SCAG
INNOVATING FOR A BETTER TOMORROW

CONNECT SOCAL 2024
The 2024 Regional Transportation Plan/Sustainable Communities Strategy

LOCAL DATA EXCHANGE (LDX) PROCESS

DATA/MAP BOOK

for the City of

PORT HUENEME

DRAFT | MAY 2022

CONTENTS

INTRODUCTION 1
- What is Connect SoCal 2024? 1
- What is the Local Data Exchange Process? 1
- What is the Regional Data Platform? 2
- What is the Local Information Services Team? 2

PROVIDING INPUT TO SCAG 3
- Timeline 4

LAND USE **5**
- General Plan Land Use 10
- Specific Plan Land Use 10
- Zoning 10
- Existing Land Use 10
- Key Entitlements 11

PRIORITY DEVELOPMENT **11**
- Neighborhood Mobility Areas 11
- Livable Corridors 12
- Job Centers 12
- Housing Trajectory 13

TRANSPORTATION **15**
- High Quality Transit Areas 15
- Transit Priority Areas 15
- Regional Bikeways 16
- Regional Truck Routes 17

GREEN REGION RESOURCE AREAS (SB 375) **17**
- Resilience 17
- Open Space/Habitat 19
- Administrative/Working Lands 23

GEOGRAPHICAL BOUNDARIES **24**
- City Boundary and Sphere of Influence 24
- Census Tract Boundary 24
- Transportation Analysis Zone (TAZ) Boundary 24

PRELIMINARY GROWTH FORECAST (SED) **25**

APPENDIX 1: SUSTAINABLE COMMUNITIES PROJECT (SCP) CRITERIA

APPENDIX 2: SOCIOECONOMIC ESTIMATES AND PROJECTION BY TAZ

MAPS

INTRODUCTION

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

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

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

What is Connect SoCal 2024?

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

What is the Local Data Exchange Process?

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

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

INTRODUCTION

What is the Regional Data Platform?

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

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

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

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

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

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

What is the Local Information Services Team?

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

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

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

PROVIDING INPUT TO SCAG

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

The layers below are being shared with local jurisdictions in preparation for Connect SoCal 2024. SCAG is seeking update and corrections on several layers as indicated below. Additional layers represent regional datasets which local update and corrections are optional. The remaining layers are third-party data which relate to regional objectives and are included for reference while developing Connect SoCal 2024's forecasted regional development pattern. Additional detail is found in the description of each layer that follows. In order to be included in Connect SoCal 2024, input from local jurisdictions is due by December 2, 2022.

ANTICIPATED AVAILABILITY	CATEGORY	LAYER NAME	REVIEW TYPE
Feb 2022	Land Use	General Plan	Update/Corrections
		Zoning	Update/Corrections
		Existing Land Use	Update/Corrections
		Specific Plan Land Use	Update/Corrections
		Key Entitlements	Update/Corrections
Feb 2022	Priority Development	Neighborhood Mobility Areas	Optional
		Livable Corridors	Optional
		Job Centers	Optional
		Housing Trajectory	Update/Corrections and site inventory upload
Feb 2022	Transportation	High Quality Transit Areas	Reference Only
		Transit Priority Areas	Reference Only
		Regional Bikeways	Optional
		Regional Truck Routes	Optional
Feb 2022	Green Region Resource Areas (SB 375)	Resilience *(Flood areas, coastal inundation, wildfire risk, wildland urban interface & intermix)*	Reference Only
		Open Space/Habitat *(Open space and parks, endangered species and plants, sensitive habitat areas, natural community and habitat conservation plans)*	Reference Only
		Administrative/Working Lands *(Tribal lands, military installations, farmlands)*	Reference Only
Feb 2022	Geographical Boundaries	City Boundary and Sphere of Influence	Reference Only
		Census Tract	Reference Only
		TAZ	Reference Only
May 2022	Growth	Jurisdiction-level projections of households and employment (2019-2050)	Update/Corrections
		TAZ-level projections of households and employment (2019-2050)	Update/Corrections

PROVIDING INPUT TO SCAG

Due to delays in the 2020 Census and a desire to better integrate the evolving COVID-19 pandemic and local jurisdictions' 6th cycle housing element updates in SCAG's forecasting process, preliminary growth forecast data will be available later than other layers (anticipated May 2022). The easiest and most convenient way to provide review and comments is through the RDP-LDX portal which provides several options for input:

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

Unique jurisdictional login information is provided under separate cover. LIST members will be available throughout the LDX process to provide technical assistance and can be contacted at list@scag.ca.gov. Upon the complete release of the data layers above, LIST will schedule a one-on-one meeting with local staff to discuss the LDX process, the RDP, and answer questions.

Timeline

The Local Data Exchange Process will involve the following milestones.

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

LAND USE

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

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

The Anderson Land Use Classification was used as the standardized SCAG Land Use Code system. For more detailed information on the land use code system, please refer to Table 1: SCAG Land Use Codes Table. Land use datasets will be further reviewed and updated as SCAG continue to receive feedback from local jurisdictions during the LDX process; however, due to required processing time SCAG will be unable to integrate updates prior to generating preliminary growth forecast data in May 2022.

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

LAND USE

TABLE 1: SCAG Land Use Codes Legend

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

TABLE 1: SCAG Land Use Codes Legend (continued)

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

TABLE 1: SCAG Land Use Codes Legend (continued)

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

TABLE 1: SCAG Land Use Codes Legend (continued)

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

General Plan Land Use

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

Specific Plan Land Use

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

Zoning

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

Existing Land Use

The base year of Connect SoCal 2024 is 2019. To develop the base year 2019 existing land use data, SCAG staff migrated the 2016 existing land use information to 2019 parcel

polygons and incorporated any recent land use changes since the year 2016. As a part of the update process, SCAG staff made every effort to identify newly developed parcels that were previously undeveloped in the 2016 existing land use data by analyzing county assessor's tax roll information, such as use codes and assessed valuations, as well as building footprint information. Additionally, SCAG staff conducted geoprocessing to more accurately reflect the land information from various reference layers, including but not limited to California Protected Areas Database (CPAD), California School Campus Database (CSCD), Farmland Mapping and Monitoring Program (FMMP)'s Important Farmland, U.S. Department of Defense's Military Installations, Ranges, and Training Areas (MIRTA). In this Data/Map Book, the 2019 existing land use map is prepared at the jurisdictional level with SCAG's standardized land use codes. **We kindly ask that local jurisdictions review the existing land use maps and provide any corrections or updated information.**

Key Entitlements

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

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

We kindly ask that local jurisdictions review this draft data layer, which was developed for Connect SoCal 2020. Please add or edit to reflect your assessment of large and/or regionally significant projects. If no entitled projects would be considered large, feel free to add key projects in your jurisdiction.

