



Connect SoCal 2050

Local Data Exchange
Data/Map Book

City of Riverside

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

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

Exhibit 7 Habitat Areas Topic Areas and Data Sources

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

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

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

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

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

Agriculture

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

Exhibit 8 Agriculture Topic Areas and Data Sources

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

- **Farmland**

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

Conserved Areas

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

Exhibit 9 Conserved Areas Topic Area and Data Sources

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

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

- **Open Space and Parks** – Open space and parks are natural assets that provide recreational opportunities, conserve biodiversity, and support climate resilience through various ecosystem services. Preserving these areas helps maintain regional quality of life and protects lands designated for conservation and recreation from future development.

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

Geographical Boundaries (Reference Only)

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

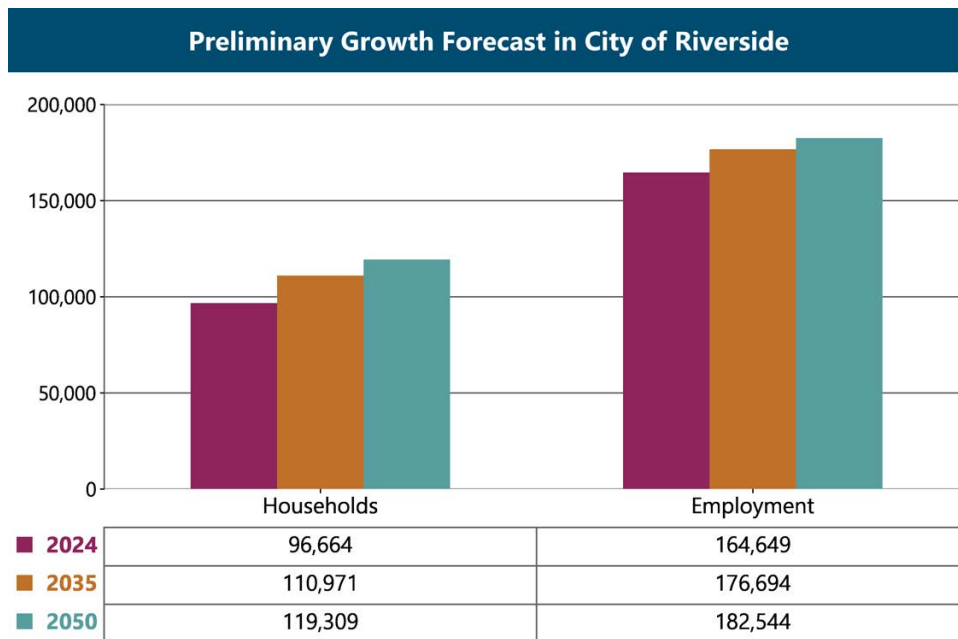


The forecast of total employment at the jurisdiction and TAZ levels integrates the demographic and economic forecast with locally reviewed job growth from the last plan and updated land use and employment data across 20 industry sectors. Base year data come from the state Employment Development Department (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
43132100	0	0	0	0	0	0
43142300	0	0	0	0	0	0
43144500	0	0	0	0	0	0
43178100	195	195	195	0	0	0
43186100	1,196	1,220	1,336	798	863	886
43186200	486	511	511	208	226	226
43187100	346	378	405	54	63	63
43187200	0	0	0	206	217	217
43190100	770	788	804	241	268	268
43191100	591	606	608	203	207	207
43191200	373	378	380	36	37	37
43192100	700	706	710	102	107	107
43192200	0	0	0	0	0	0
43192300	657	831	853	911	1,026	1,032
43193100	666	813	836	205	232	232
43194100	1,300	1,310	1,409	3,528	3,564	3,569
43194200	627	649	651	442	464	464
43195100	180	180	180	830	874	875
43195200	695	732	764	1,034	1,069	1,069
43195300	437	437	442	150	187	187
43196100	459	786	819	404	446	451
43196200	1,544	2,158	2,172	649	682	684
43196300	556	659	659	467	527	606
43196400	195	207	207	60	77	77
43197100	876	1,328	1,330	476	524	527
43197200	190	190	208	257	261	261
43197300	662	977	977	145	173	173
43197400	427	440	441	67	73	73
43198100	358	481	481	627	675	679
43198200	231	231	252	135	146	146

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43198300	512	631	631	209	233	233
43198400	928	1,036	1,036	522	575	577
43198500	256	392	513	32	33	33
43199400	104	107	107	17	29	29
43199500	115	124	142	304	304	304
43200100	806	842	843	408	442	442
43201100	429	429	447	311	322	322
43201200	804	813	821	1,332	1,419	1,419
43202100	1,358	1,648	1,712	1,096	1,222	1,229
43202200	812	812	842	1,034	1,176	1,475
43203100	0	0	0	5,552	6,143	6,399
43203200	975	983	995	1,487	1,551	1,557
43204100	1,019	1,076	1,076	162	180	180
43205100	706	780	781	141	145	145
43206100	1,533	1,544	1,700	569	668	672
43207100	658	692	803	3,179	3,304	3,327
43207200	541	647	715	461	492	492
43208100	903	903	988	625	677	679
43209100	422	422	798	489	550	552
43209200	1,354	1,368	1,567	536	611	614
43209300	560	560	684	346	401	404
43209400	299	299	384	2,234	2,388	2,587
43209500	0	0	85	609	654	676
43209600	281	281	447	624	655	655
43210100	6	6	6	3,833	3,928	3,929
43210200	700	711	739	2,108	2,154	2,158
43211100	567	575	575	111	135	135
43211200	857	908	916	196	207	207
43211300	1,114	1,130	1,250	1,109	1,160	1,162
43211400	251	335	335	124	148	148

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43212100	156	157	157	1,019	1,276	1,743
43213100	43	46	46	57	60	60
43213200	114	114	114	86	89	89
43213300	562	767	767	492	536	538
43214100	736	736	839	1,760	1,841	1,842
43214200	151	151	151	11	11	11
43214300	308	626	686	717	799	802
43215100	539	540	559	1,724	1,774	1,775
43215200	128	128	129	82	221	375
43215300	29	72	72	1,657	1,756	1,797
43215400	656	759	821	375	431	431
43217100	814	817	829	389	413	413
43217200	394	404	404	32	36	36
43218100	464	477	477	43	45	45
43218200	625	642	657	257	287	287
43218300	428	445	471	1,239	1,296	1,301
43218400	235	238	238	964	969	969
43219100	1,252	1,292	1,317	816	884	887
43219200	1,000	1,070	1,154	1,160	1,218	1,218
43221100	1,582	1,618	1,627	181	208	208
43221200	917	1,159	1,166	147	174	174
43222100	627	695	700	259	371	375
43222200	640	1,009	1,009	118	123	123
43222300	793	802	828	278	302	302
43223100	36	36	36	54	55	55
43223200	20	20	20	21	21	21
43223300	35	36	36	15	24	24
43223400	194	213	215	235	246	246
43223500	92	94	94	164	179	179
43223600	51	51	51	144	148	148

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43223700	16	23	26	61	62	62
43223800	196	196	196	334	334	334
43223900	194	194	194	14	14	14
43224100	615	651	651	1,692	1,707	1,707
43224200	722	827	981	1,611	1,643	1,645
43224300	839	864	1,412	326	340	340
43225100	0	0	0	1,953	2,030	2,034
43225200	344	361	408	469	506	626
43225300	292	357	366	1,109	1,196	1,196
43227100	545	545	654	3,988	4,149	4,160
43227200	798	833	1,169	2,373	2,622	2,648
43227300	112	112	122	435	445	448
43227400	326	326	509	1,127	1,207	1,209
43228100	563	578	586	483	515	515
43228200	304	304	344	59	68	68
43228300	643	830	891	443	519	526
43228400	677	735	1,024	1,177	1,225	1,225
43229100	953	987	1,125	198	238	238
43229200	933	983	1,030	3,651	3,655	3,655
43230100	613	693	693	674	763	763
43230200	204	204	204	1,238	1,412	2,052
43230300	498	498	498	324	355	355
43230400	854	926	975	2,429	2,466	2,466
43231100	232	232	361	380	389	389
43231200	127	127	129	1,717	1,795	1,862
43231300	28	28	28	3,350	3,579	3,792
43231400	0	0	0	2,576	2,764	2,977
43231500	30	30	30	407	455	459
43231600	4	4	4	1,018	1,039	1,039
43231700	9	9	9	337	426	510

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43231800	76	108	372	904	1,109	1,467
43232200	2	2	2	100	105	105
43233100	371	382	382	85	115	118
43233200	517	523	591	232	276	276
43233300	200	204	205	165	187	188
43234100	455	489	489	249	286	286
43234200	815	832	845	75	76	76
43235100	370	370	409	385	445	450
43235200	1	1	115	205	236	239
43235300	475	575	575	99	155	158
43235400	68	68	68	1,092	1,160	1,167
43235500	490	490	490	2,226	2,389	2,389
43236100	190	199	236	84	90	90
43236200	462	502	511	114	115	115
43236300	271	291	297	206	245	245
43236400	226	230	281	674	781	784
43236500	314	314	314	631	667	667
43236600	196	196	196	32	34	34
43237300	291	304	316	97	99	99
43238100	1,434	1,498	1,498	2,545	2,676	2,761
43238200	186	537	537	682	741	745
43238300	329	347	347	149	164	164
43238400	626	810	1,199	122	432	585
43238500	511	648	648	591	646	646
43239100	926	943	945	336	346	346
43239200	568	571	588	305	314	314
43239300	187	200	200	57	61	61
43239400	219	253	271	326	334	334
43240100	0	0	0	1,370	1,393	1,393
43240200	28	1,071	1,071	2,733	2,841	2,925

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

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43240300	341	341	351	124	143	143
43240400	131	131	131	162	167	167
43241100	357	571	642	101	117	117
43241200	1,100	1,216	1,357	777	831	831
43242100	414	417	461	158	166	166
43242200	4	4	81	248	269	270
43242300	466	471	851	953	1,034	1,036
43243100	1,071	1,141	1,189	797	805	805
43244100	270	542	1,119	326	344	346
43244200	371	3,122	3,644	1,099	1,160	1,166
43245100	915	938	942	181	192	192
43246100	0	0	0	3,918	3,971	3,974
43246200	1,093	1,266	1,266	585	650	655
43246300	256	256	269	3,073	3,217	3,238
43246400	361	361	361	833	888	892
43246500	75	81	81	327	341	341
43248100	1,191	1,242	1,292	295	331	331
43249100	3	3	3	3,611	3,689	3,694
43249200	48	68	68	2,053	2,127	2,129
43249300	1	1	1	5,134	5,196	5,199
43249400	0	0	0	311	318	318
43250100	919	919	919	1,589	1,746	1,776
43250200	238	238	238	583	611	611
43251100	0	0	0	3,025	3,053	3,055
43251200	1,847	2,137	2,161	265	303	304
43252100	3	3	3	5,629	6,486	7,126
43252200	74	74	74	0	182	246
43252300	2	2	2	3	35	163
43253100	1,263	1,379	1,431	1,605	1,650	1,653
43253200	1,475	1,567	1,579	170	179	179

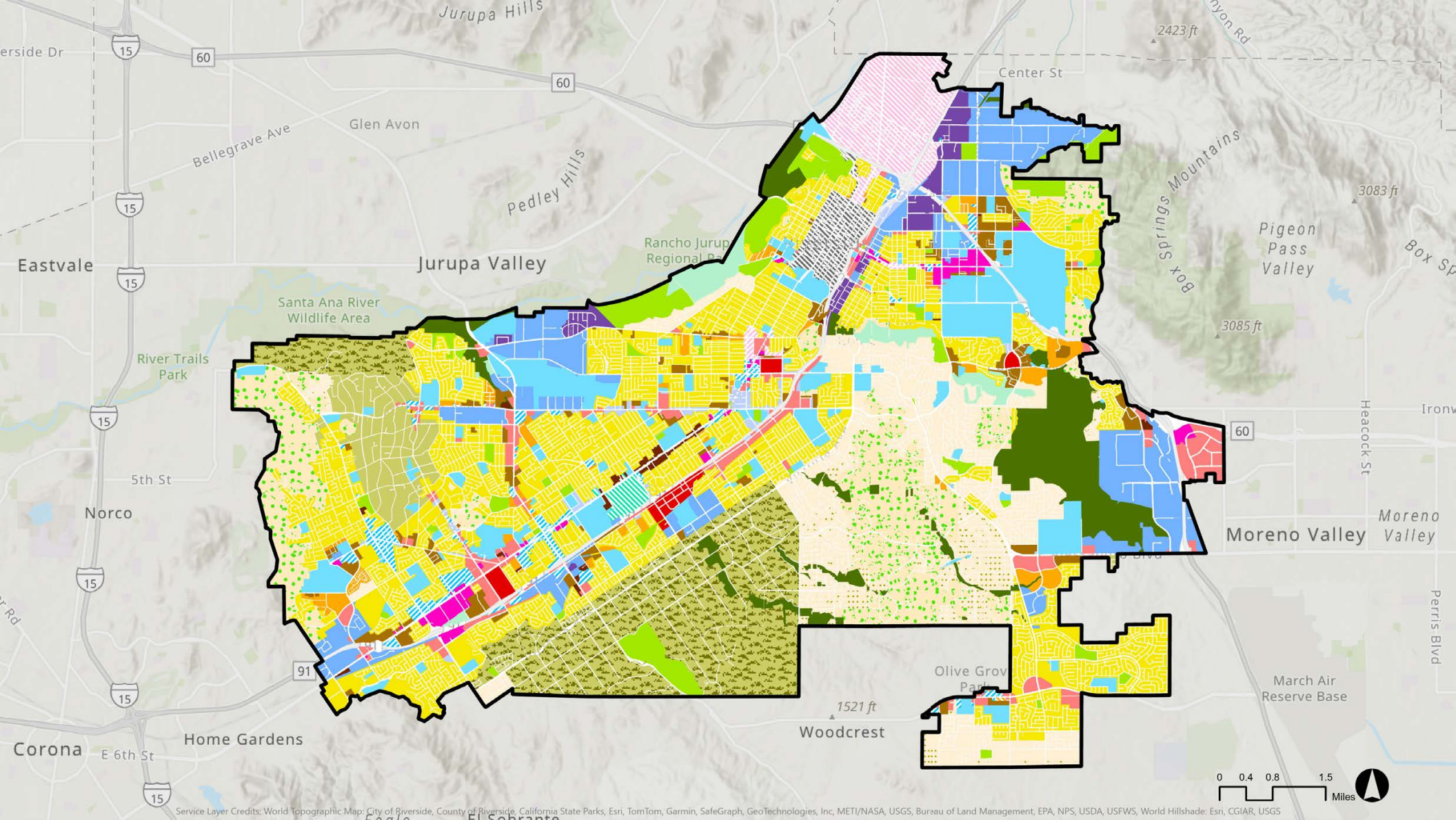
Preliminary Transportation Analysis Zone-Level Growth Forecast (Split by Jurisdictional Boundary)

TAZ	Households			Employment		
	2024	2035	2050	2024	2035	2050
43254100	2,043	2,118	2,149	273	298	298
43255200	1,102	1,102	1,113	531	548	612
43255400	1,754	1,790	1,820	2,178	2,352	2,379
43256500	238	245	249	71	77	77
43256900	86	86	86	10	13	13
43257200	782	867	872	96	102	102
43258200	0	0	0	28	34	34
43259200	248	251	251	4	23	23
43261300	131	132	136	30	36	36
43264100	0	2	2	164	177	177
TOTAL	96,664	110,971	119,309	164,649	176,694	182,544

