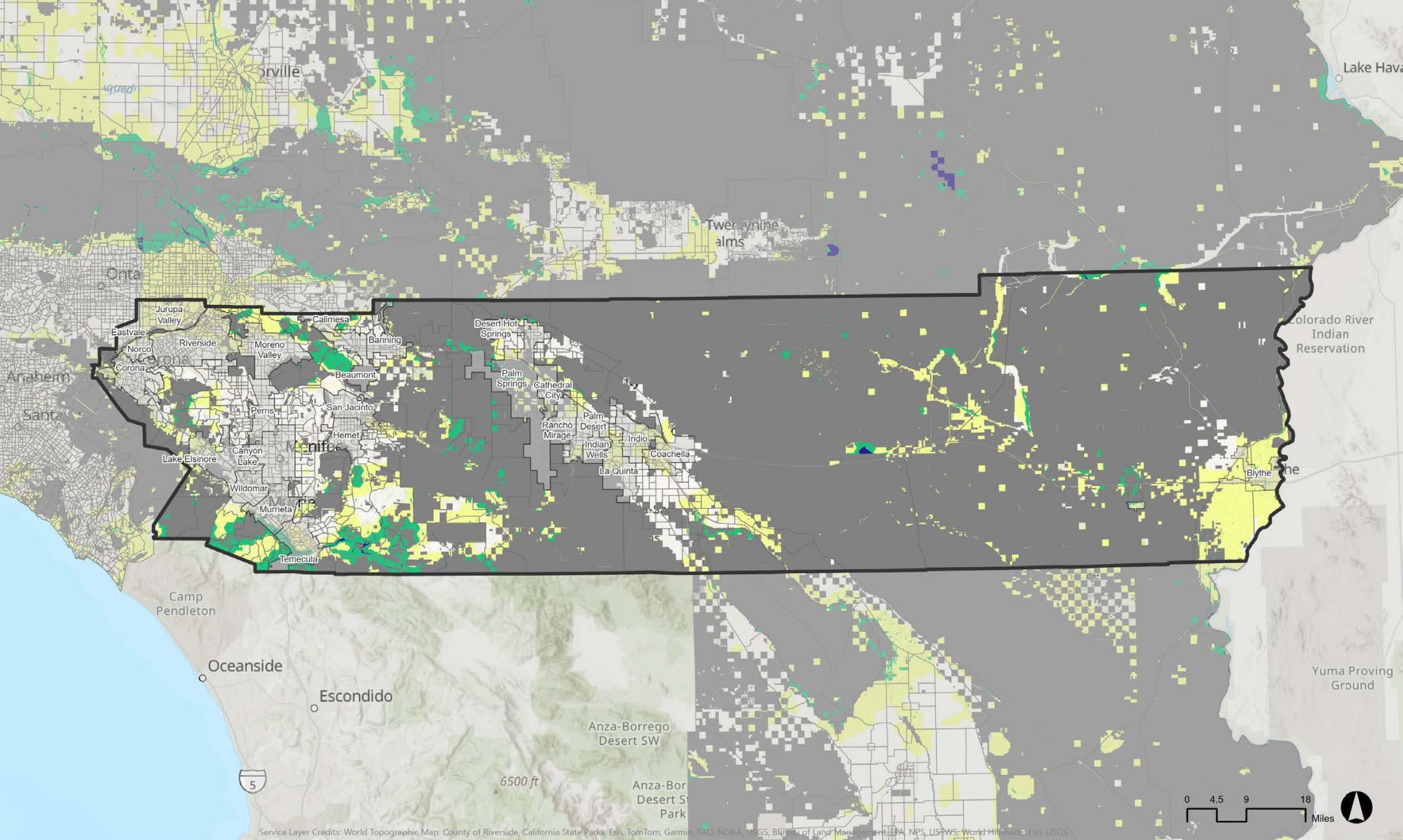
■ Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

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



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 Riverside County Unincorporated Area