PRIORITY DEVELOPMENT

Neighborhood Mobility Areas

Neighborhood mobility areas (NMAs) focus on creating, improving, restoring, and enhancing safe and convenient connections to schools, hospitals, shopping, services, places of worship, parks, greenways and other destinations. SCAG's objective is to develop a region-wide map of neighborhood mobility to help further strategies and policies within Connect SoCal 2024.

NMAs are developed using four measures: 1) Intersection Density, 2) Low-Speed Streets, 3) Land Use Entropy, and 4) Accessibility to amenities within 1-mile using street network distances.

In order to be able to compare different measures, they were converted to z-scores. A value of 0 is the regional average – positive values are above average, negative values are below average. Based on the results from the NMAs analysis, SCAG took the top 25 percent performing TAZs and identified them as Neighborhood mobility Areas, to reflect the "top one-fourth" of the region for neighborhood mobility. High resourced Green Region areas (described separately) were removed from this layer to clearly identify areas for potential growth prioritization.

However, we recognize that no measure is perfect and local knowledge can better reflect 'neighborhood mobility' along the four measures assessed in the analysis. We invite local jurisdictions to review the NMA layer by modifying and identifying the TAZs that best reflect *(a)* the measures and areas important in your community and *(b)* to link to any local mobility policies/strategies your jurisdiction has.

PRIORITY DEVELOPMENT

We kindly ask that you describe proposed changes, while keeping the share of your jurisdiction's TAZs identified as NMAs roughly equal (i.e. no more than +/- 10%) so that the regional NMA layer continues to reflect the "top one-fourth" of the region for mobility. For example, if your city has 50 TAZs and 10 (20%) have been identified as NMAs, we kindly ask that a revised layer contain between about 5-15 TAZs (10-30%).

Livable Corridors

The Livable Corridor strategy encourages local jurisdictions to plan and zone for increased density at nodes along key corridors, and to "redevelop" single-story under-performing retail with well-designed, higher density housing and employment centers. Growth at strategic nodes along key corridors, many of which are within High Quality Transit Areas (HQTAs), will make transit a more convenient and viable option. The Livable Corridors strategy is comprised of three components that will encourage context sensitive density, improve retail performance, combat disinvestment, and improve fiscal outcomes for local communities:

- Transit improvements: Some corridors have been identified as candidates for on-street, dedicated lane Bus Rapid Transit (BRT) or semi-dedicated "BRT-lite" transit. Other corridors have the potential to support features that improve the user experience and bus performance, including enhanced bus shelters, real-time travel information, off-bus ticketing, all-door boarding and longer distances between stops to increase speeds.
- Active transportation improvements: Increased investments in Complete Streets within Livable Corridors and intersecting arterials are essential to support safe bicycling and walking. Investments should include protected lanes to encourage safe bicycling and lower speed mobility, improved pedestrian access and bicycle and micro-mobility parking.
- Land use policies: Mixed-use retail centers at key nodes along Livable Corridors are essential, as is increasing neighborhood-oriented retail at intersections, and flexible zoning that allows for the replacement of under-performing auto-oriented retail.

Livable corridors are generally a subset of High Quality Transit Areas. While SCAG awaits the refined High Quality Transit Areas data for the 2024 plan, the current layer identifies the livable corridors identified in Connect SoCal 2020. The High Quality Transit Areas identified in Connect SoCal 2020 are included in a separate map to visualize the relationship between the two datasets.

Based on the three criteria above, we kindly ask that you describe proposed changes or additions using the line drawing tool. This tool will allow you to identify new livable corridors in your jurisdiction that may have been excluded in previous plans. It will also allow you to trace over identified corridors to suggest removal or revision.

Job Centers

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

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

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

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

Ensuring that land use and transportation strategies take advantage of the existing concentrations of activity across the region is a strategy used by Connect SoCal 2020 to assist in reducing trip lengths, increasing the likelihood of non-automobile transportation, and achieving GHG targets.

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

Housing Trajectory

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

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

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

PRIORITY DEVELOPMENT

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

NAME	VALUE	DESCRIPTION
Total RHNA Allocation	125	Total 6th cycle RHNA allocation issued to local jurisdiction in September 2020.
Pipeline/Approved Units	119	Units which are currently in the process of being developed. While the precise description and likely timing differs between housing elements, most include a similar category to indicate housing units which are likely to materialize in the near-term and do not require any, or any significant deviation from existing plans to accommodate.
Nonvacant/infill sites	0	Units included in the housing element which meet HCD's criteria for providing additional evidence of development likelihood owing to an existing or previous use on the site.
Vacant sites	149	Units identified by the housing element which can be developed on currently vacant parcels, indicating fewer barriers to development. This may differ from pipeline/ approved projects (above), and/or may reflect units on sites other than those listed as nonvacant/infill.
Units requiring rezoning	0	Number of units proposed to be achieved through rezoning, per HCD's sites inventory guidelines.
Accessory Dwelling Units	8	
Site Inventory Date/ Version	8/23/21 draft	

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

TRANSPORTATION

High Quality Transit Areas

For Connect SoCal 2020, SCAG developed High Quality Transit Areas (HQTAs) in the SCAG Region for plan year 2045. HQTAs are Priority Development Areas within one-half mile of an existing or planned fixed guideway transit stop or a bus transit corridor where buses pick up passengers at a frequency of every 15 minutes (or less) during peak commuting hours. Freeway transit corridors with no bus stops on the freeway alignment do not have a directly associated HQTA. Like Transit Priority Areas, HQTAs are places where vibrant Transit-Oriented Development (TOD) can be realized and are a cornerstone of land use planning best practice in the SCAG region. SCAG's Connect SoCal 2020 HQTA definition is based on the following SB 375 language:

- Major Transit Stop: A site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3).
- High-Quality Transit Corridor (HQTC): A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (CA Public Resource Code Section 21155(b)).