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

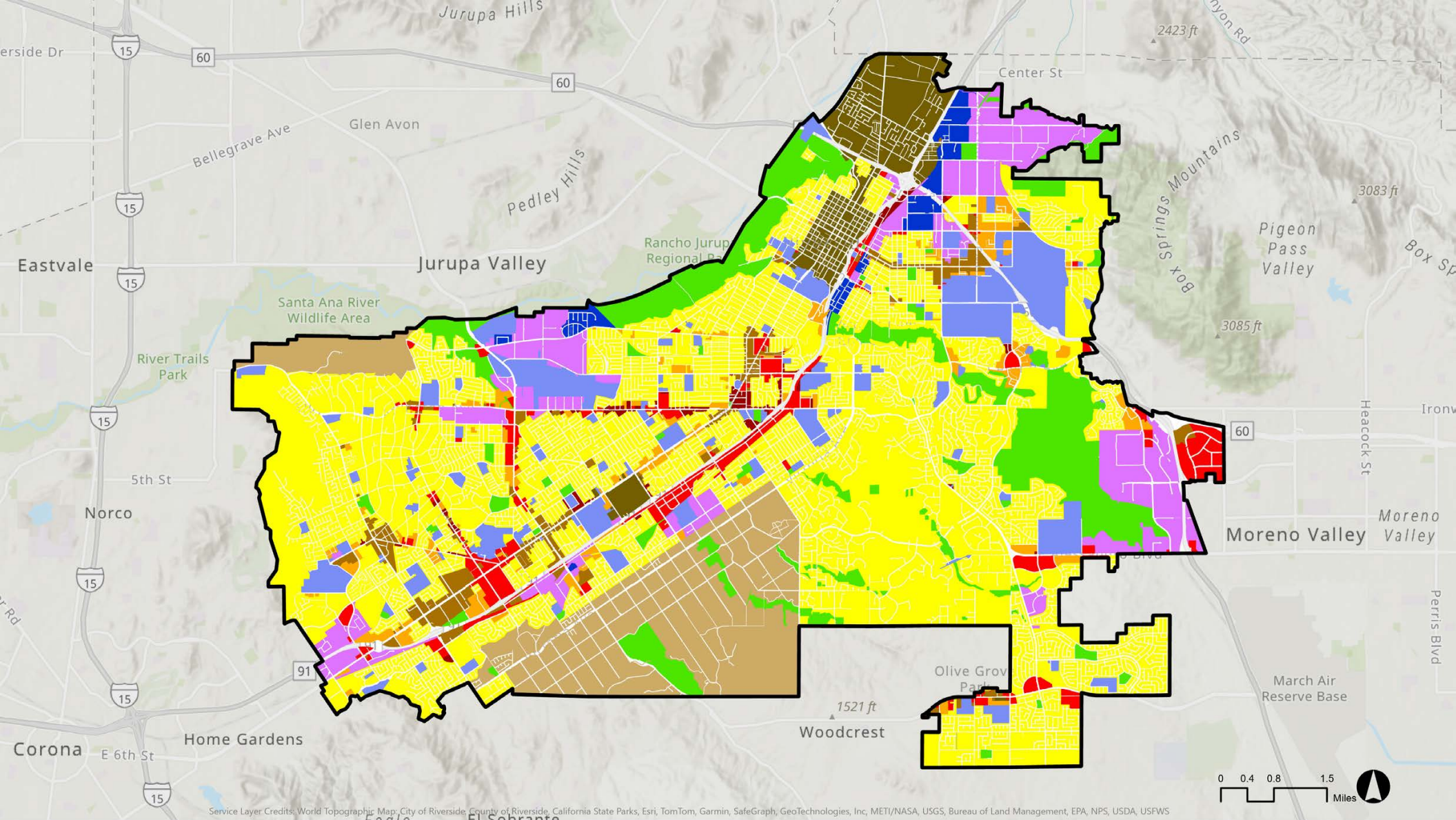


2024 General Plan Land Use in City of Riverside (Local Jurisdiction's Land Use Designations)

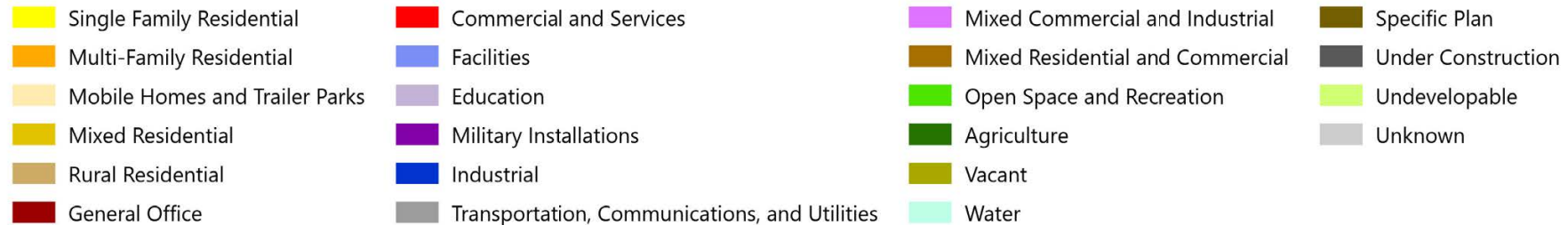
A/RR - Agricultural/Rural Residential	HDR - High Density Residential	NSP - Northside Specific Plan	PF - Public Facilities/Institutional
HR - Hillside Residential	VHDR - Very High Density Residential	O - Office	PR - Private Recreation
SRR - Semi Rural Residential	C - Commercial	B/OP - Business/Office Park	P - Public Park
VLDR - Very Low Density Residential	CRC - Commercial Regional Center	I - Industrial	OS - Open Space/Natural Resources
LDR - Low Density Residential	CBUSP - California Baptist University Specific Plan	MU-N - Mixed Use - Neighborhood	
MDR - Medium Density Residential	DSP - Downtown Specific Plan	MU-V - Mixed Use - Village	
MHDR - Medium High Density Residential	OSP - Orancrest Specific Plan	MU-U - Mixed Use - Urban	

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

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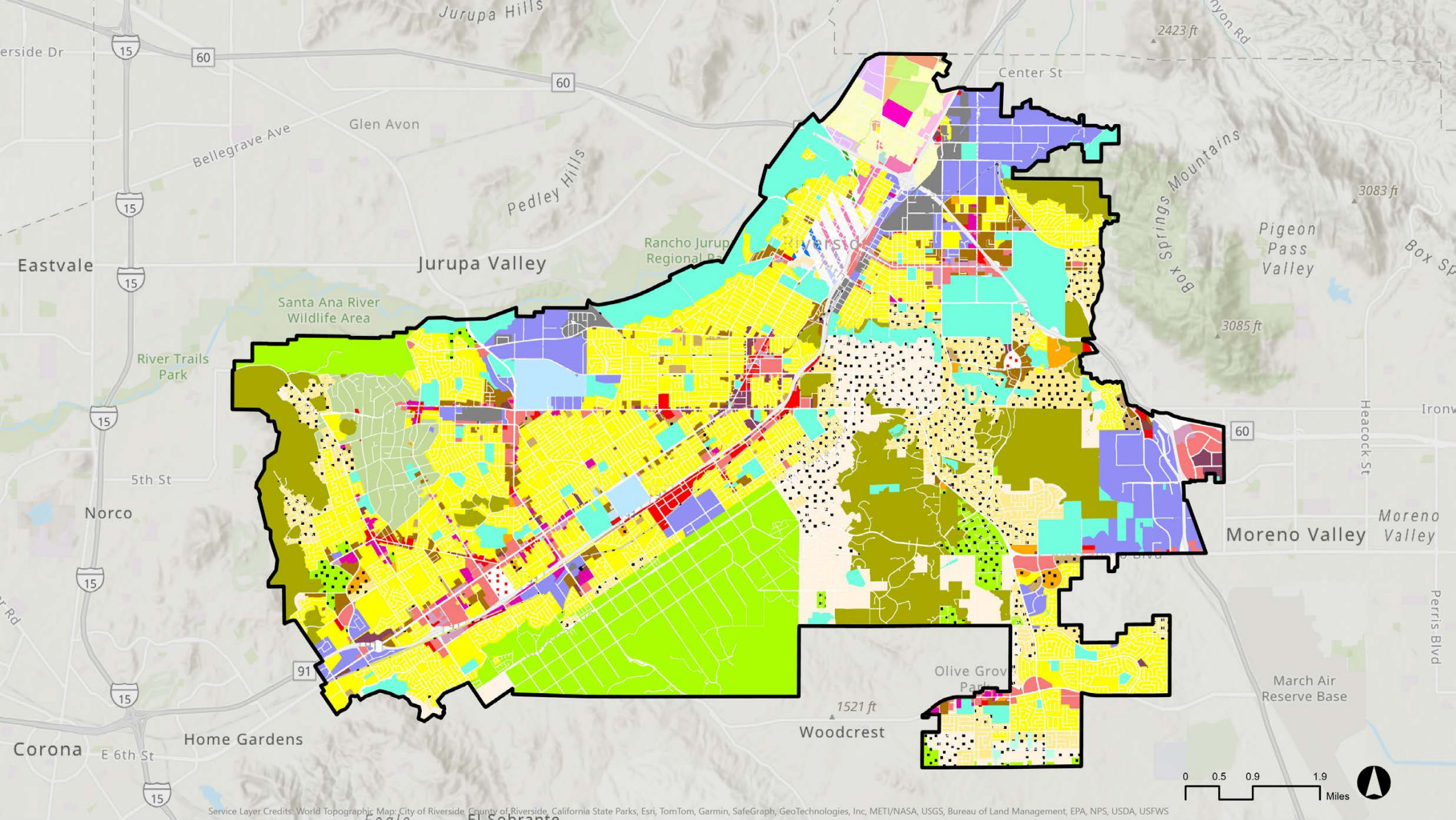


2024 General Plan Land Use in City of Riverside (SCAG Land Use Codes)



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

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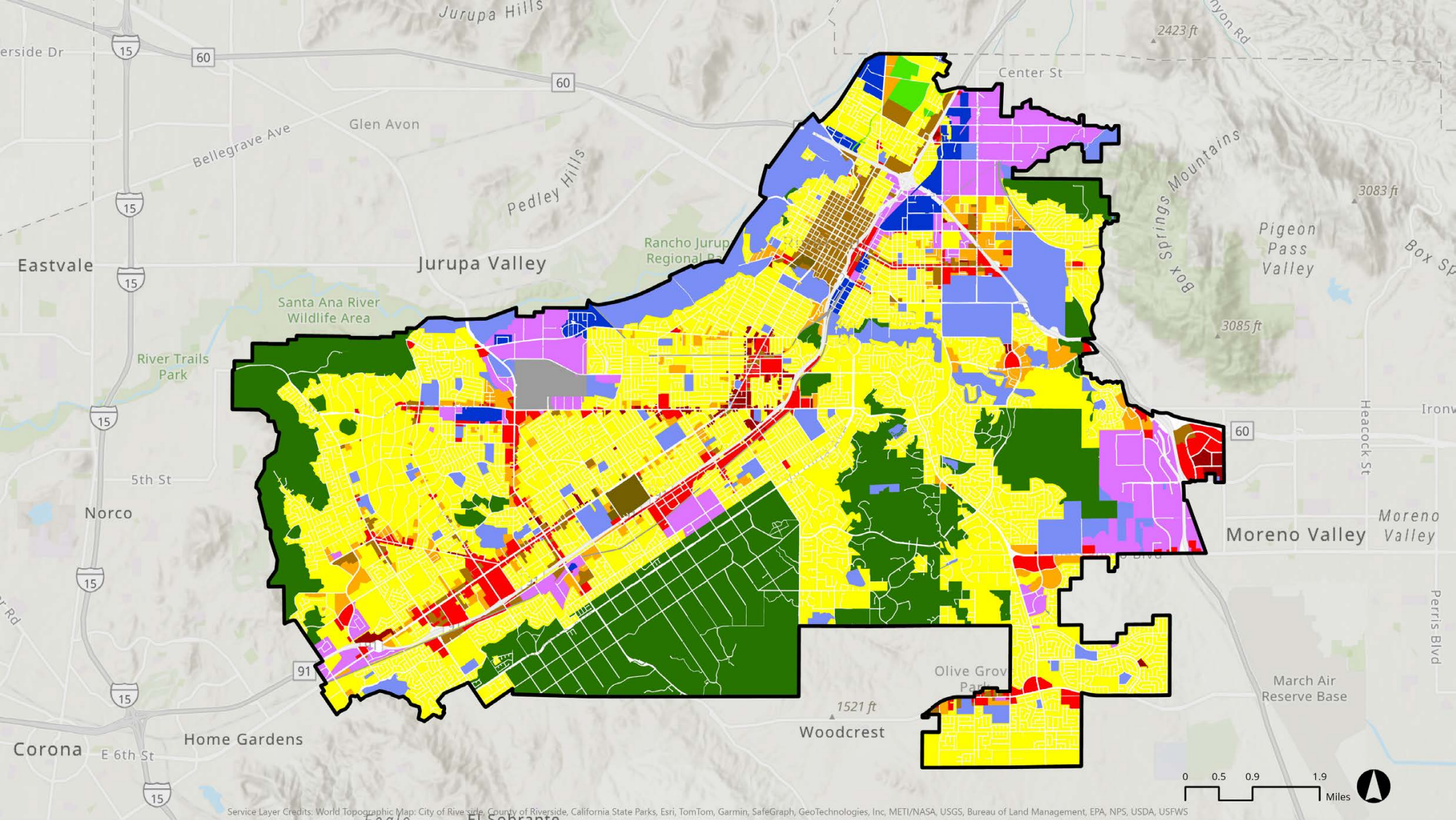


2024 Zoning Codes in City of Riverside (Local Jurisdiction's Zoning Codes)

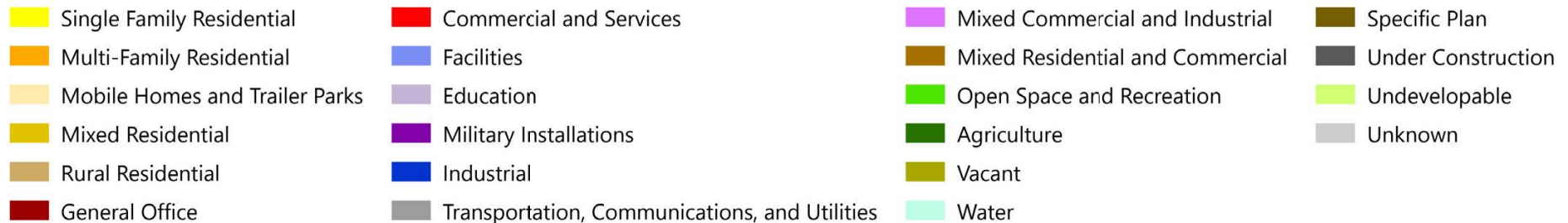
RE Residential Estate	R-3-2000 Multiple-Family Residential (High Density)	I General Industrial	DSP-NMS North Main Street Specialty Services District	NSP-B/OP Business Office Park
RA-5 Residential Agriculture	R-3-1500 Multiple-Family Residential (High Density)	AIR Airport	DSP-PPO Prospect Place Office District	NSP-PF Public Facilities Institutional
RR Rural Residential Zone	R-4 Multiple-Family Residential (Very High Density)	RWY Railway	DSP-RC Raincross District	NSP-OS Open Space Parks And Trails
RC Multiple-Family Residential (Medium-High Density)	O Office Zone	PF Public Facilities	DSP-RES Residential District	OSP-RA Orangecrest Residential Agricultural
R-1-1/2 acre Residential Estate - R-1-1/2 Acre	CR Commercial Retail Zone	WC Watercourse Overlay Zone	NSP-MDR Medium Density Residential	OSP-CID Orangecrest Commercial Industrial District
R-1-13000 Additional Single-family Residential	CRC Commercial Regional Zone	CBUSP California Baptist University Specific Plan	NSP-MHDR Medium High Density Residential	RCHSP Riverside Community Hospital Specific Plan
R-1-10500 Additional Single-family Residential	CG Commercial General Zone	CBUSP-CR CBU Specific Plan and Cultural Resources	NSP-HDR High Density Residential	
R-1-8500 Additional Single-family Residential	MU - V Mixed-Use - Village	DSP-AS Almond Street District	NSP-TAHV Trujillo Adobe Heritage Village	
R-1-7000 Additional Single-family Residential	MU - N Mixed Use—Neighborhood	DSP-HC Health Care District	NSP-C Commercial	
R-3-4000 Multiple-Family Residential (Medium-High Density)	MU - U Mixed Use—Urban	DSP-JC Justice Center District	NSP-NVC Northside Village Center	
R-3-3000 Multiple-Family Residential (Medium-High Density)	BMP Business and Manufacturing Park	DSP-MSG Market Street Gateway District	NSP-MU Mixed Use Neighborhoods	
R-3-2500 Multiple-Family Residential (High Density)	BMP-CS BMP and Commercial Storage Overlay Zone	DSP-NC Neighborhood Commercial District	NSP-FMU Freeway Mixed Use	