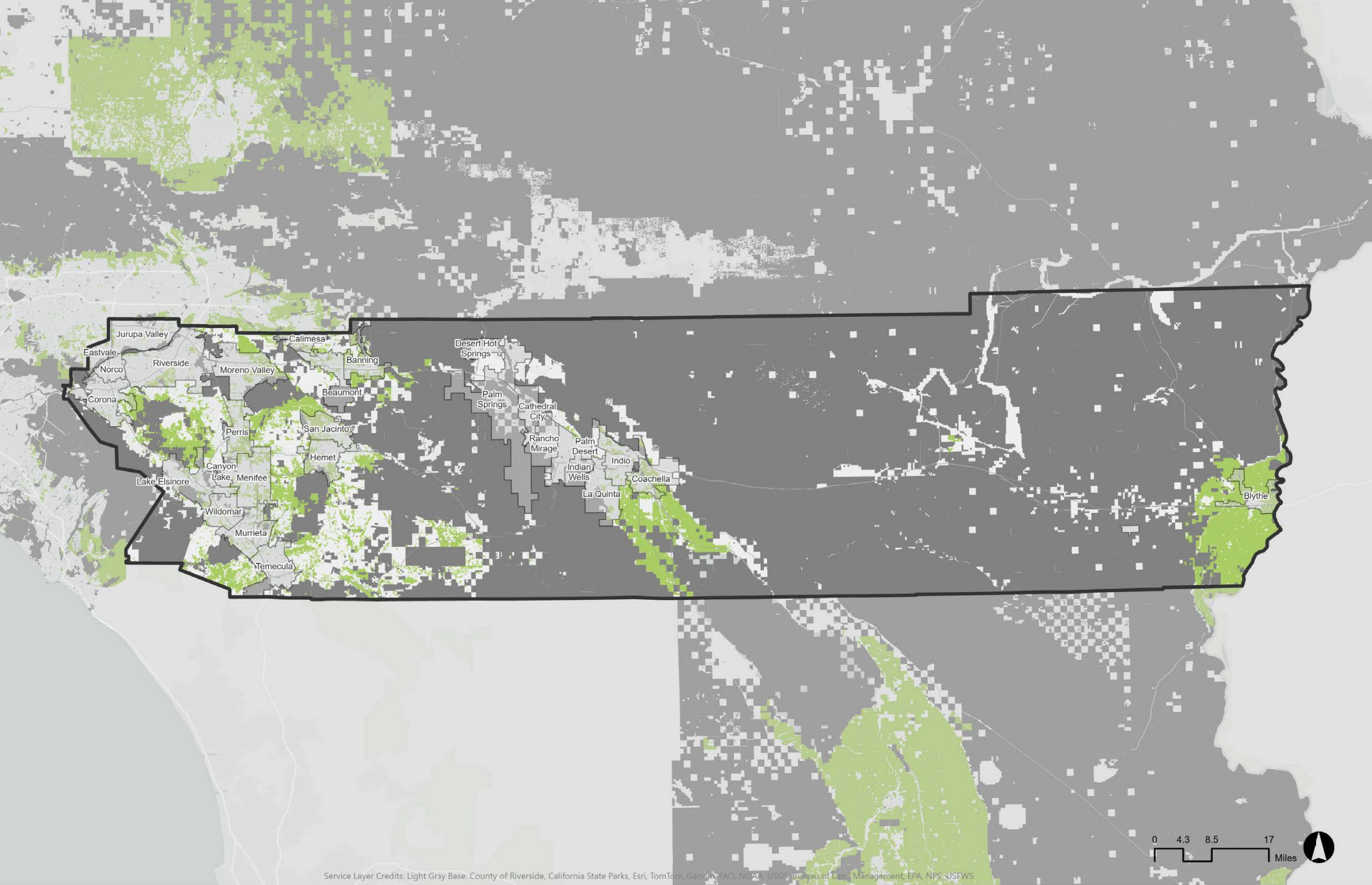
■ Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

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

■ 1 ■ 2 ■ 3

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

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Service Layer Credits: Light Gray Base: County of Riverside, California State Parks, Esri, TomTom, Garmin, FAO, NOAA, USGS, Bureau of Land Management, EPA, NPS, USEWS