Major transit stops, HQTCs and HQTAs included in this Data/Map Book are based on the 2045 plan year transit network of Connect SoCal 2020 and are considered draft until the completion of Connect SoCal 2024. Further explanation of the methodology for identifying HQTCs and major transit stops is included in the Connect SoCal 2020 Transit Technical Report Appendix (https://scag.ca.gov/read-plan-adopted-final-plan). Please note that SCAG updates its inventory of planned major transit stops and 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. These layers may undergo changes as SCAG continues to update its transportation network as part of the Connect SoCal 2024 development process, and updates to this information will be forthcoming as information becomes available.

Transit Priority Areas

For Connect SoCal 2020, SCAG developed Transit Priority Areas (TPAs) in the SCAG Region for plan year 2045. TPAs are Priority Development Areas that are within one half mile of existing or planned major transit stops in the region. A major transit stop is defined as a site containing an existing or planned rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. TPAs are where TOD can be realized – where people can live, work and play in higher density, compact communities with ready access to a multitude of safe and convenient transportation alternatives. Focusing regional growth in areas with planned or existing transit stops is key to achieving equity, economic, and environmental goals. Infill within TPAs can reinforce the assets of existing communities, efficiently leveraging existing infrastructure and potentially lessening impacts on natural and working lands. Growth within TPAs supports Connect SoCal's strategies for preserving natural lands and farmlands and alleviates development pressure in sensitive resource areas by promoting compact, focused infill development in established communities with access to high-quality transportation.

Major transit stops and the TPAs included in this Data/Map Book are based on the 2045 plan year transit network of Connect SoCal 2020. Please note that SCAG updates its inventory of planned major transit stops and 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. These layers may undergo changes as SCAG continues to update its transportation network as part of the Connect SoCal 2024 development process, and updates to this information will be forthcoming as information becomes available.

Regional Bikeways

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

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

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

Class Definitions:

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

Regional Truck Routes

The Southern California Regional Truck Route Shapefile (RTRS) has been compiled using the general plans and municipal codes of the jurisdictions in areas of each of the six County Transportation Commissions (Imperial, Orange, Los Angeles, Riverside, San Bernardino, and Ventura). SCAG has developed standard data fields based on information found in local general plans and municipal codes to identify roadways and roadway segments that are designated as truck routes by the cities. The RTRS includes truck routes on existing local facilities. Jurisdictions may use various operational criteria to define truck routes including minimum and maximum weights, number of axles, time of the day, etc. Weight-related restrictions, like gross and net weight limits, are the most commonly used criterion. Existing truck routes are those that are specifically identified as facilities where trucks are generally permitted or restricted during all times, or the majority, of a day. It should be recognized that most jurisdictions permit truck to travel on any roadway segment with clear limitations to their movement (e.g., direct delivery to locations not on a designated route). Each route is at the discretion of its jurisdiction. Confirmation and updates to the RTRS will allow SCAG member cities to understand and develop policy regarding intracity and intercity truck route connections and gaps, and access to relevant land uses within jurisdictional boundaries.

GREEN REGION RESOURCE AREAS (SB 375)

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

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

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

Resilience

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

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

GREEN REGION RESOURCE AREAS

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

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

- Coastal Inundation (Sea Level Rise) - The Coastal Inundation data was obtained from the Coastal Storm Modeling System (CoSMoS) for Southern California (v3.0, Phase 2). CoSMoS is an online mapping viewer that makes detailed predictions over large geographic scales of storm-induced coastal flooding and erosion for both current sea level rise (SLR) scenarios. The data included in this book depicts the potential inundation of coastal areas resulting from a projected 3 feet rise in sea level above current Mean Higher High Water (MHHW) conditions.

  CoSMoS v3.0 for Southern California shows projections for future climate scenarios (sea-level rise and storms) to provide emergency responders and coastal planners with critical storm-hazards information that can be used to increase public safety, mitigate physical damages, and more effectively manage and allocate resources within complex coastal settings. Phase 2 data for Southern California include storm-hazard information for the coast from the Mexican Border to Pt. Conception. For more information on CoSMoS v3.0 Phase 2, refer to the Summary of Methods at https://www.sciencebase.gov/catalog/file/get/57f1d4f3e4b0bc0bebfee139?name=CoSMoS_SoCalv3_Phase2_summary_of_methods.pdf

- Wildfire Risk - The Wildfire Risk layer depicts areas at risk of wildfires resulting in disastrous property loss. Wildfire Risk consists of the following datasets:

  CAL FIRE Fire and Resource Assessment Program (FRAP) Wildland-Urban Interface (WUI) and Wildland-Urban Intermix
  Wildfires resulting in disastrous property loss are referred to as "Wildland-Urban Interface" fires, or "interface fires." These fires may start as small vegetation fires or be part of large

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

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

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

Open Space/Habitat

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

LAYER NAME	UNDERLYING DATASET(S)
Open Space and Parks	Save Our Agricultural Resources (SOAR), 2017, County of Ventura
	California Conservation Easement Database (CCED), 2021, Multiple sources
	California Protected Areas Database (CPAD), 2021, Multiple sources
Endangered Species and Plants*	California Natural Diversity Database, 2017, CA Department of Fish and Wildlife
Sensitive Habitat Areas	National Wetlands Inventory, 2020, US Fish and Wildlife Services
	2015 Areas of Conservation Emphasis (ACEIIv2), 2015, CA Department of Fish and Wildlife
	South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute
	California Essential Habitat Connectivity Project, 2010, CA Department of Fish and Wildlife
Natural Community and Habitat Conservation Plans*	Conservation Plan Boundaries, Habitat Conservation Plans (HCPs) and Natural Community Conservation Plans (NCCPs), 2021, CA Department of Fish and Wildlife

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

GREEN REGION RESOURCE AREAS

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

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

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

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

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

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

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

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

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

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

The element occurrence count (EOCOUNT) represents how many occurrences share the same spatial feature. An EOCOUNT greater than one indicates the presence of a "multiple." For more information on the CNDDB, please refer to their website (https://www.wildlife.ca.gov/Data/CNDDB). The CNDDB is offered on a yearly subscription basis, and is prohibited from being distributed to anyone outside the subscribing organizations. The data can be

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

ordered online at https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Also, the web-based CNDDB QuickView Tool which provides users with a list of all tracked elements that have been documented by the CNDDB to occur in a selected USGS 7.5' topographic quad or in a selected county is available at https://www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data#43018410- cnddb-quickview-tool.