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

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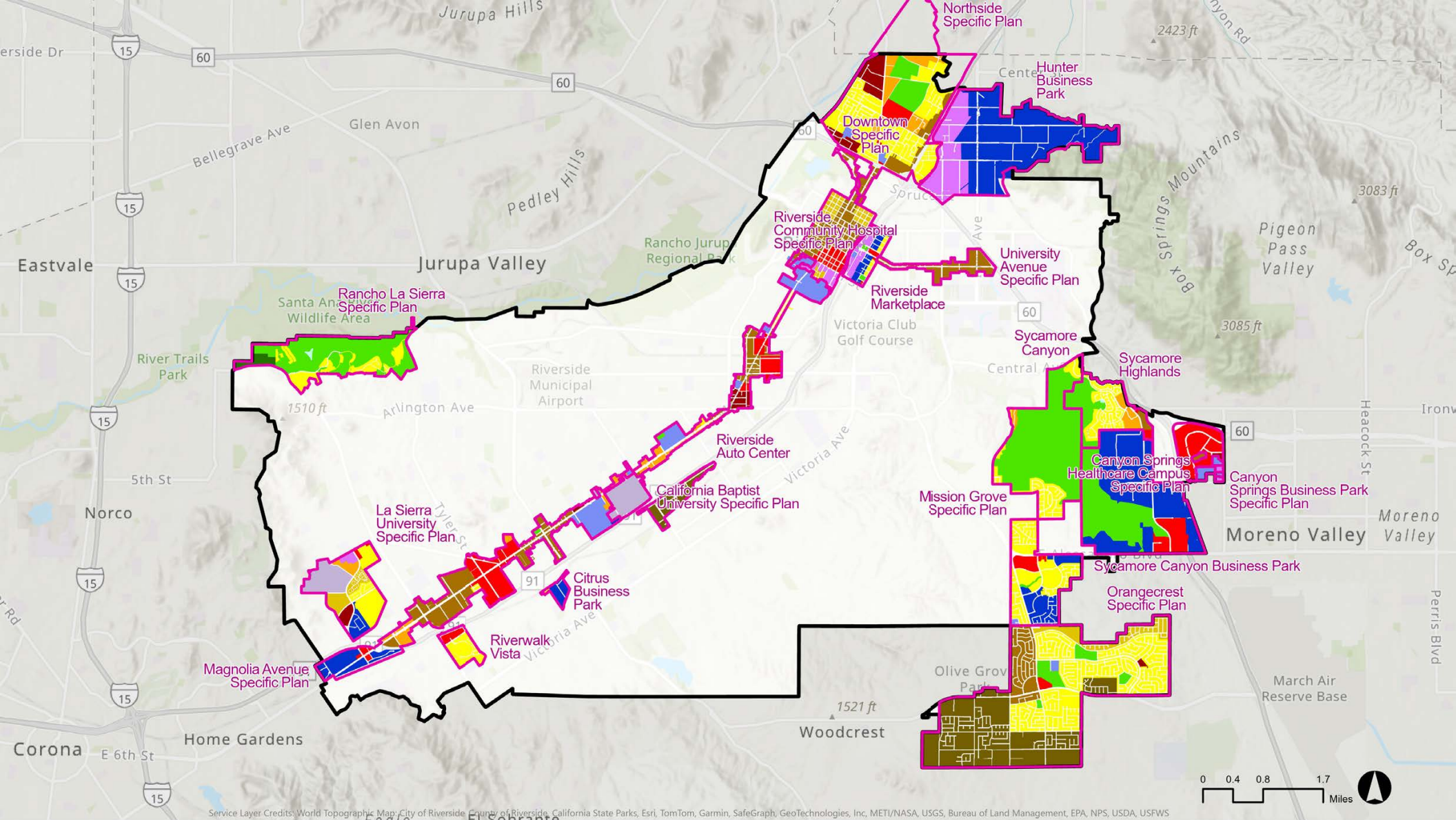


2024 Zoning Codes in City of Riverside (SCAG Land Use Codes)

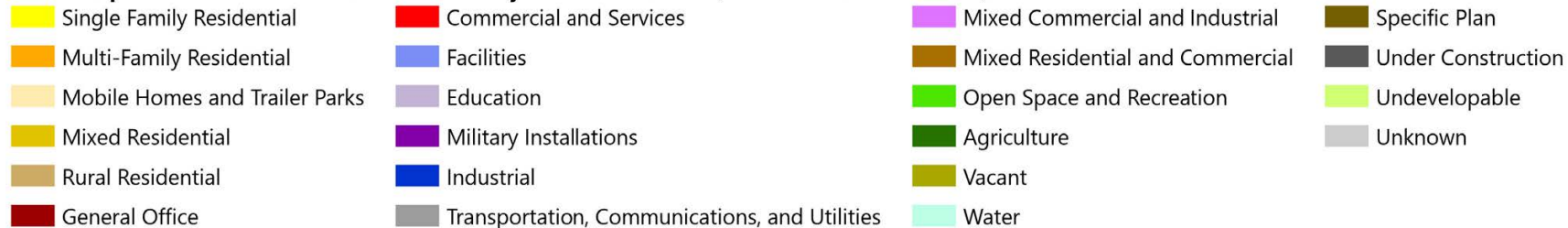


Data Source: City of Riverside, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

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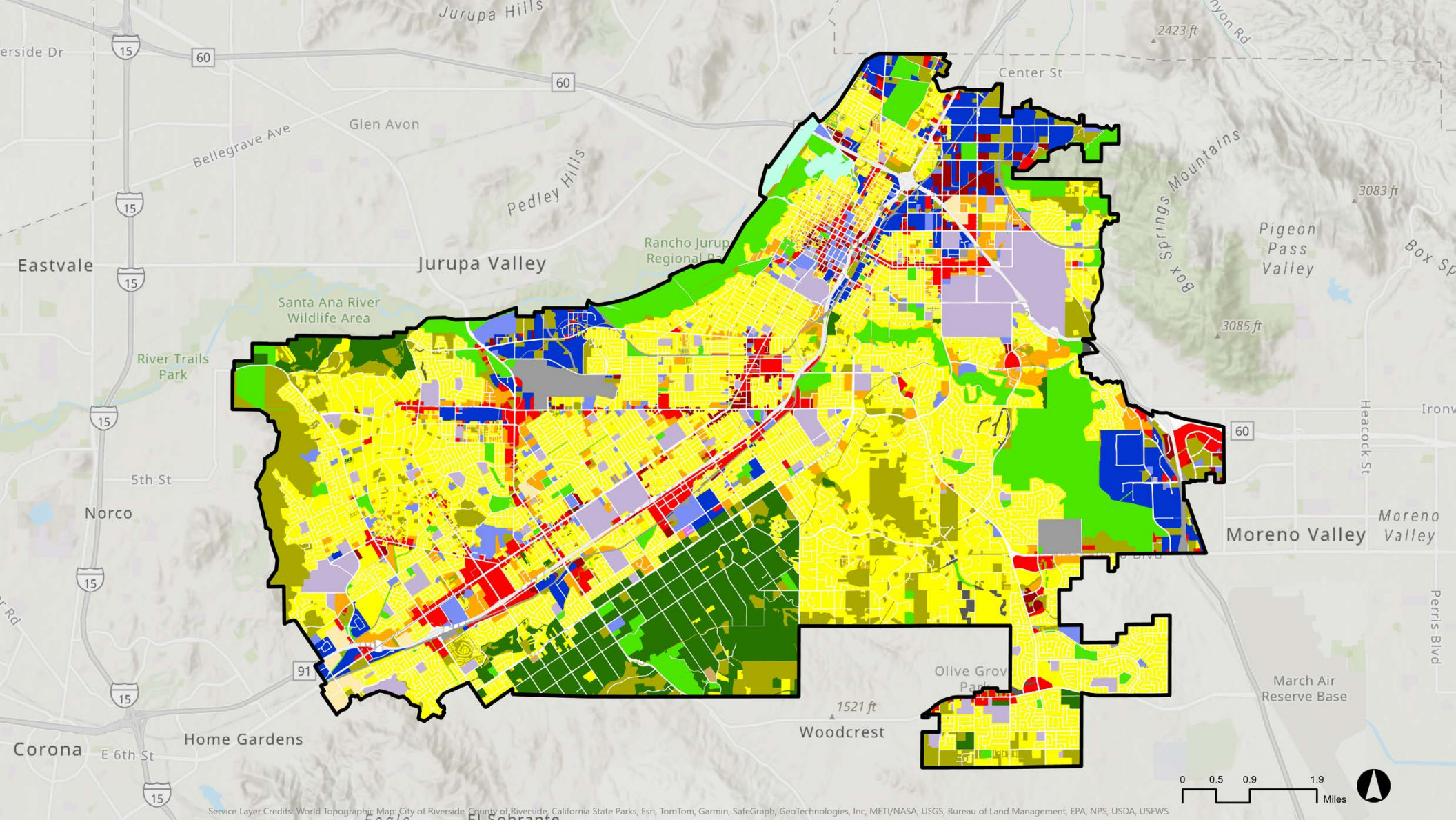


2024 Specific Plan Land Use in City of Riverside (SCAG Land Use Codes)

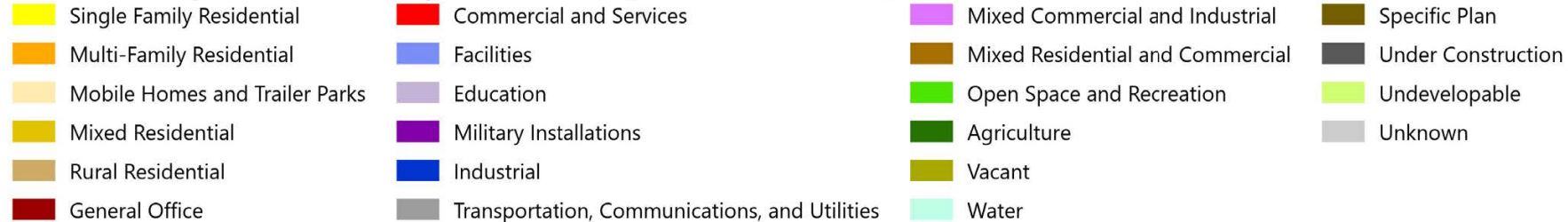


Data Source: City of Riverside, SCAG | Data Updated: 2024 | Map Created: 3/11/2026

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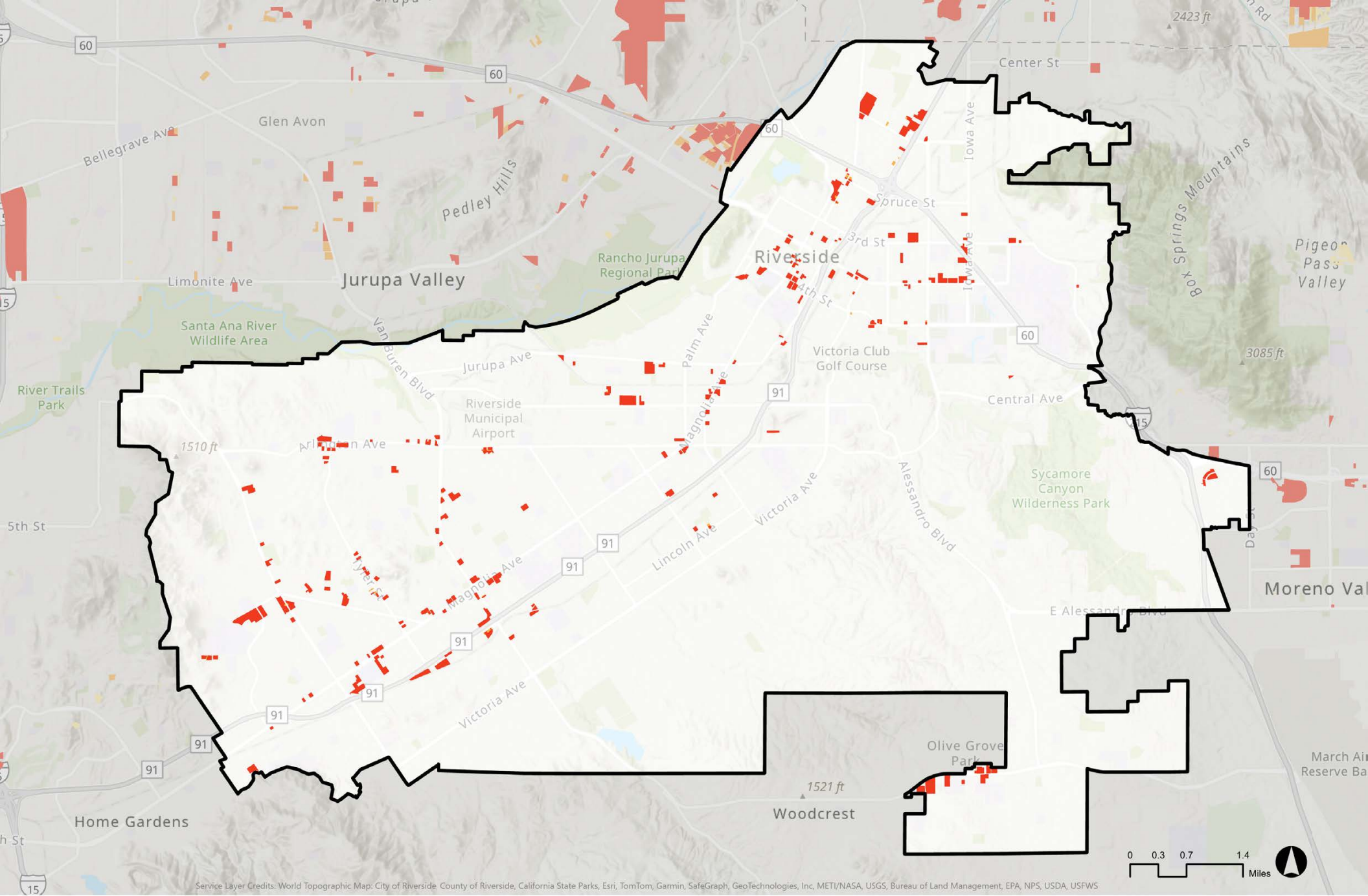