Agriculture in Riverside County Unincorporated Area

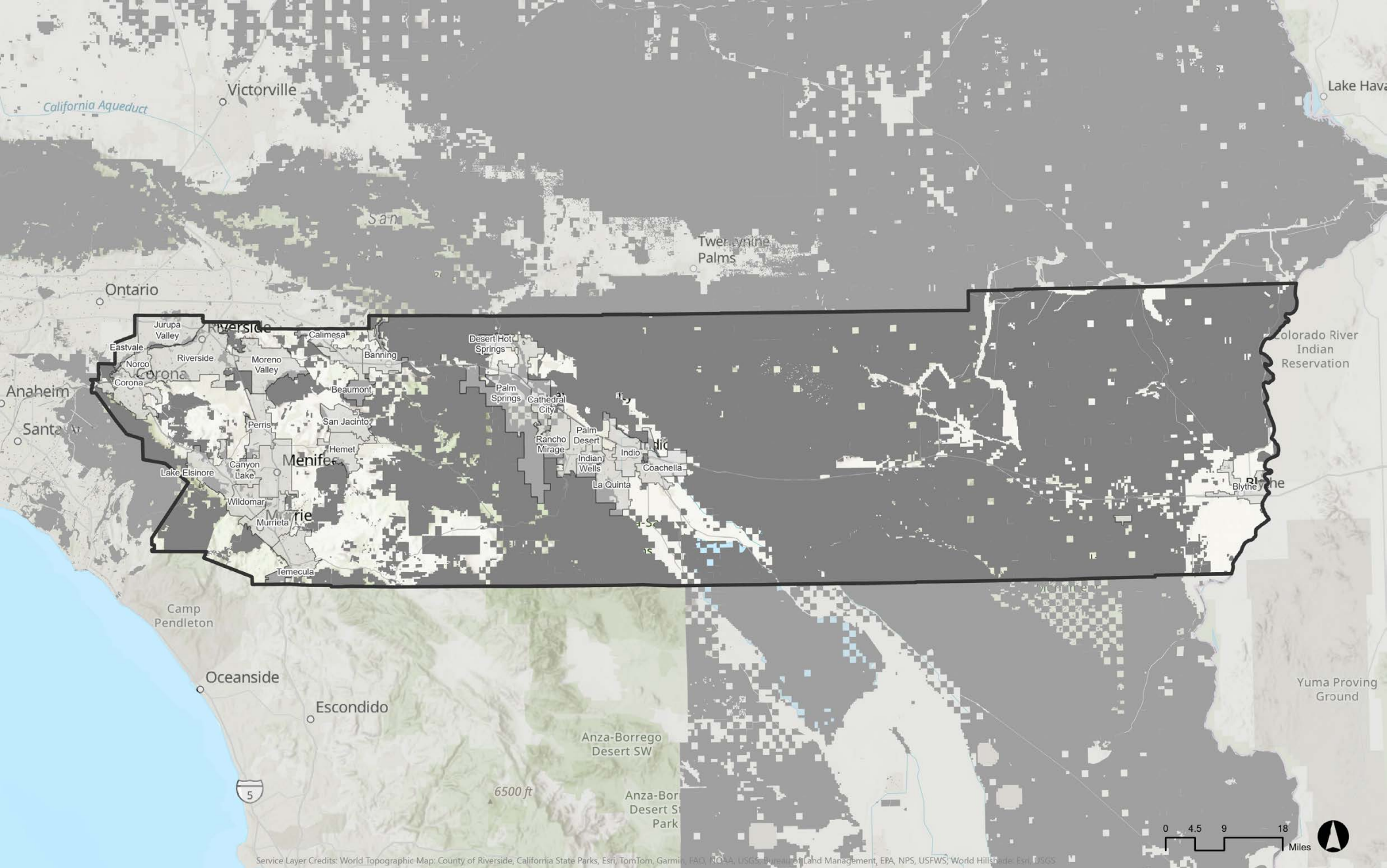
■ Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

Count of Overlapping Topic Area (Farmland)