- Sensitive Habitat Areas – The Sensitive Habitat Areas data depicts areas sensitive to growth, such as wetlands, habitat connectivity, and habitat quality. This dataset seeks to deemphasize growth in wetlands, wildlife corridors, high-biodiversity areas, wildfire prone areas, and floodplains. This approach intends to focus regional growth in existing communities and reflects various goals of the plan such as adapting to a changing climate and promoting conservation of agriculture and natural lands. Sensitive Habitat Areas consists of the following datasets:

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

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

  Conservation Biology Institute South Coast Missing Linkages (SCML) Wildlife Corridors
  Data on habitat connectivity consists of layers identifying wildlife corridors, as well as movement barrier locations. The South Coast Missing Linkages dataset represents barriers to terrestrial wildlife movement in California that are a high priority for remediation, as identified by the California Department of Fish and Wildlife (CDFW) in March 2020. CDFW divides the state into six administrative Regions. CDFW staff in each Region identified linear segments of infrastructure that currently present barriers to wildlife populations in their jurisdiction. In doing so, the Regions used all available empirical information in their possession, including existing connectivity and road crossing studies, collared-animal movement data, roadkill observations, and professional expertise. The dataset represents the ten highest priority barriers identified in each region. Additional information can be found in this report: http://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=178511.

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

  The California Department of Transportation (Caltrans) and California Department of Fish and Game (CDFG) commissioned the California Essential Habitat Connectivity Project because a functional network of connected wildlands is essential to the continued support

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

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

Administrative/Working Lands

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

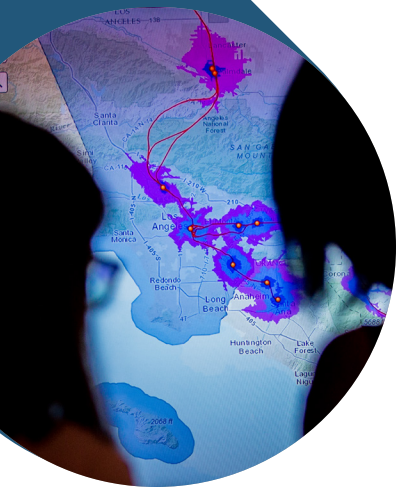
LAYER NAME	UNDERLYING DATASET(S)
Tribal Lands	American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES
Military Installations	USA Department of Defense Lands, 2018, US Department of Defense
Farmlands	California Important Farmland Farmland Mapping & Monitoring Program (FMMP),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

- Tribal Lands - The Tribal Lands dataset depicts feature location, selected demographics and other associated data for the 561 Federally Recognized Tribal entities in the contiguous U.S. and Alaska. The American Indian Reservations / Federally Recognized Tribal Entities dataset depicts feature location, selected demographics and other associated data for the 561 Federally Recognized Tribal entities in the contiguous U.S. and Alaska. Categories included are: American Indian Reservations (AIR), Federally Recognized Tribal Entities (FRTE) and Alaska Native Villages (ANV). This dataset is used to identify tribal lands in the SCAG region. The data was obtained from the California Governor's Office of Emergency Services (CalOES) and depicts data as of September 2021. For more information, refer to https://gis-calema.opendata.arcgis.com/datasets/CalEMA::indian-lands-and-native-entities/about.

- Military Installations - In the United States, the federal government manages lands in significant parts of the country. These lands include 193 million acres managed by the US Forest Service in the nation's 154 National Forests and 20 National Grasslands, Bureau of Land Management lands that cover 247 million acres in Alaska and the Western United States, 150 million acres managed for wildlife conservation by the US Fish and Wildlife Service, 84 million acres of National Parks and other lands managed by the National Park Service and over 30 million acres managed by the Department of Defense. The Military Installations dataset displays military lands managed by the US Department of Defense. For more information, refer to https://www.arcgis.com/home/item.html?id=6b911a60a5a4465a85fd5c42668bf907#overview.

- Farmlands - Farmland information was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout the State of California. For SCAG's purposes, data from year 2016 (and 2014 in areas where 2016 data was unavailable) underwent review and refinement by local jurisdictions through the Bottom-Up Local Input and Envisioning Process.

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



GEOGRAPHICAL BOUNDARIES

City Boundary and Sphere of Influence

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

Census Tract Boundary

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

Transportation Analysis Zone (TAZ) Boundary

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

PRELIMINARY GROWTH FORECAST (SED)

PRELIMINARY GROWTH FORECAST (SED)

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

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

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

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

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

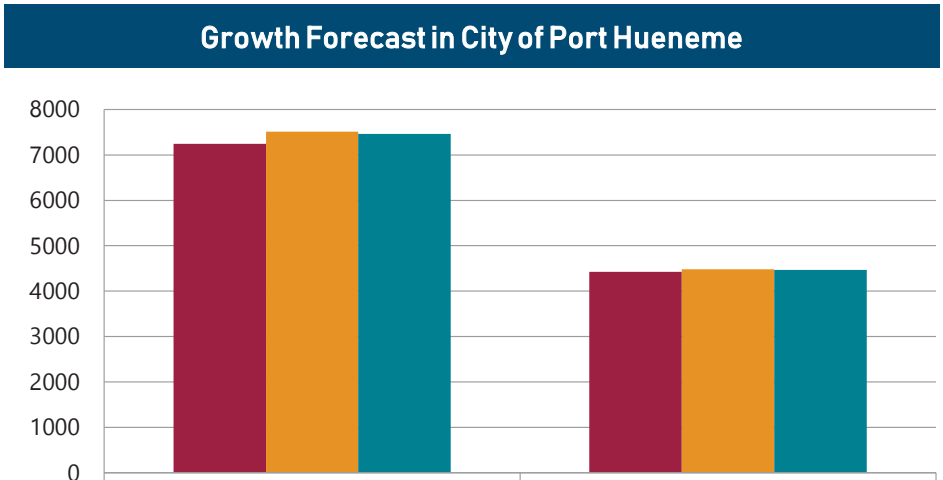
Number of Priority Development Areas	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0	4	3	2	1	0
Number of Green Region Resource Areas	0	0	0	0	0	1	1	1	1	1	2	2	2	2	2	3+	3+	3+	3+	3+
Step #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