2024 Existing Land Use in City of Riverside (SCAG Land Use Codes)



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

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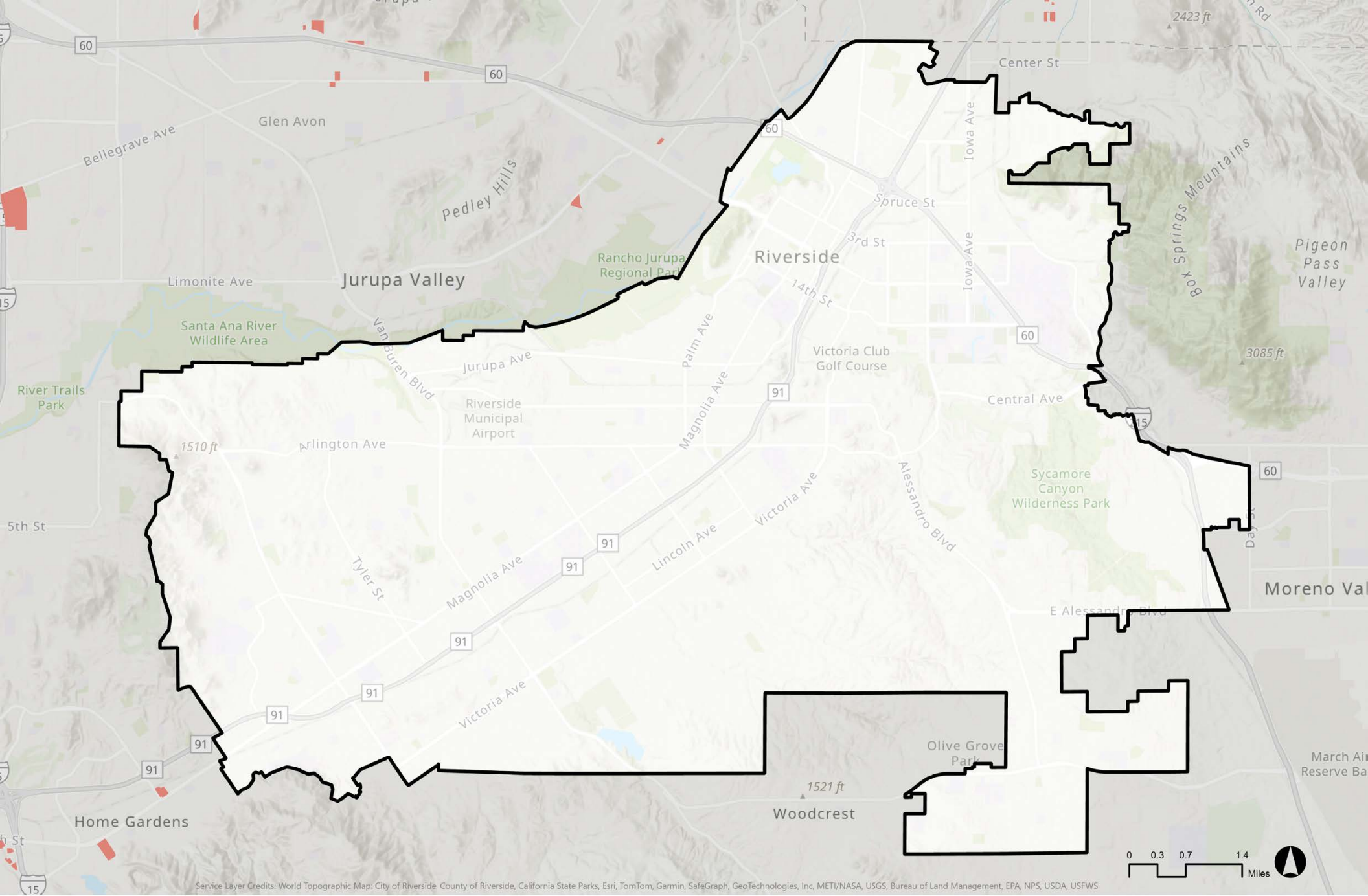


6th Cycle Housing Element Sites in City of Riverside

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

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

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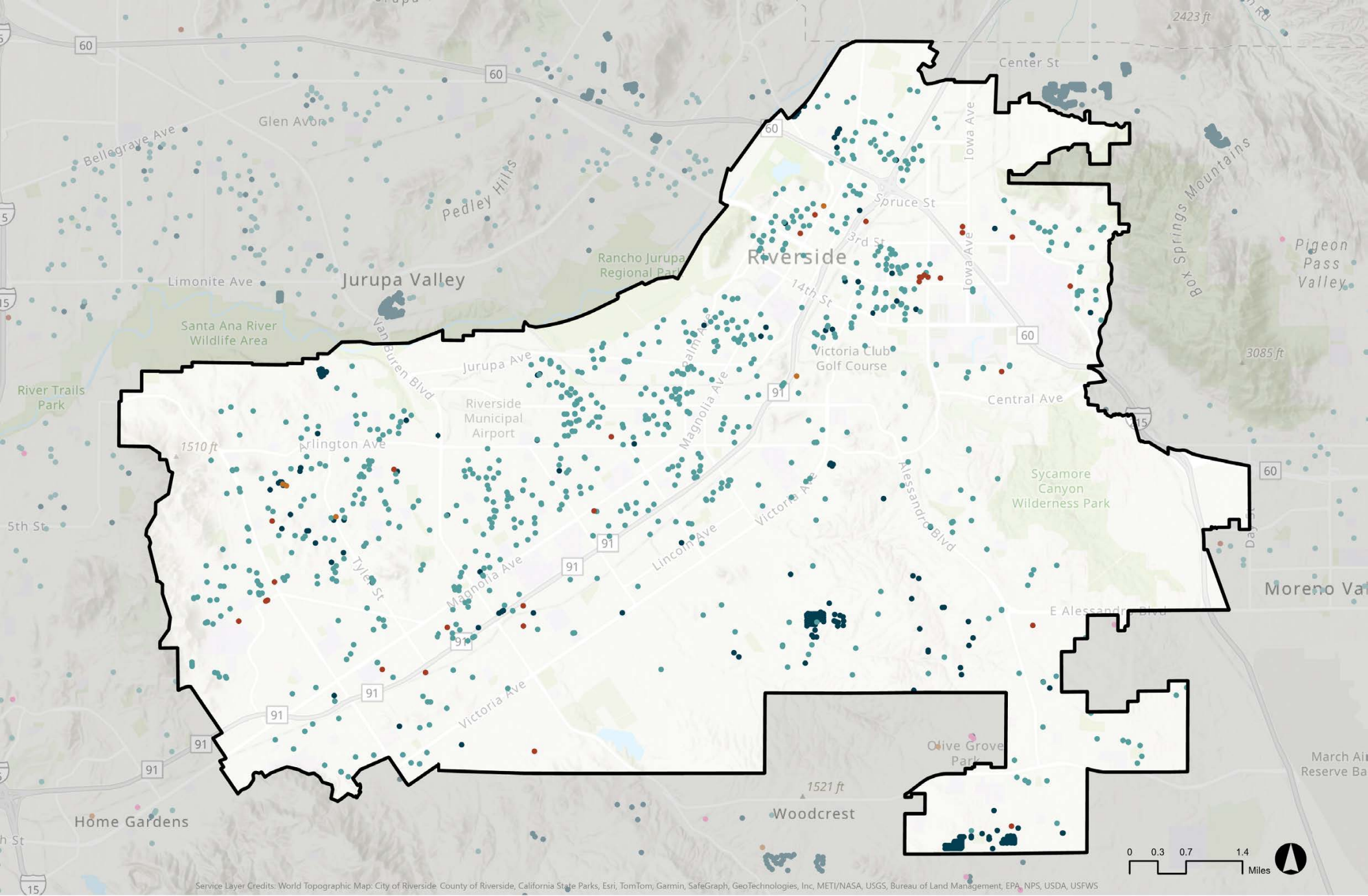


Candidate Sites for Rezoning in City of Riverside

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

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

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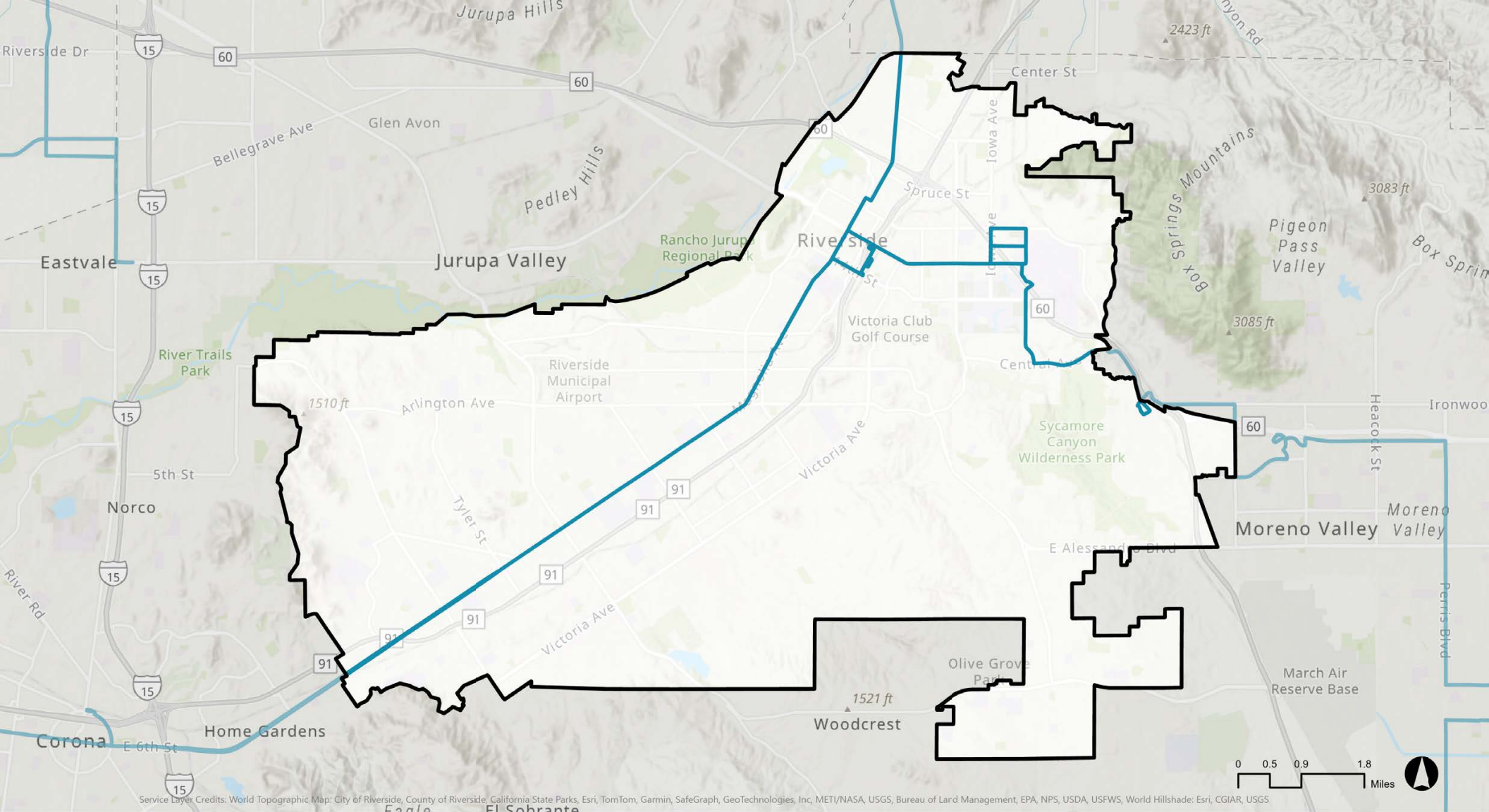


Residential Development in City of Riverside

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

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

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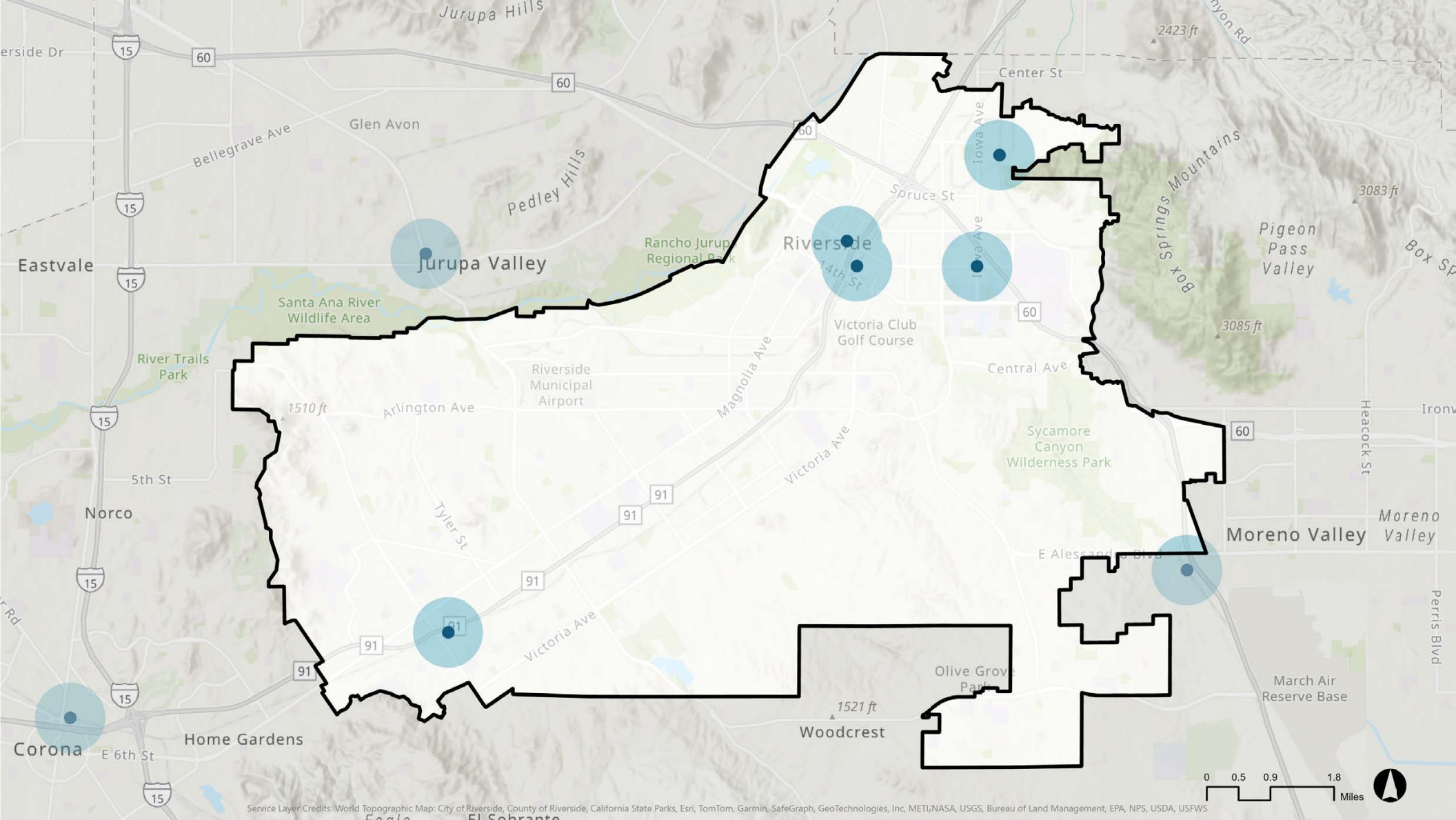
High Quality Transit Corridors in City of Riverside [Connect SoCal 2024 Plan Year 2050]