■ 1

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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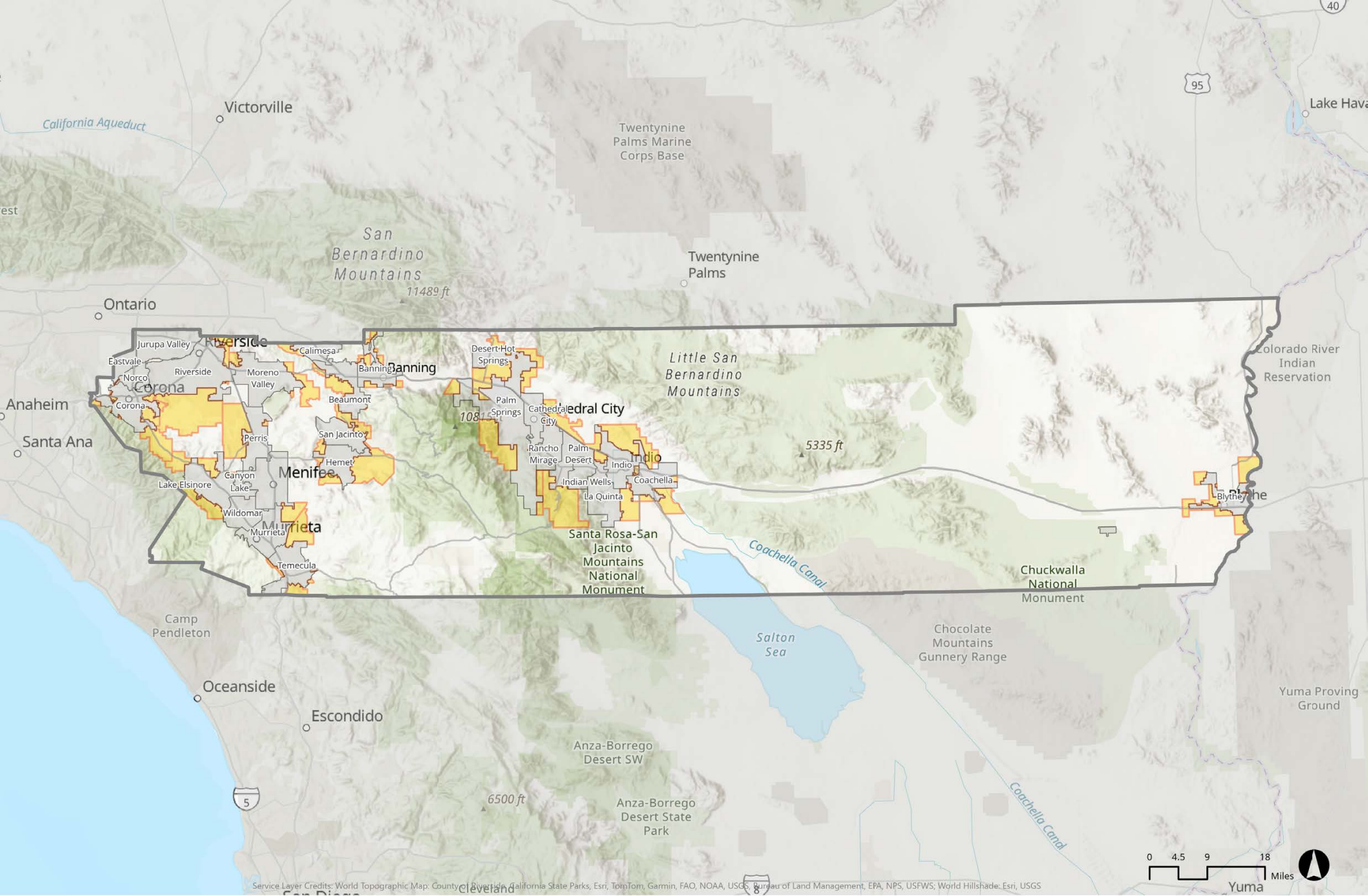
Conserved Areas in Riverside County Unincorporated Area