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

An important part of RTP/SCS development is establishing a framework for CEQA streamlining under SB 375. For example, this can involve delineating uses, densities, and intensities such that subsequent development projects can be found consistent with the SCS. SCAG invites local jurisdictions to provide input to the growth and land use assumptions, with the understanding that this information is developed in a voluntary, bottom-up process based on interest and participation at the option of each jurisdiction.

PRELIMINARY GROWTH FORECAST (SED)

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



	Households	Employment
2019	7242	4424
2035	7512	4479
2050	7460	4467

SCAG staff, under advisement from the Technical Working Group (TWG), will review input received against Connect SoCal's statutory transportation and air quality objectives.

DEFINITIONS

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

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

Notes: (1) Please note that population data are not requested as part of the local data exchange process. However, please feel free to provide feedback regarding any major recent or anticipated changes in population, specifically group quarters population (e.g. correctional institutions, nursing homes, dormitories, military barracks). (2) While Government Code 65080(b)(1)(B) et seq. comments on the relationship of the RTP/SCS to the RHNA, a specific requirement does not exist such that forecasted household growth at the jurisdictional level is numerically equivalent to a jurisdiction's Regional Housing Needs Allocation.

APPENDIX 1

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

Chapter 4.2. Implementation of the Sustainable Communities Strategy

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

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

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

(2)

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

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

(C) For the purposes of this paragraph:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX 2

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

TAZ	Household			Employment		
	2019	2035	2050	2019	2035	2050
60058100	434	434	434	1,238	1,245	1,245
60059100	1,322	1,429	1,406	296	304	302
60059200	1,377	1,540	1,511	1,230	1,240	1,236
60060100	0	0	0	0	0	0
60065100	1,012	1,012	1,012	576	578	578
60065200	740	740	740	297	305	302
60065300	1,094	1,094	1,094	320	334	332
60066100	356	356	356	75	75	75
60066200	401	401	401	132	133	133
60066300	506	506	506	260	265	264
TOTAL	7,242	7,512	7,460	4,424	4,479	4,467