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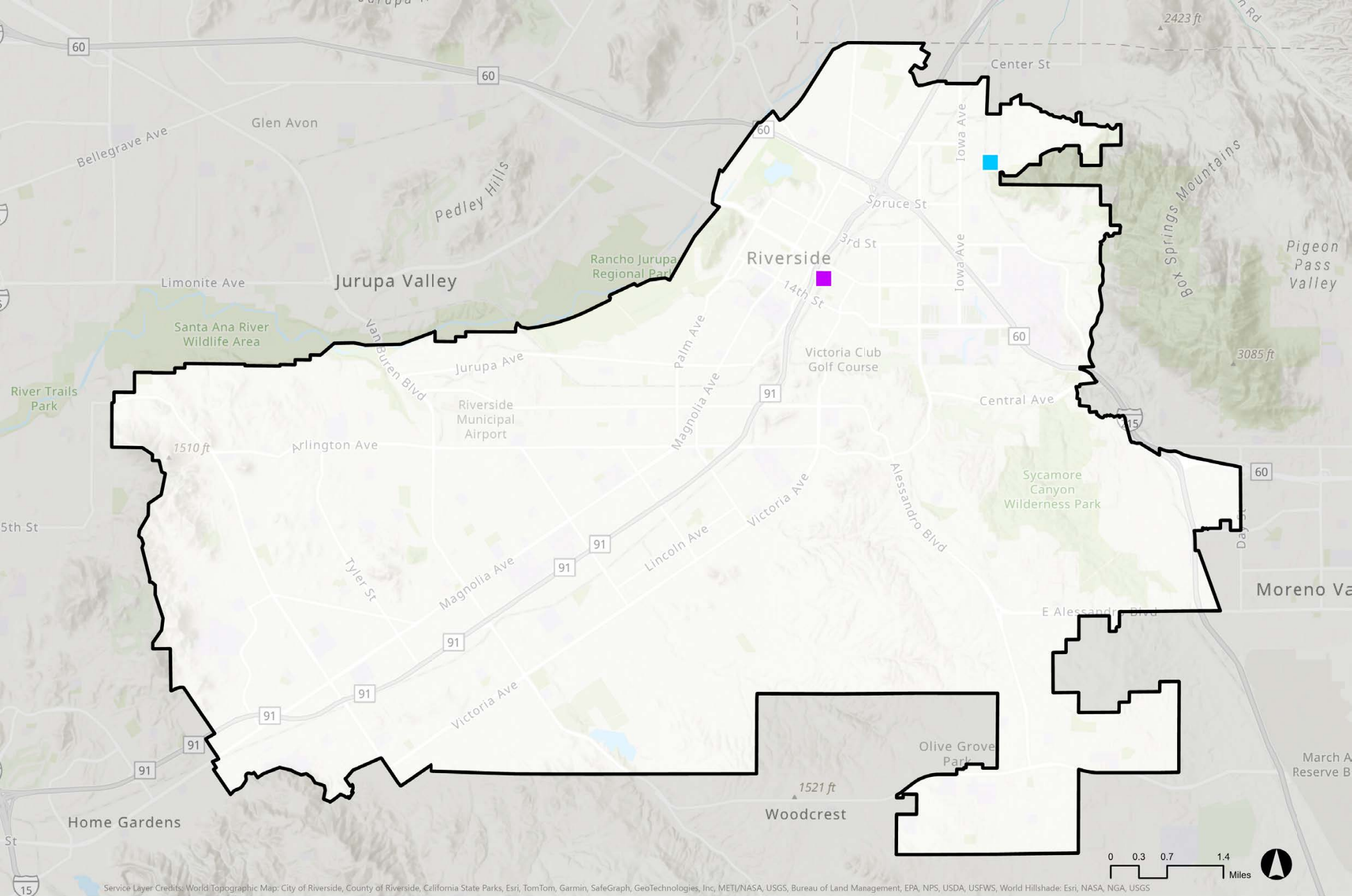
Transit Priority Areas and Major Transit Stops in City of Riverside [Connect SoCal 2024 Plan Year 2050 (AB 2553 Updated)]

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

Note: Major transit stops and the TPAs included in this Data/Map Book are based on the 2050 plan year transit network of Connect SoCal 2024 and reflect the updated statutory definition of major transit stops under AB 2553. Please note that SCAG updates its inventory of planned transit network with the adoption of a new RTP/SCS, once every four years. However, transit planning studies may be completed by transit agencies on a more frequent basis than the RTP/SCS is updated by SCAG. This data is intended for planning purposes only, and SCAG shall incur no responsibility or liability as to the completeness, currentness, or accuracy of this information. SCAG assumes no responsibility arising from use of this information by individuals, businesses, or other public entities. Users should consult with the appropriate transit provider(s) to obtain the latest information on transit routes, stop locations, and service intervals before making determinations regarding CEQA exemption or streamlining.

Data Source: County Transportation Commissions, SCAG | Data Version: Connect SoCal 2024 Plan Year 2050 (AB 2553 Updated) | Map Created: 3/12/2026

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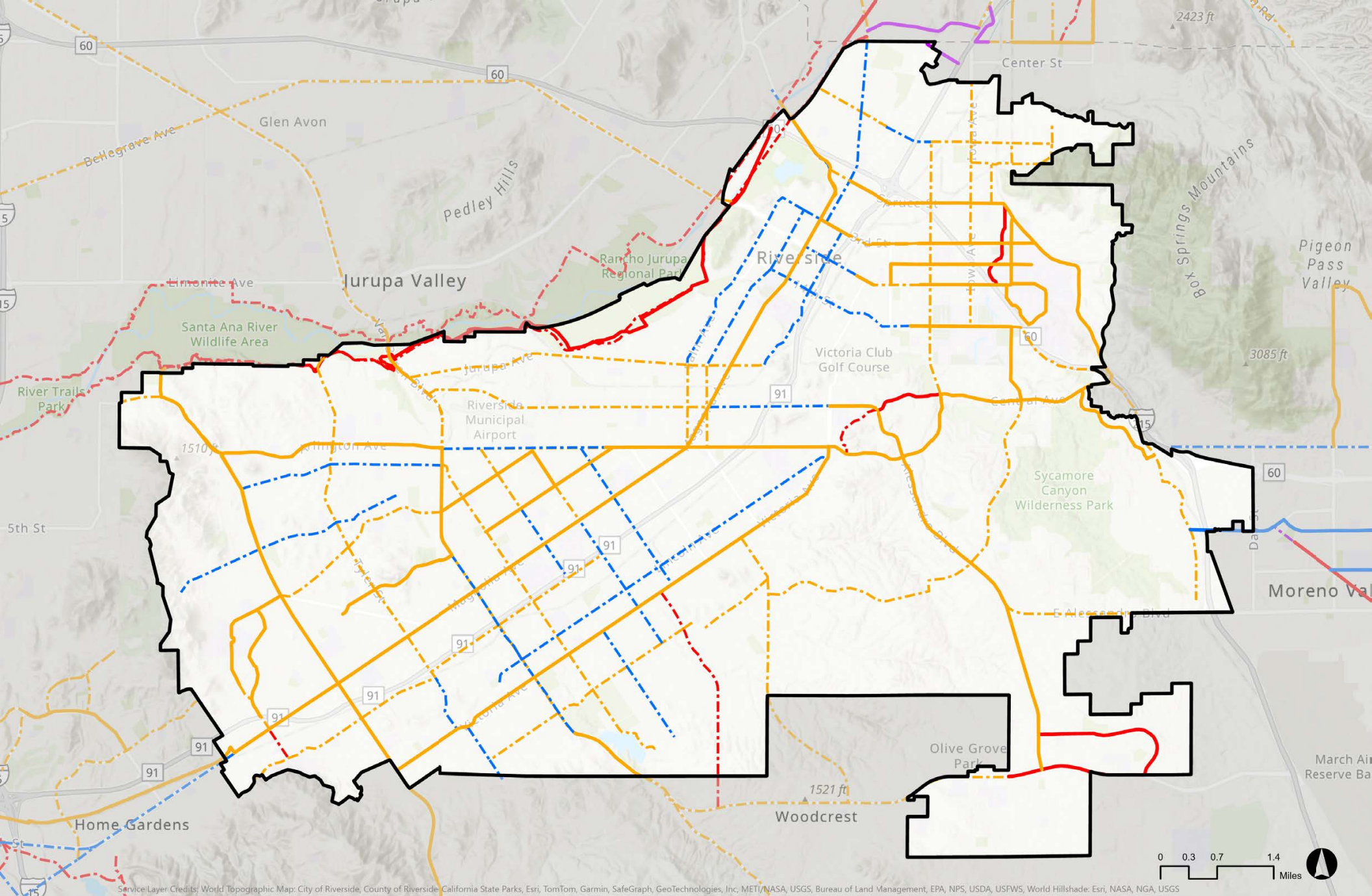


Mobility Hub in City of Riverside

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

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

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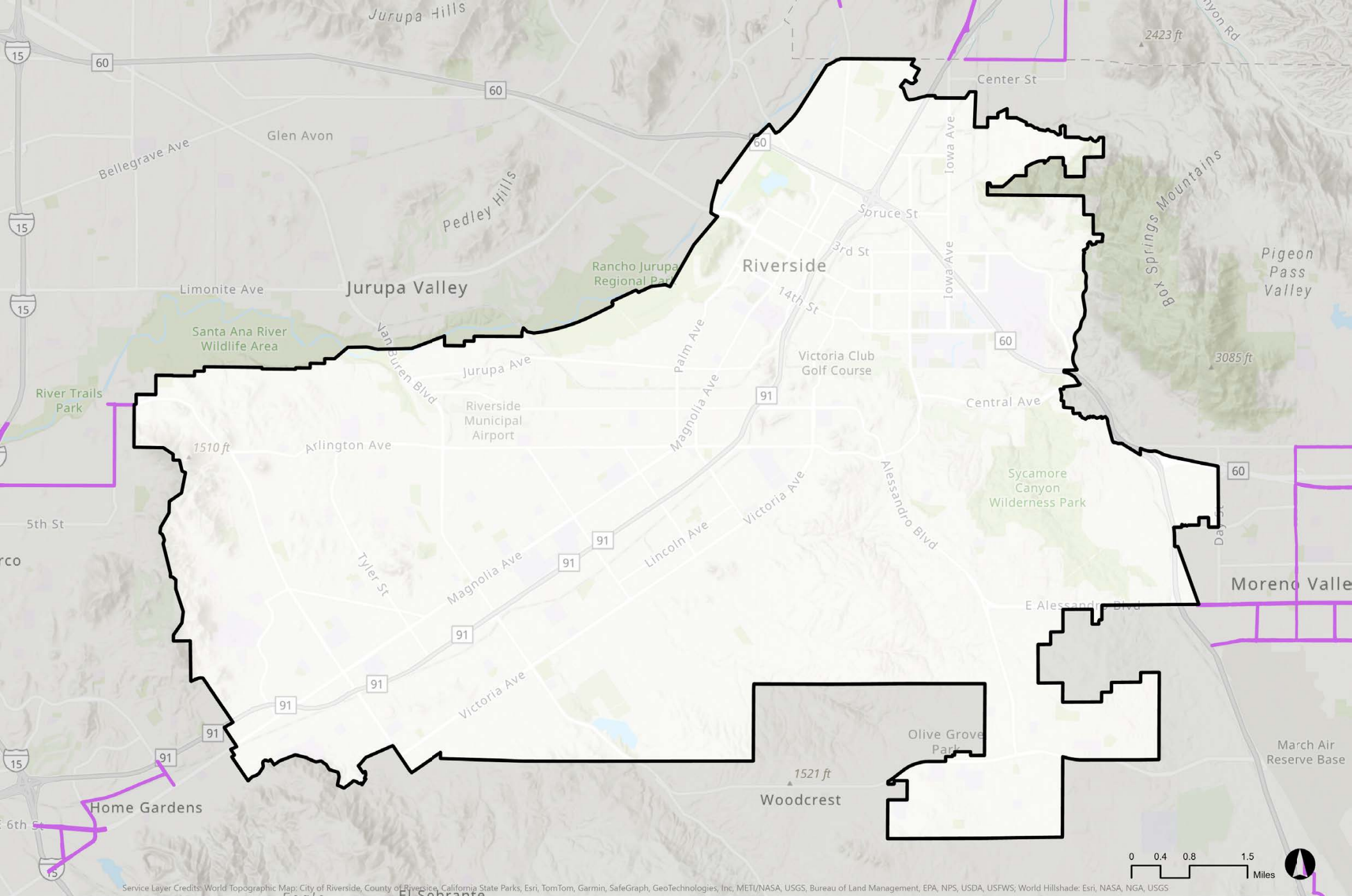


Bikeways in City of Riverside (Existing and Proposed/Planned)

- | | | | | | | | | |
|--------------------------|---------|----------|-----------|----------------------------------|---------|----------|-----------|----------|
| <u>Existing Bikeways</u> | | | | <u>Proposed/Planned Bikeways</u> | | | | |
| City Boundary | Class I | Class II | Class III | Class IV | Class I | Class II | Class III | Class IV |

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

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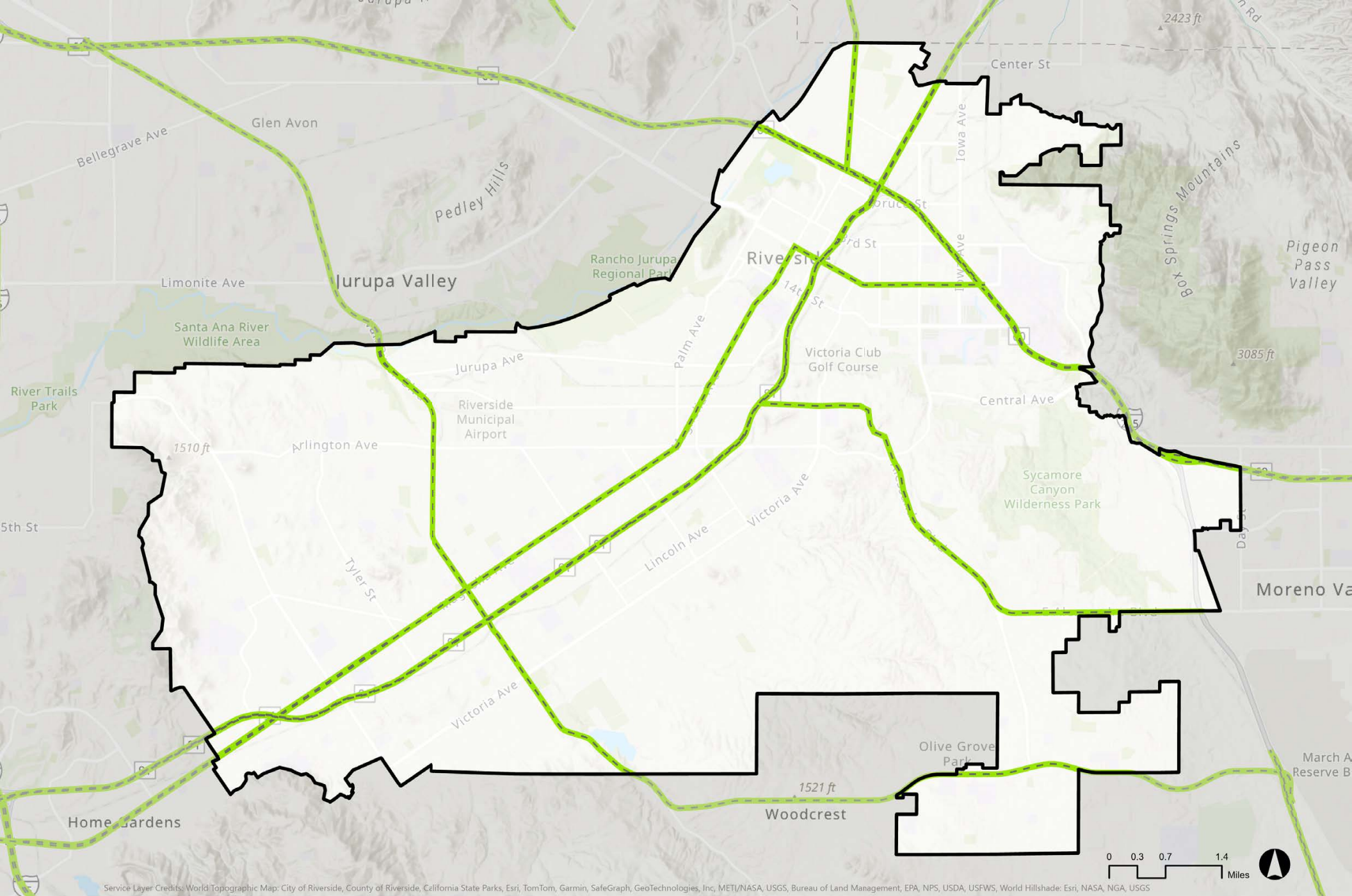
Service Layer Credits: World Topographic Map: City of Riverside, County of Riverside, California State Parks, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS; World Hillshade: Esri, NASA, NGA, USGS

Truck Routes in City of Riverside

- City Boundary
- Truck Routes

Data Source: SCAG, City 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.