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

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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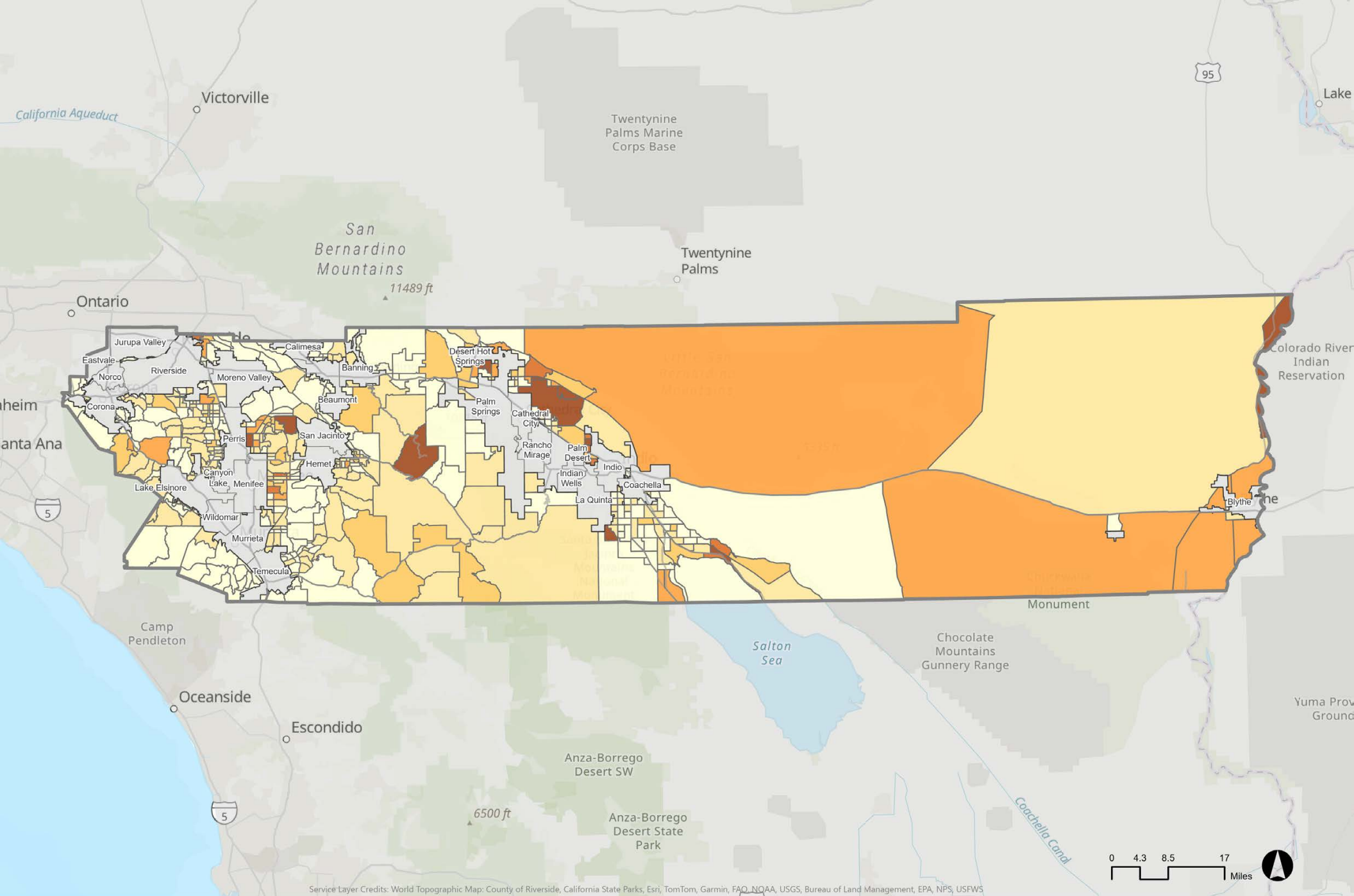