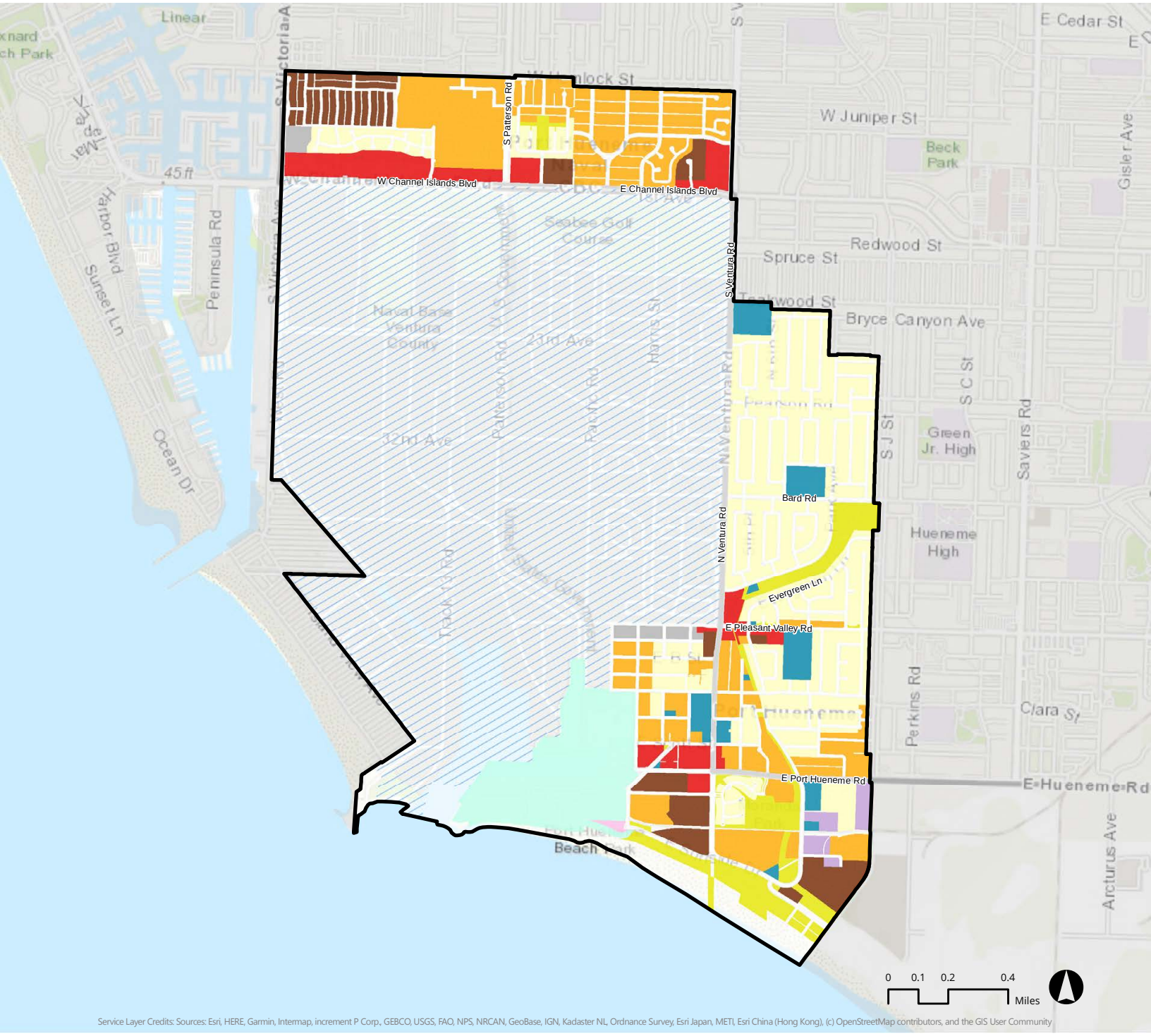
DISCLAIMER

This preliminary draft growth projection was created as part of SCAG Data/Map Books to solicit feedback from local jurisdictions during the Connect SoCal 2024 Local Data Exchange (LDX) process. SCAG and local jurisdictions shall not be responsible for user's misuse or misrepresentation of this preliminary draft growth projections, which shall be considered non-binding and has not been reviewed for accuracy or approved by local jurisdictions. For details regarding the sources, methodologies, and contents of these data, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov. Please contact the local jurisdiction directly for further information on these subjects.

MAP LIST

THE LIST OF GIS MAPS INCLUDED:

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



Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

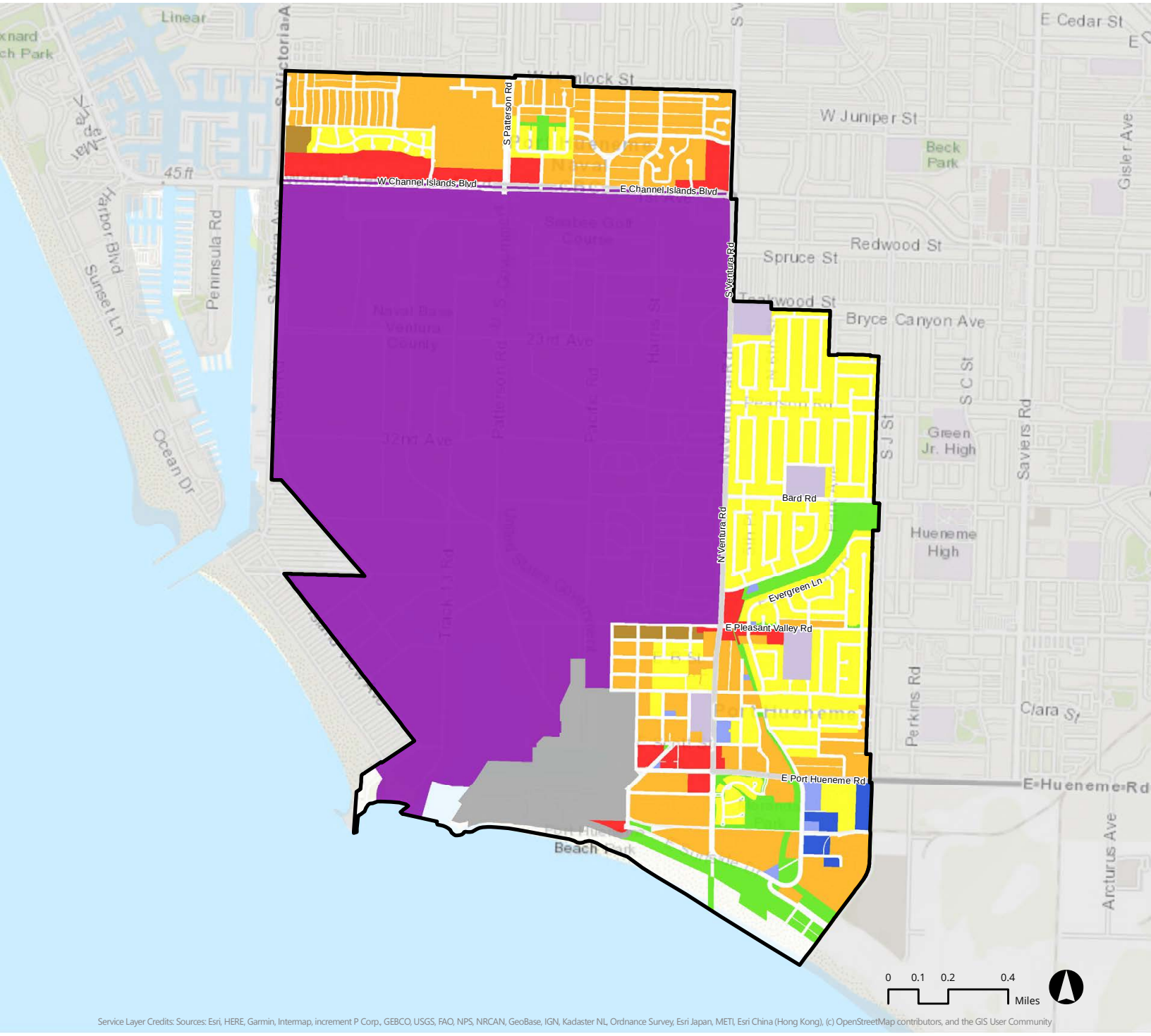
2019 General Plan Land Use in City of Port Hueneme

(Local Jurisdiction's Land Use Designations)

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Commercial
- Visitor Commercial
- Industrial
- Public Facility
- Parks and Open Space
- Port
- Military

Data Source: City of Port Hueneme, SCAG | Data Updated: 2021 | Map Created: 4/27/2022

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2024 Local Data Exchange (LDX) process. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the data sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact LIST@scag.ca.gov. Please note that data sourced from local general plan land use represents an approximation of local conditions as of 2019. For authoritative data on these subjects, please contact the respective local jurisdiction directly.