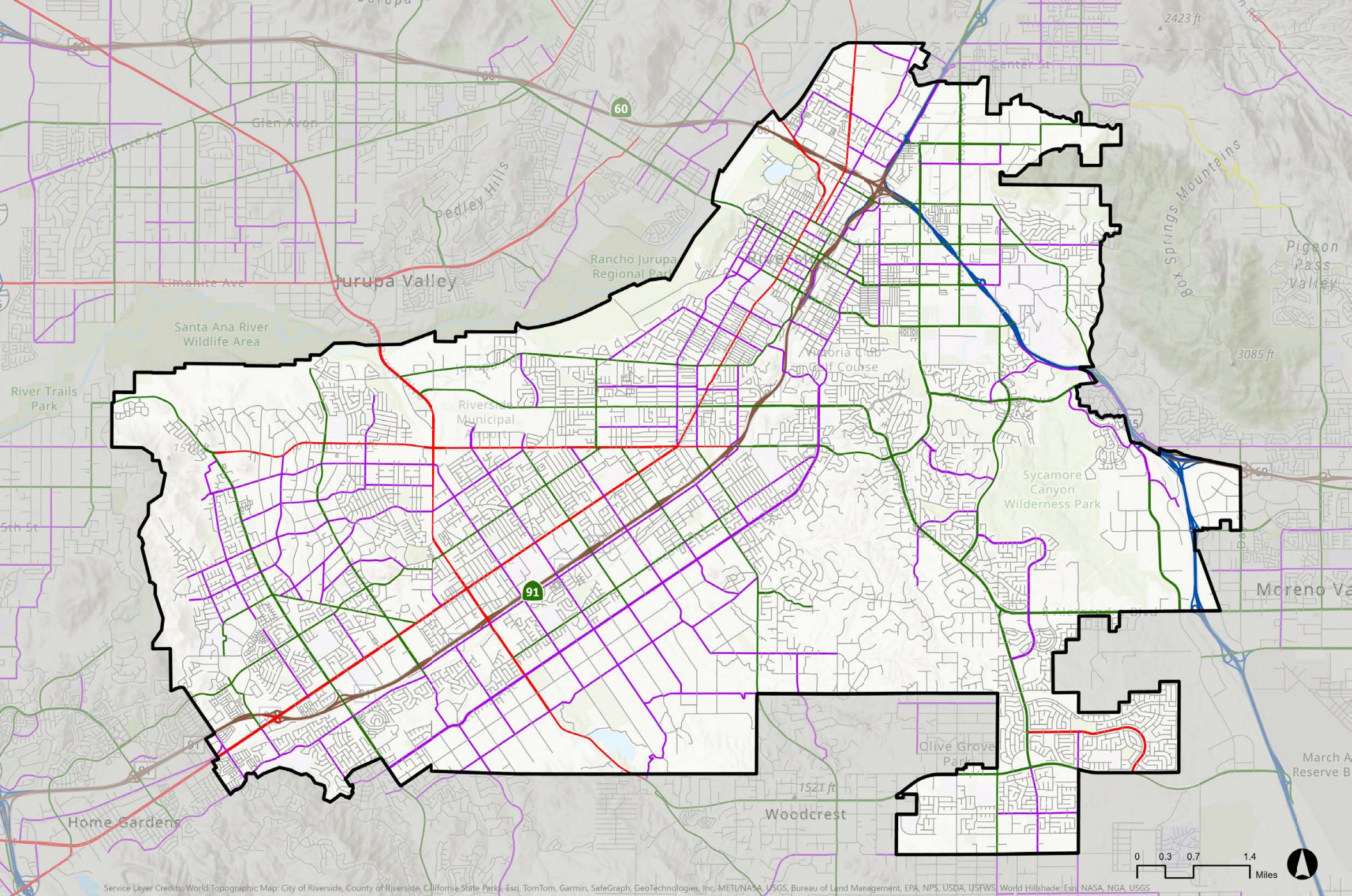
Dedicated Transit Lanes in City of Riverside

City Boundary

 Dedicated Transit Lanes

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

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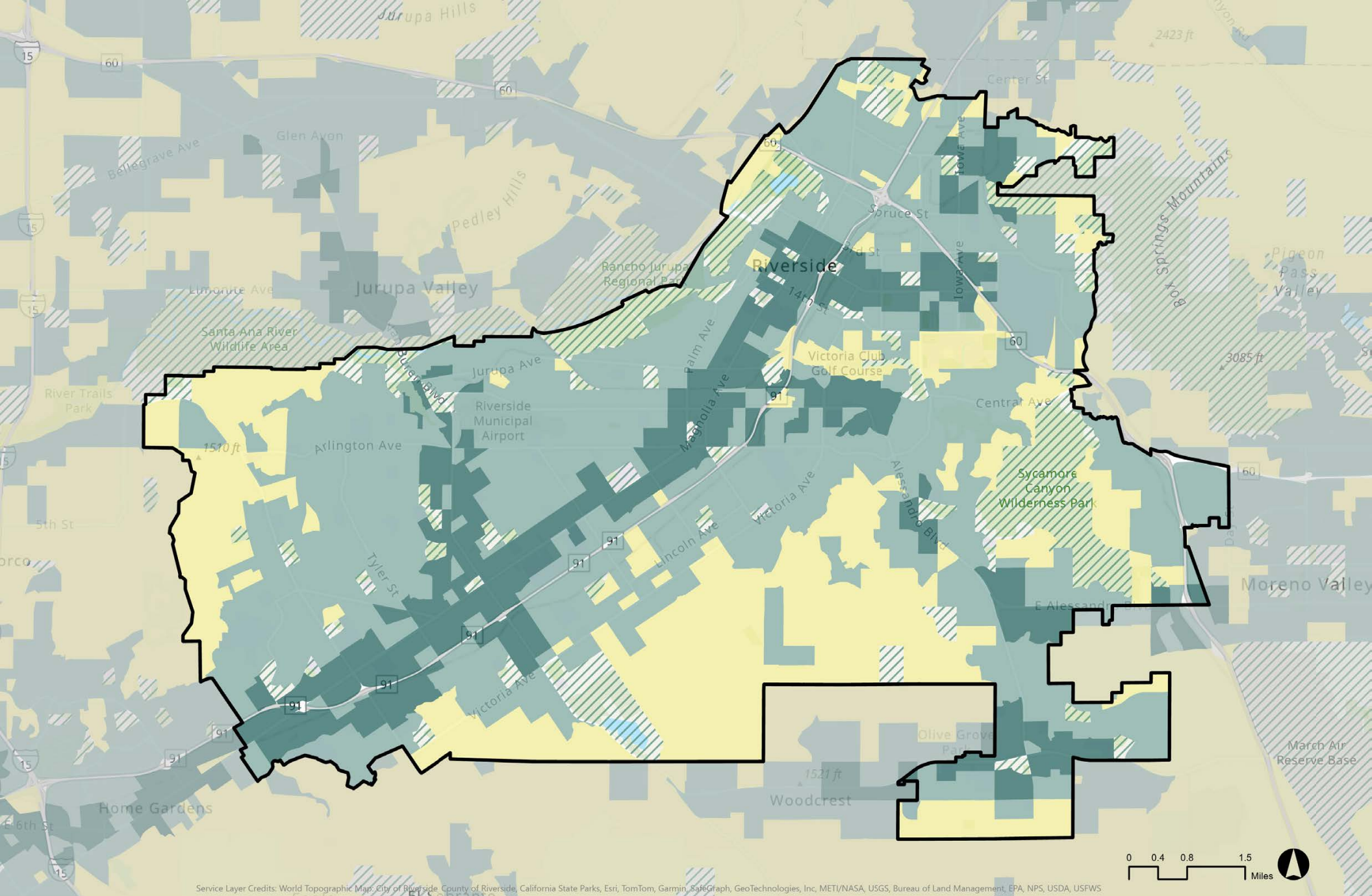


Functional Classification Roads in City of Riverside

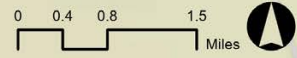
 City Boundary
 — 1 Interstate
 — 2 Other Freeway or Express Way
 — 3 Other Principal Arterial
 — 4 Minor Arterial
 — 5 Major Collector
 — 6 Minor Collector
 — 7 Local

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

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

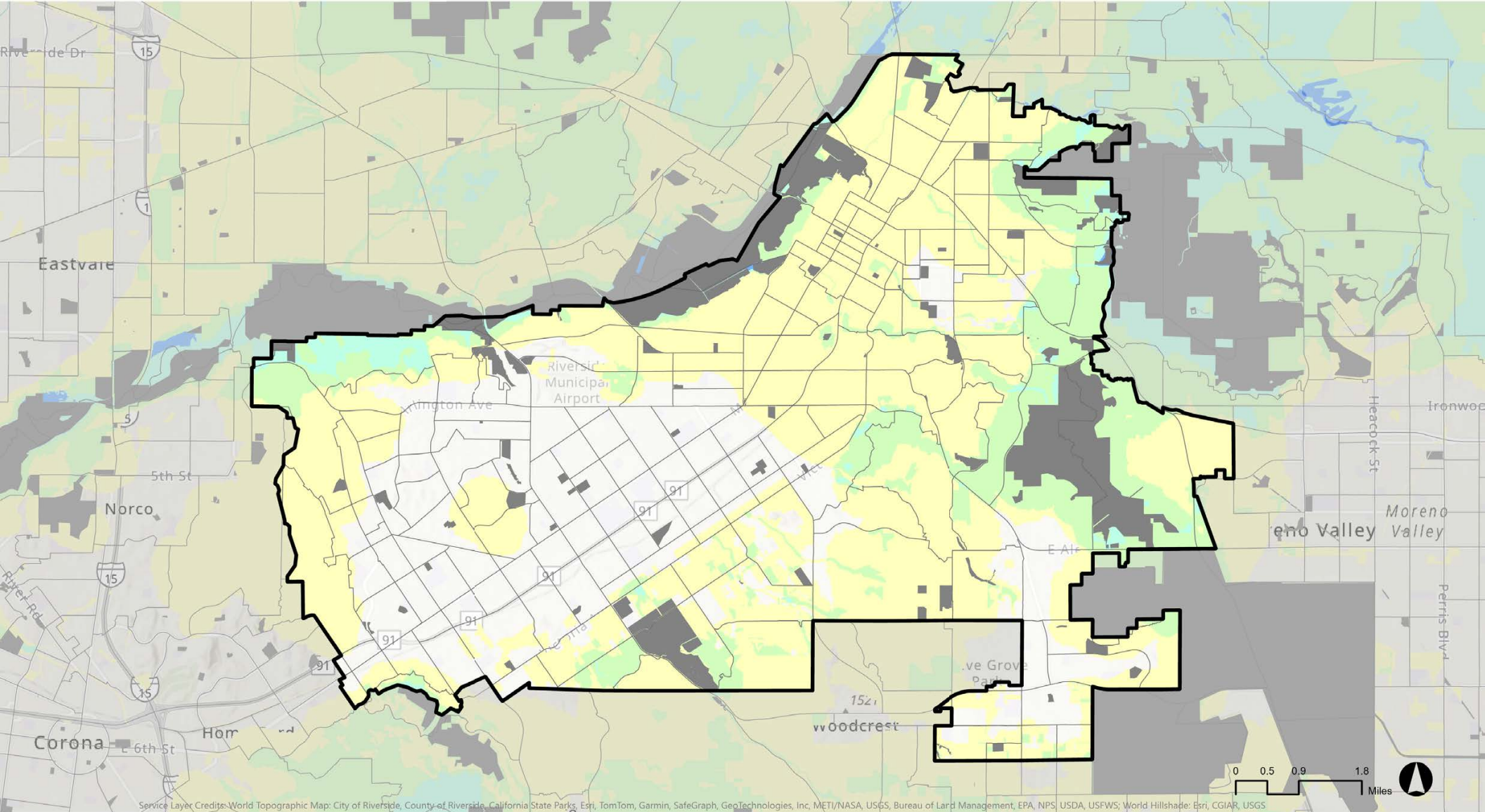


Priority Development Area in City of Riverside

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

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

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Consolidated Green Region Resource Areas in City of Riverside

■ 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)