2024 City Boundary and Sphere of Influence in Riverside County

County Boundary
 City Boundary
 Sphere of Influence

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

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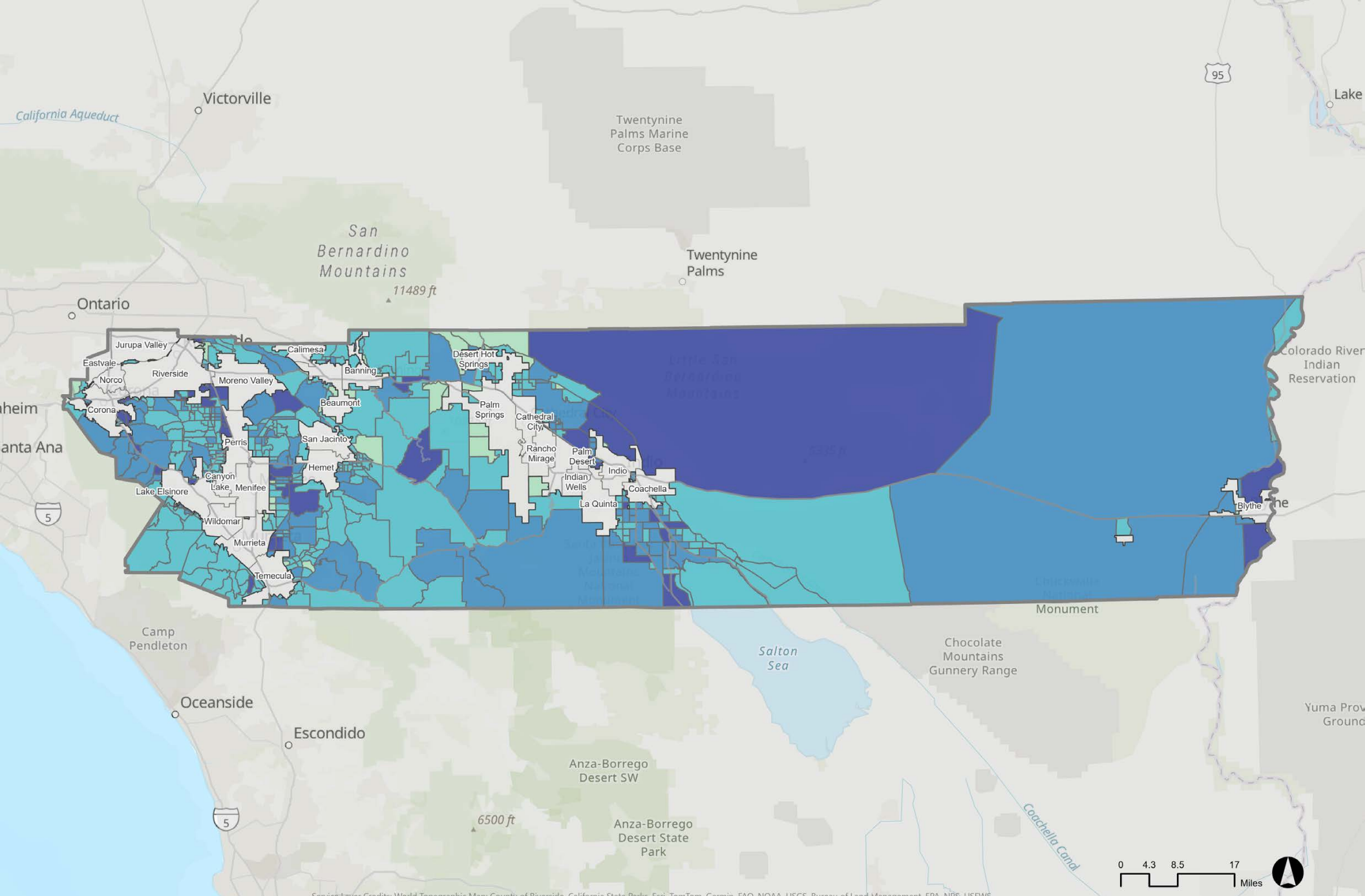


Service Layer Credits: World Topographic Map; County of Riverside; California State Parks; Esri; TomTom; Garmin; FAO; NOAA; USGS; Bureau of Land Management; EPA; NPS; USFWS

TAZ-Level Household Growth in Riverside County Unincorporated Area (2024-2050, Tier 2 City-Split TAZ)

- County Boundary
- City Boundary
- Equal to 0
- > 0 - 25
- > 25 - 75
- > 75 - 200
- > 200 - 500
- Greater than 500

Data Source: SCAG | Data Version: Connect SoCal 2050 | Map Created: 3/20/2026
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Service Layer Credits: World Topographic Map; County of Riverside; California State Parks; Esri; TomTom; Garmin; FAO; NOAA; USGS; Bureau of Land Management; EPA; NPS; USFWS

TAZ-Level Employment Growth in Riverside County Unincorporated Area (2024-2050, Tier 2 City-Split TAZ)

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

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