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2019 General Plan Land Use in City of Port Hueneme

(SCAG Land Use Codes)

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

Data Source: City of Port Hueneme, SCAG | Data Updated: 2021 | Map Created: 4/27/2022

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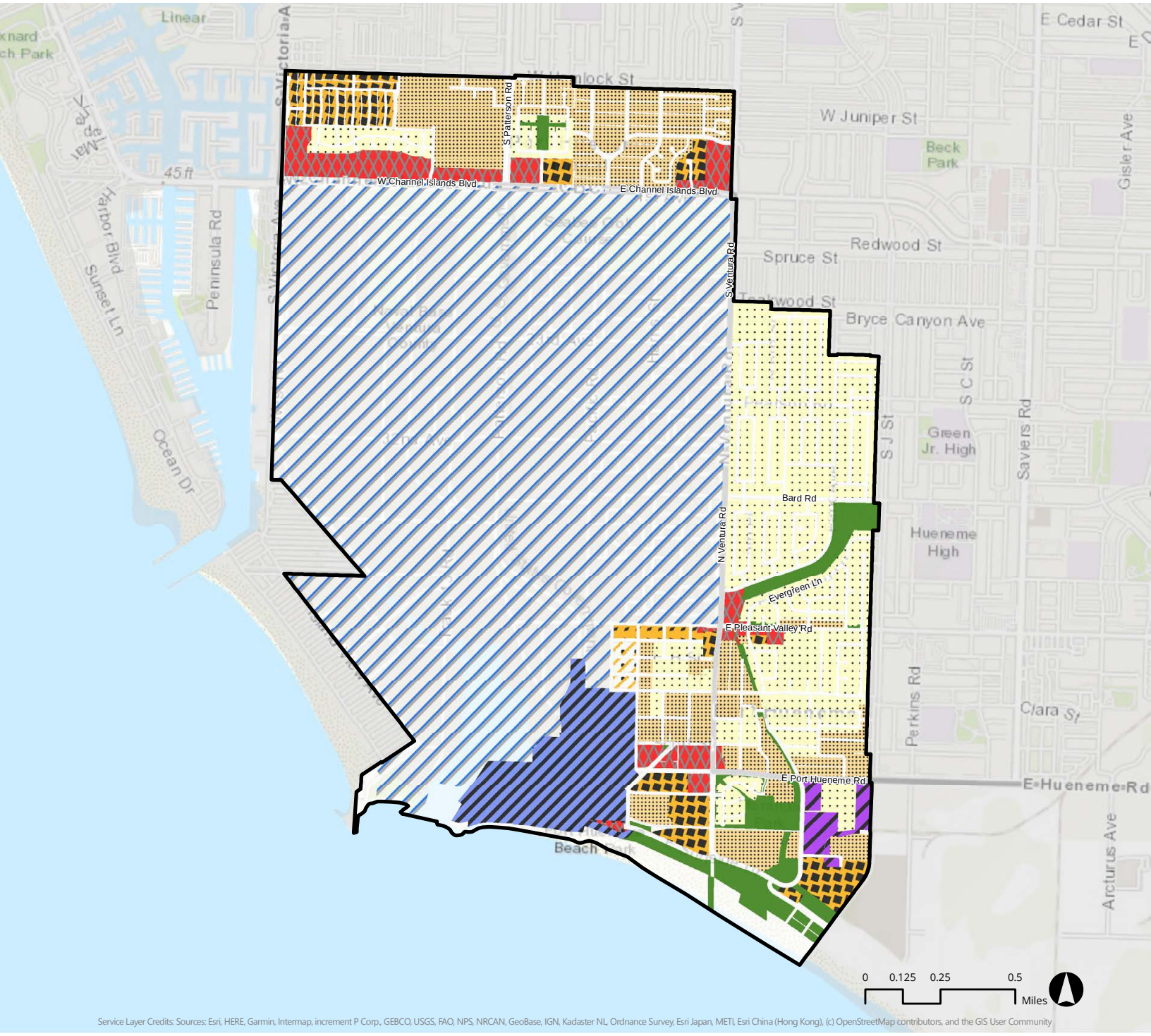

2016 Zoning Codes in City of Port Hueneme

(Local Jurisdiction's Zoning Codes)

- R-1 Single-Family
- R-2 Limited Multi-Family
- R-3 Multi-Family
- R-4 Mixed Use
- R-5 Transitional Residential/Coastal-related Industry
- C-1 Commercial
- C-S Special Commercial
- M-1 Light Industrial
- M-PR Port Related Uses
- P-R Park Reserve
- NCBC Naval Construction Battalion Center

Data Source: City of Port Hueneme, SCAG | Data Updated: 2020 | Map Created: 4/27/2022

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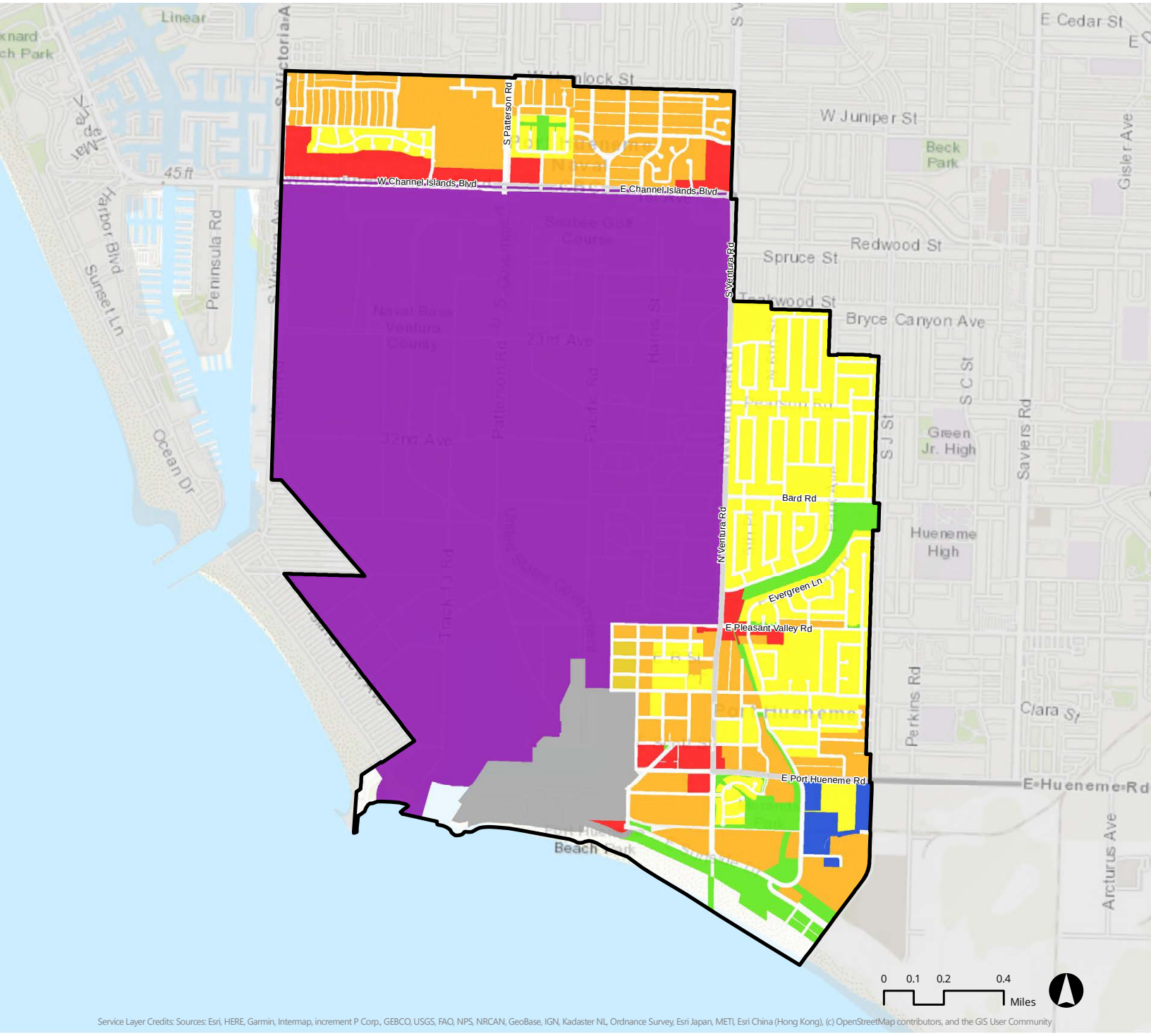