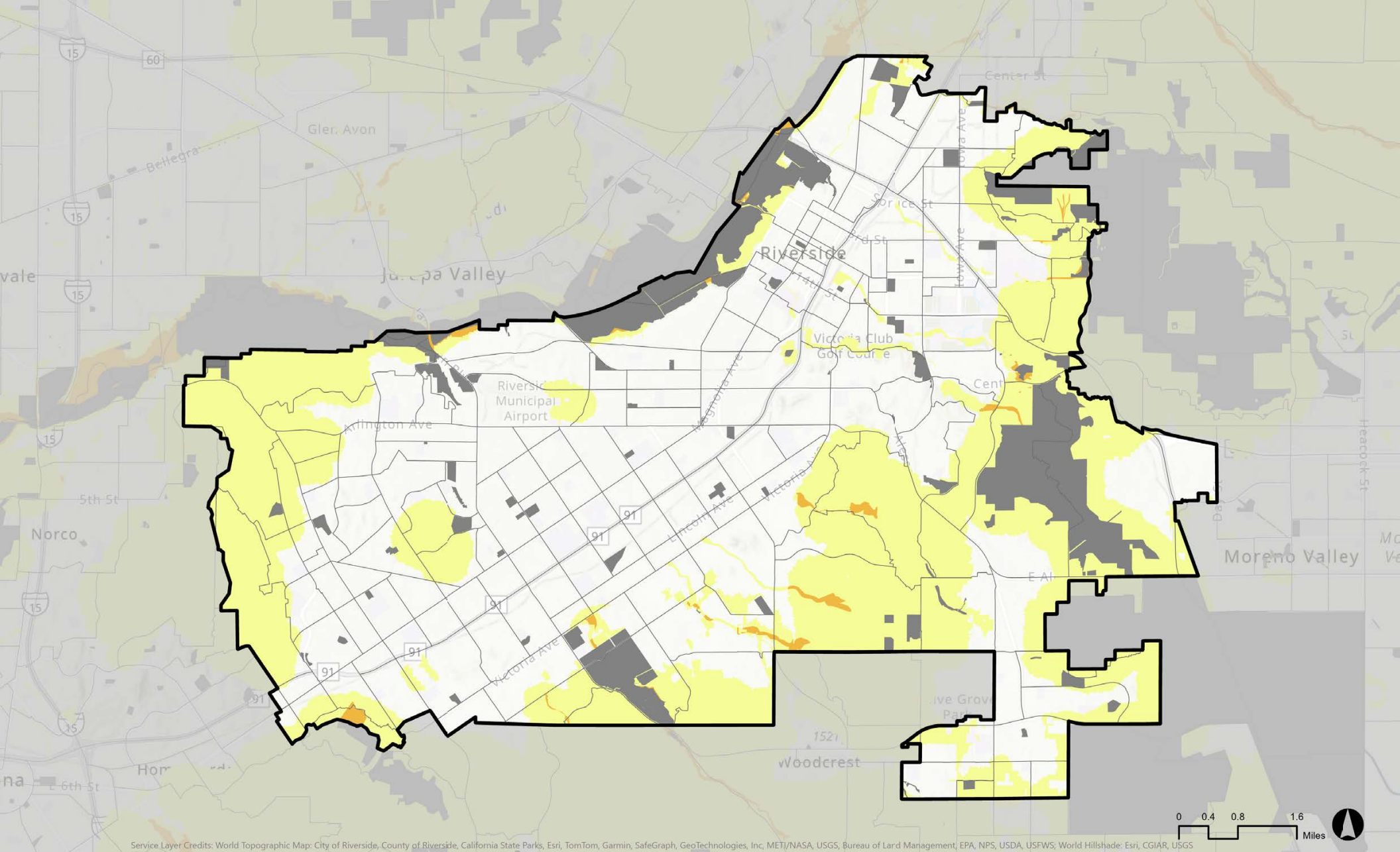


* Transportation Analysis Zones (TAZ) Tier2 boundaries are shown in the map.

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

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

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Climate Hazard Risk in City of Riverside

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

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

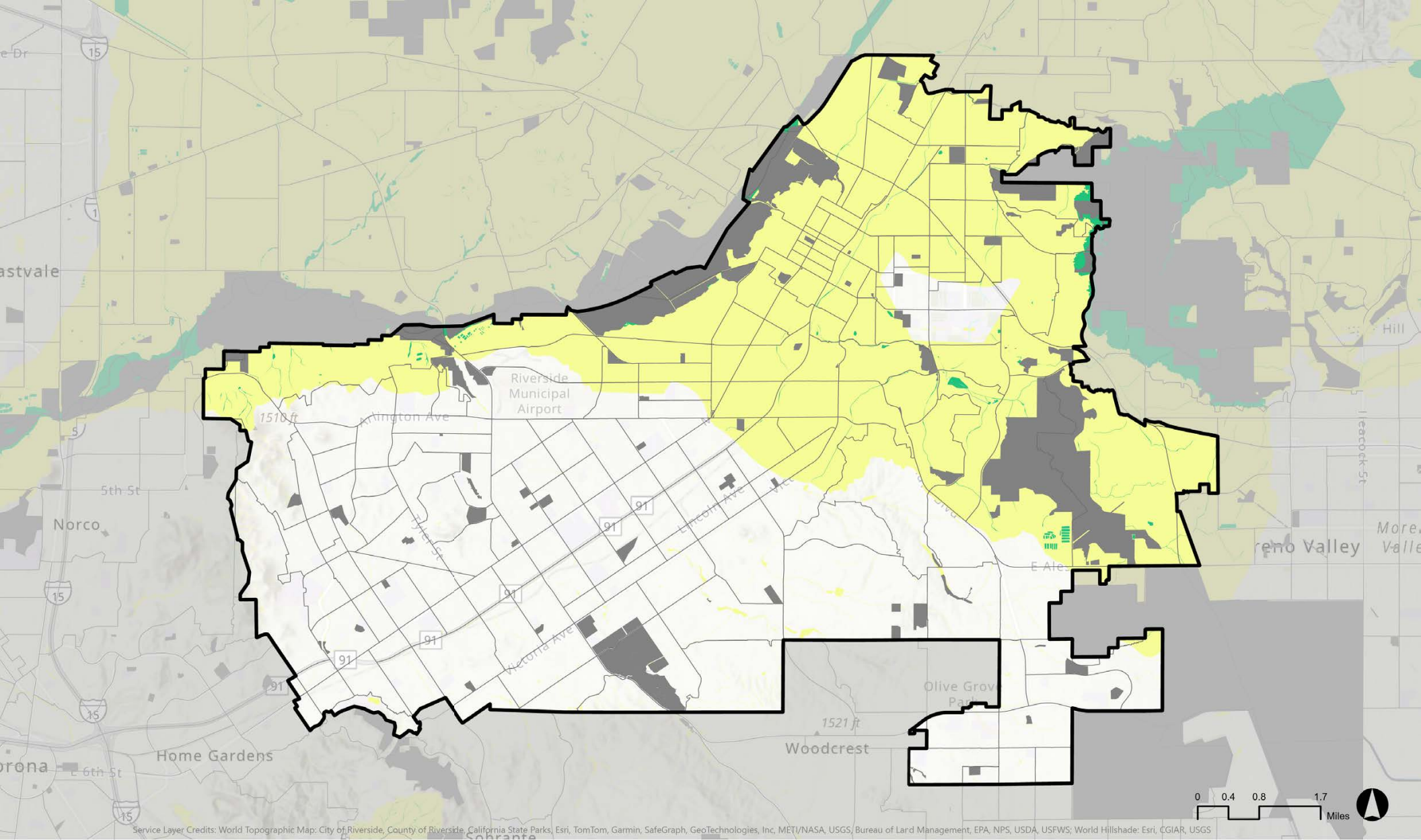
■ 1 ■ 2 ■ 3

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

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

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

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Open Space/Habitat Multi-Benefit Assets in City of Riverside

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

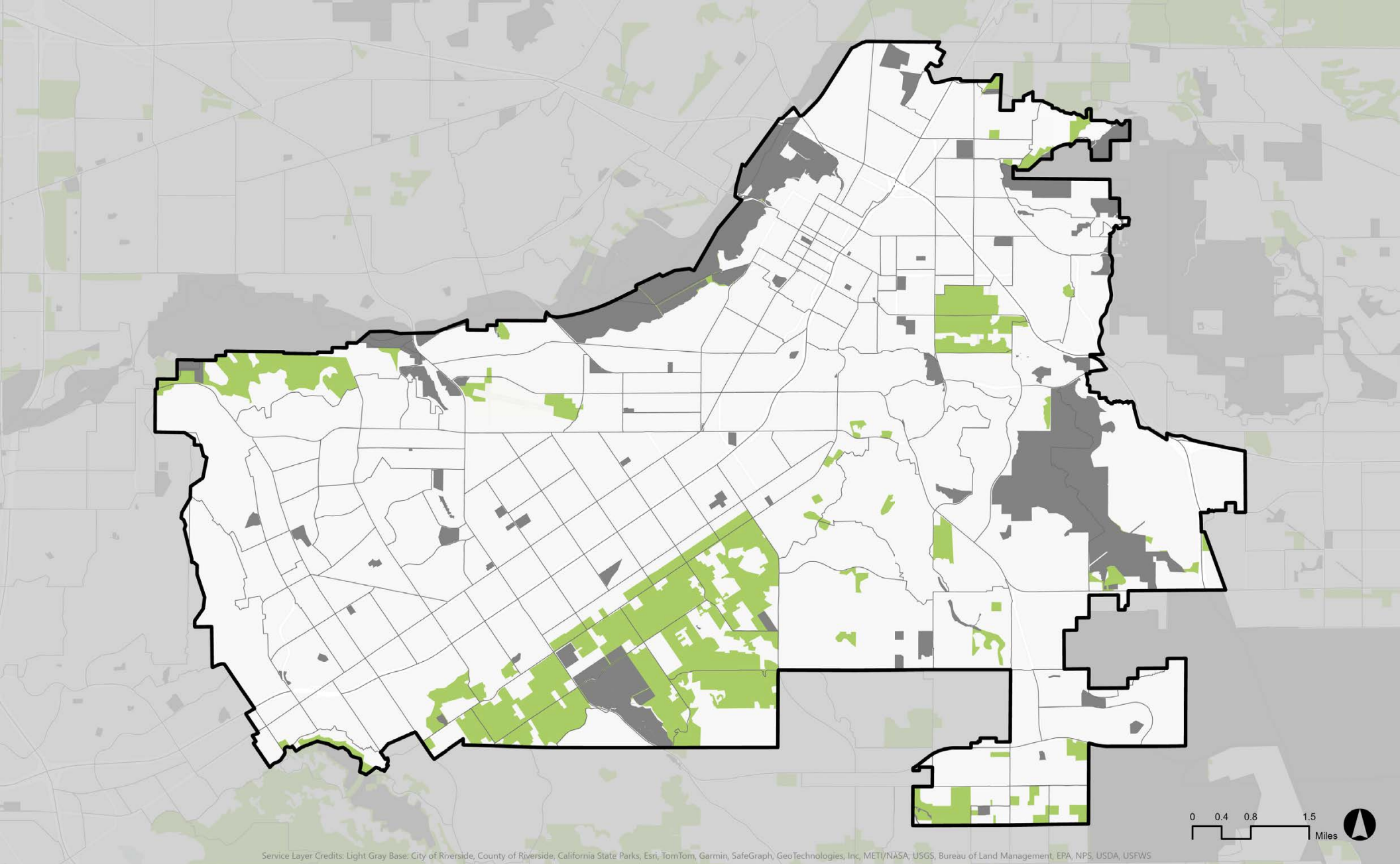
Count of Overlapping Topic Areas (Aquatic Resources, Wildlife Corridors, Habitat Value)

■ 1 ■ 2 ■ 3

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

Data Source: Southern California Association of Governments (SCAG); Species Biodiversity, Areas of Conservation Emphasis (ACE), 2021, CDFW; Terrestrial Climate Change Resilience, Areas of Conservation Emphasis (ACE), 2021, CDFW; Terrestrial Connectivity, Areas of Conservation Emphasis (ACE), 2025, CDFW; Critical Coastal Areas, 2021, California Coastal Commission; Essential Connectivity Areas – California Essential Habitat Connectivity (CEHC), 2025, CDFW; South Coast Missing Linkages, 2008, South Coast Wildlands; National Wetlands Inventory (NWI) Riparian, 2024, USFWS; National Wetlands Inventory (NWI) Wetlands, 2024, USFWS; California Aquatic Resources Inventory (CARI), 2025, San Francisco Estuary Institute
 Data Updated: 2025 | Map Created: 3/19/2026

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Agriculture in City of Riverside

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

Count of Overlapping Topic Area (Farmland)

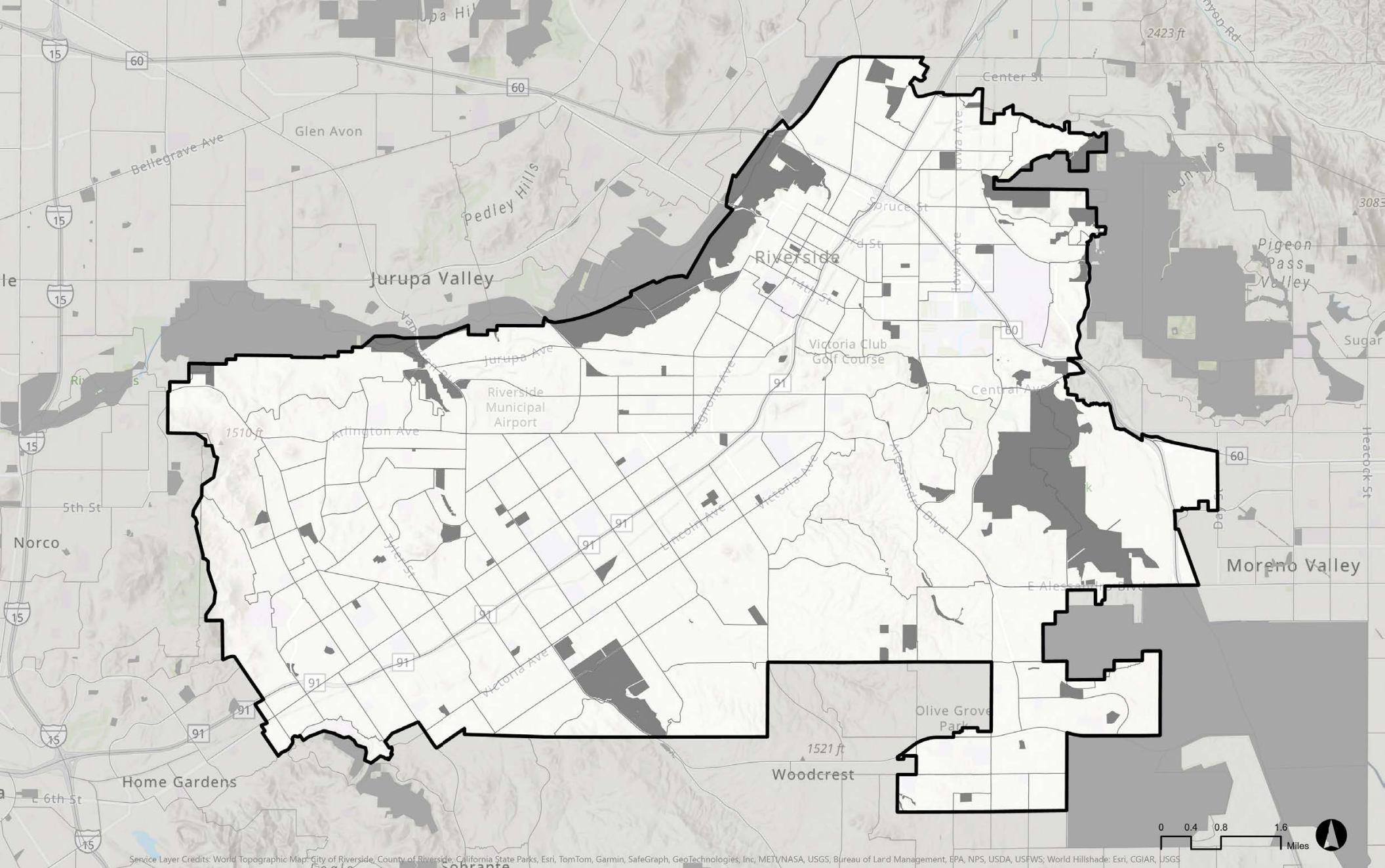
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* Transportation Analysis Zones (TAZ) Tier2 boundaries are shown in the map.

Data Source: Southern California Association of Governments (SCAG); California Williamson Act Enrollment, 2024, California Department of Conservation; Farmland Mapping and Monitoring Program (FMMP), 2022, California Department of Conservation

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

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Conserved Areas in City of Riverside

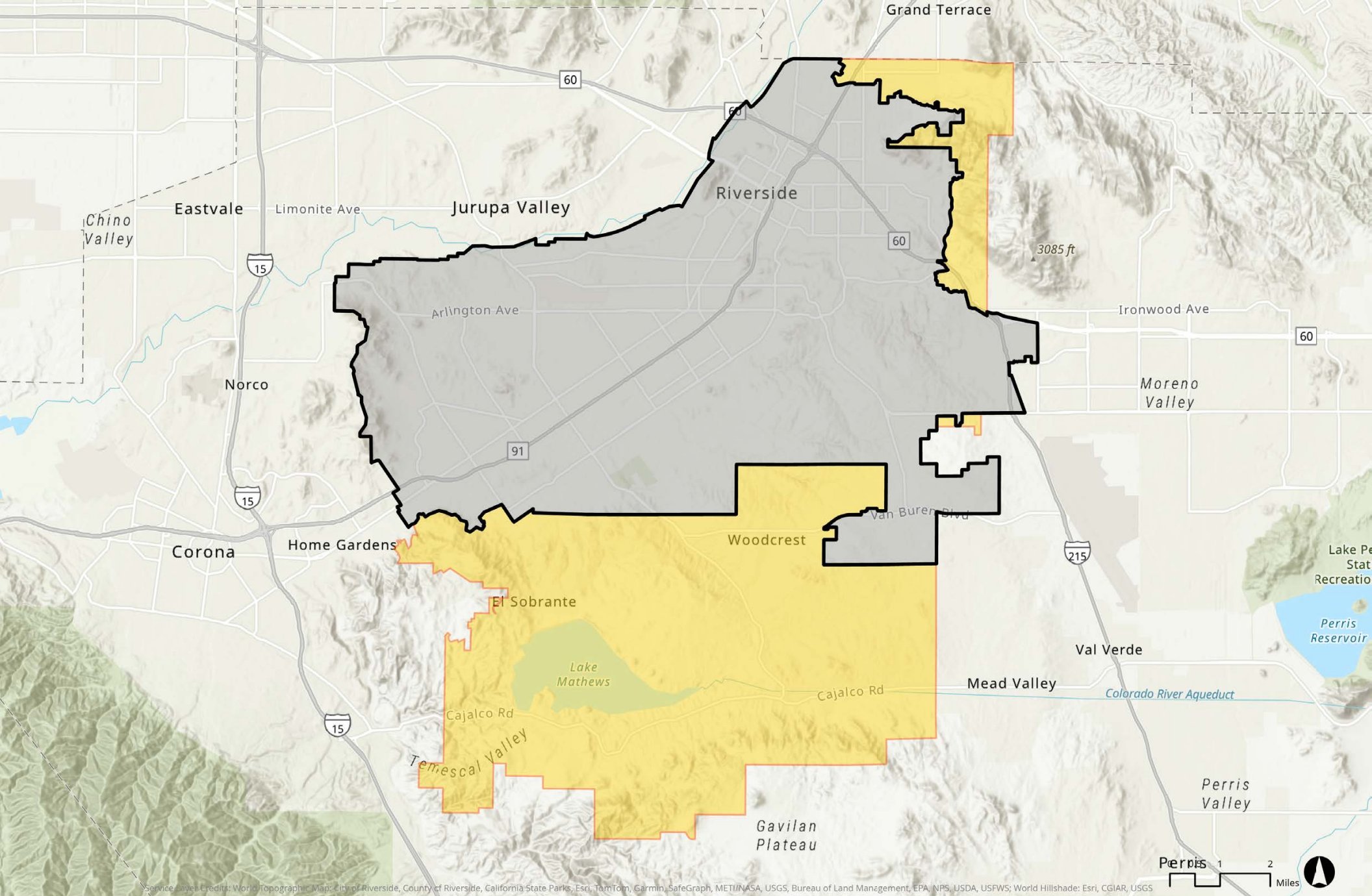
■ Protected Open Space, Conservation Easements, NCCP/HCP Reserve Designs, Military Installations, Tribal Nations

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

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

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

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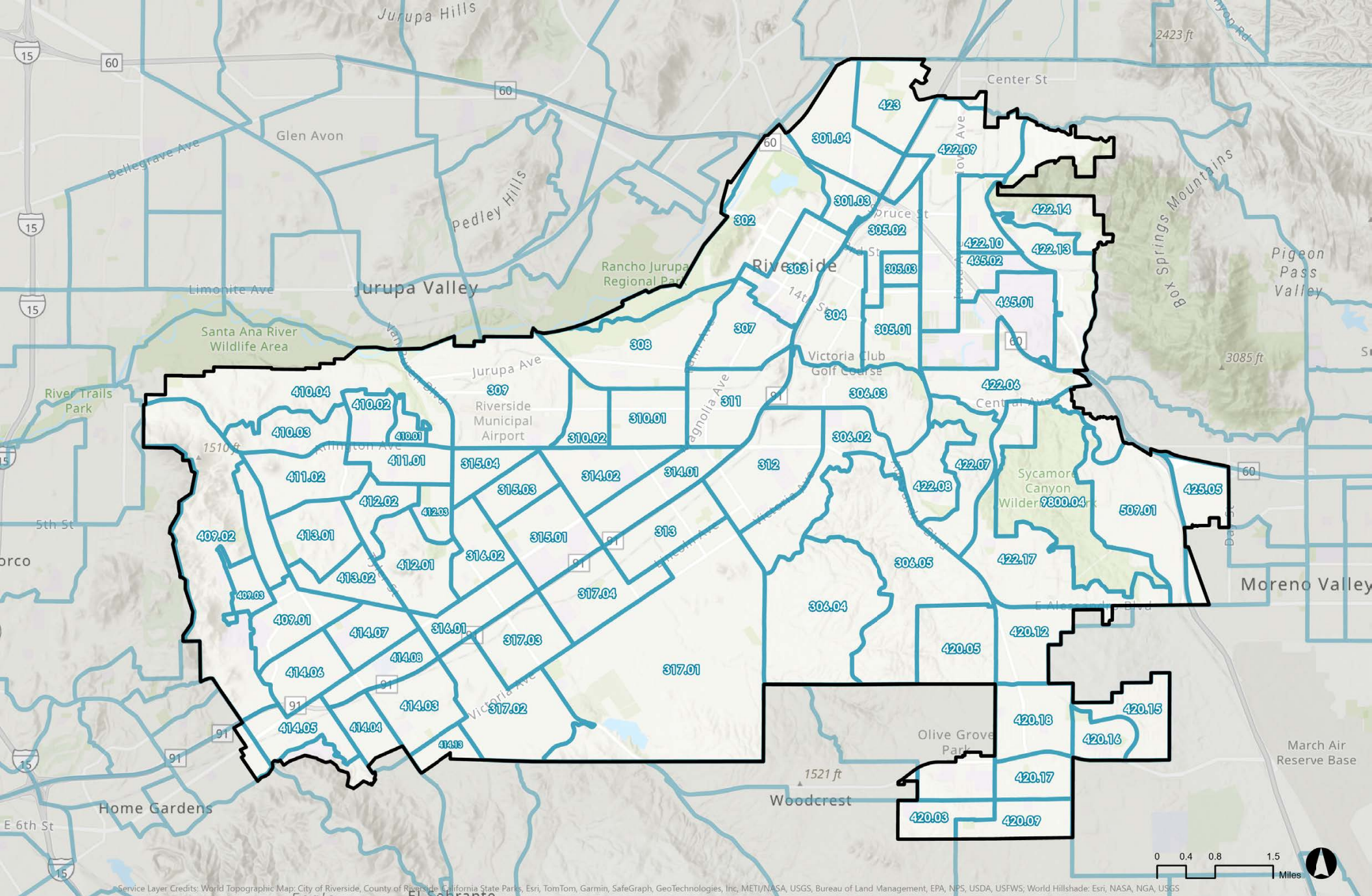


2024 City Boundary and Sphere of Influence for City of Riverside

City Boundary
 Sphere of Influence

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

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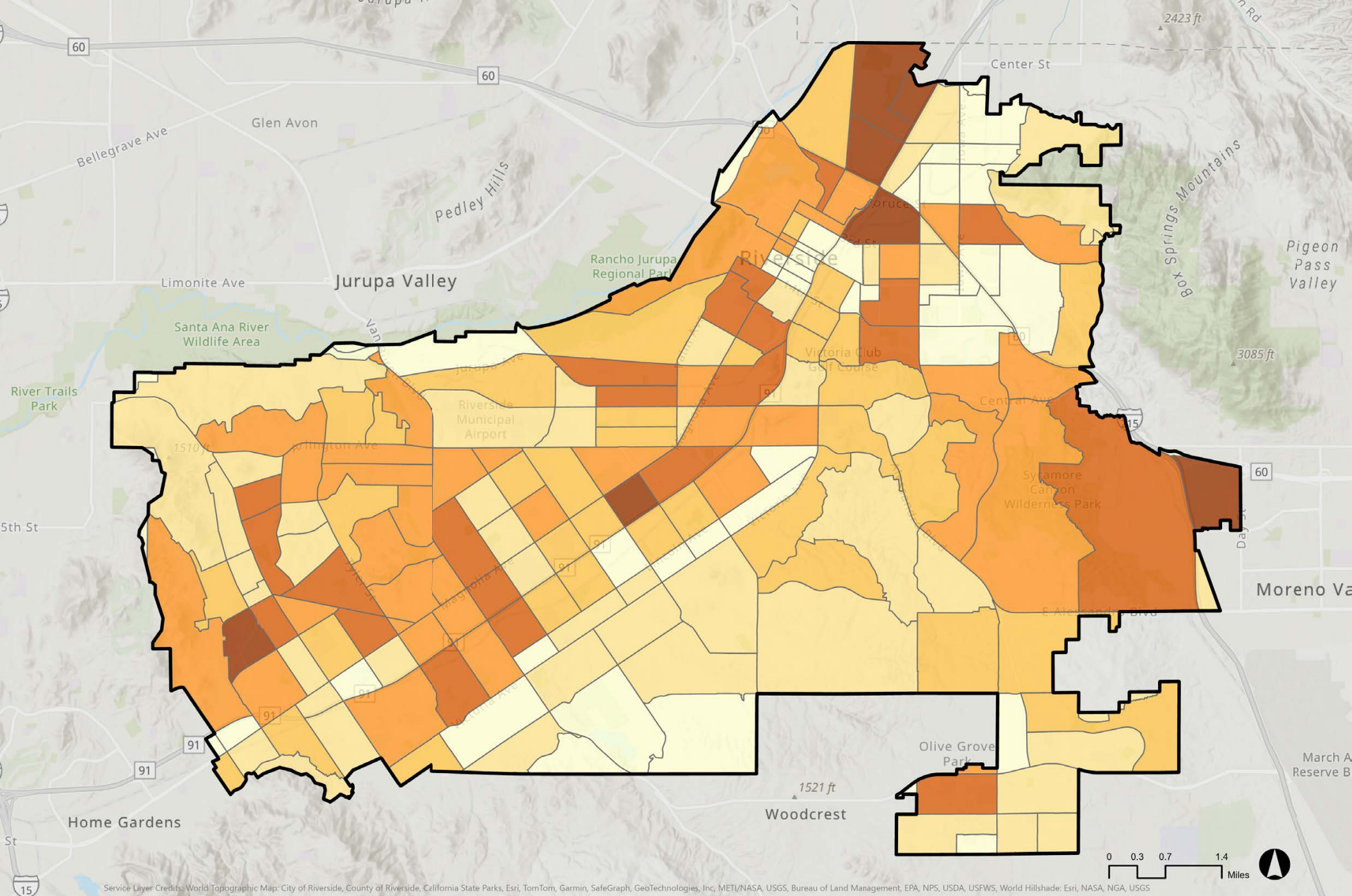


2024 Census Tracts in City of Riverside

City Boundary
 2024 Census Tracts

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

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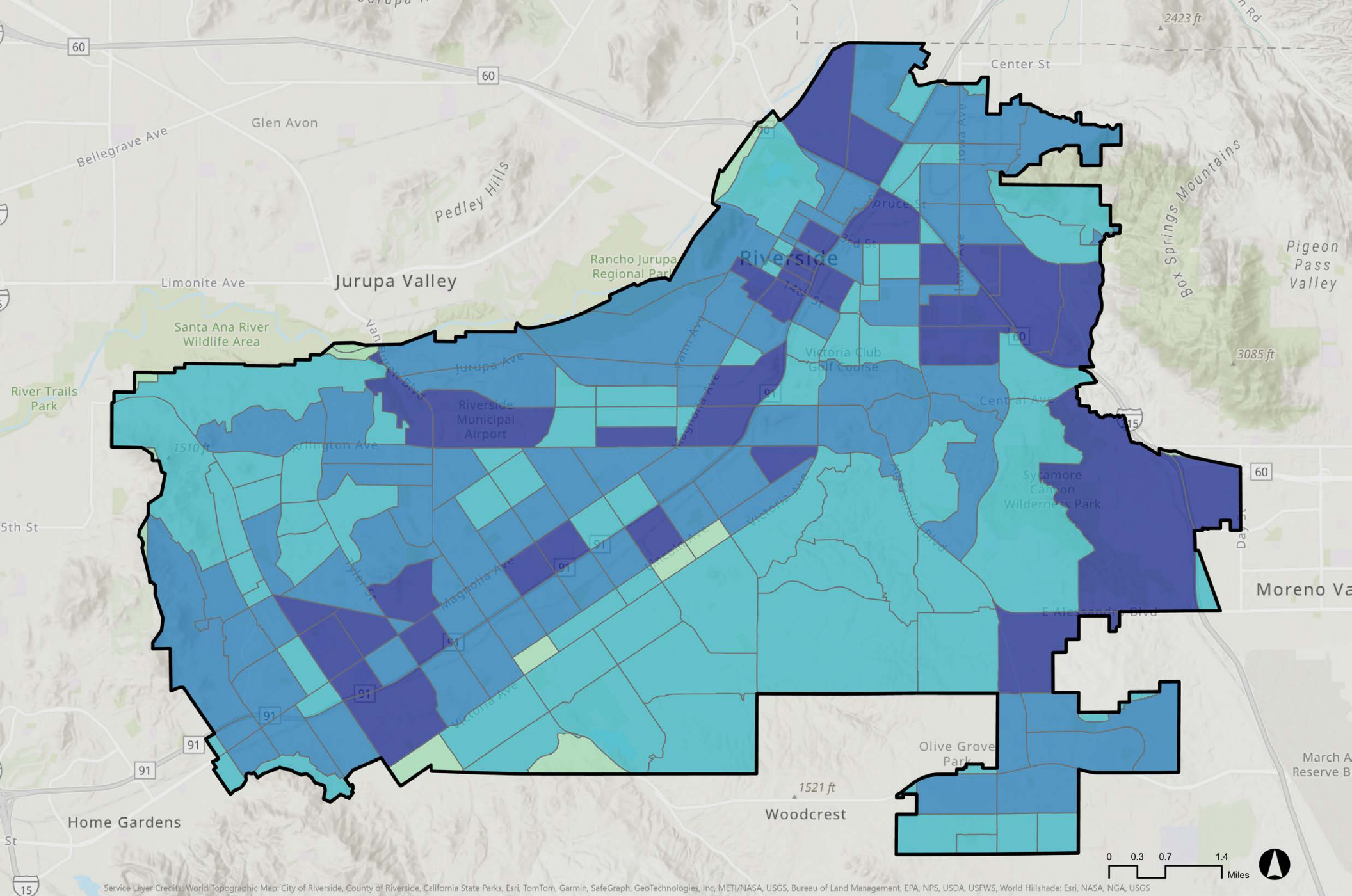


TAZ-Level Household Growth in the City of Riverside (2024-2050, Tier 2 City-Split TAZ)

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

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

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

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