2016 Zoning Codes in City of Port Hueneme

(SCAG Land Use Codes)

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

Data Source: City of Port Hueneme, SCAG | Data Updated: 2020 | Map Created: 4/27/2022

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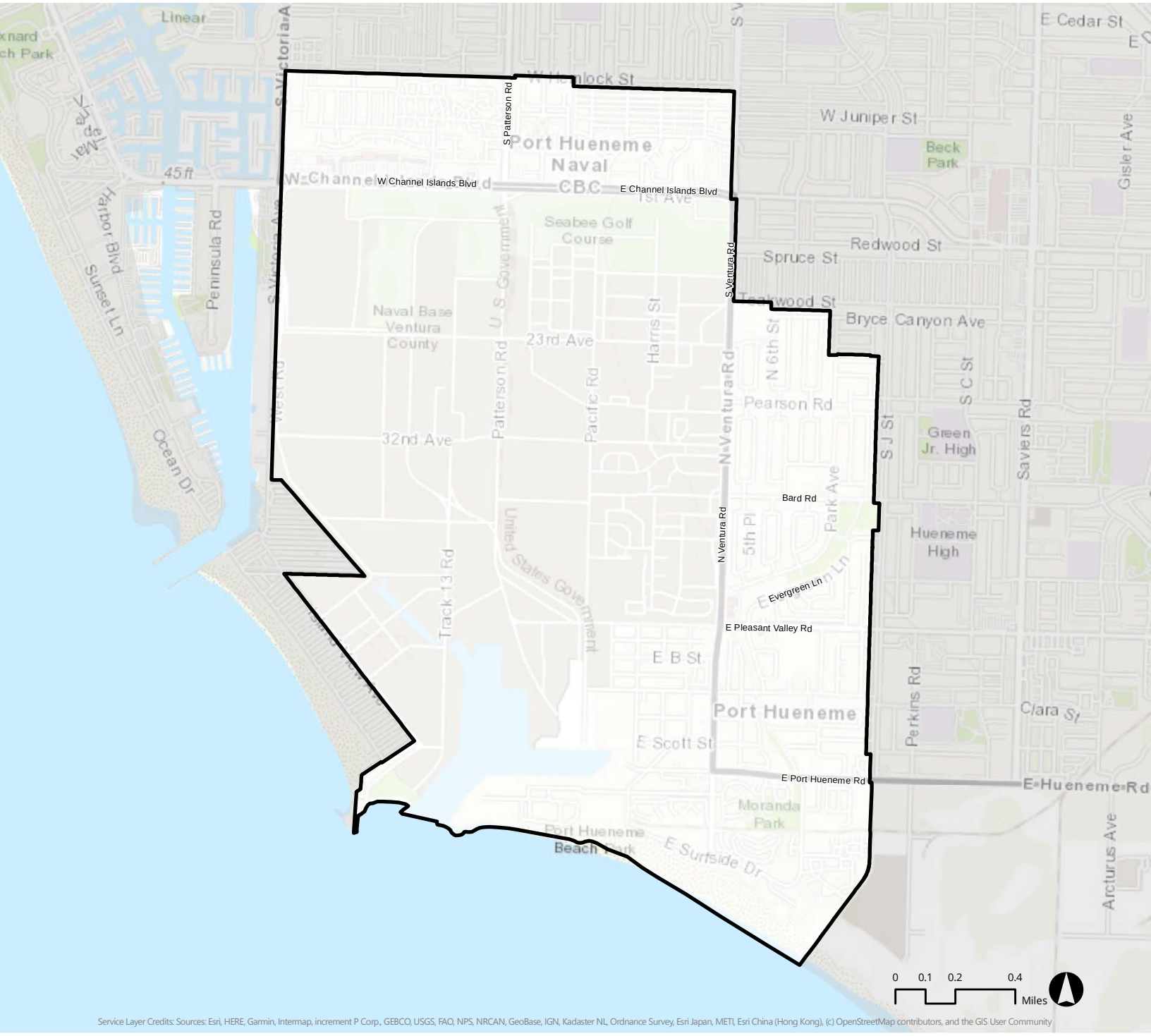

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2019 Specific Plan Land Use in City of Port Hueneme

(SCAG Land Use Codes)

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

Data Source: City of Port Hueneme, SCAG | Data Updated: 2021 | Map Created: 4/27/2022

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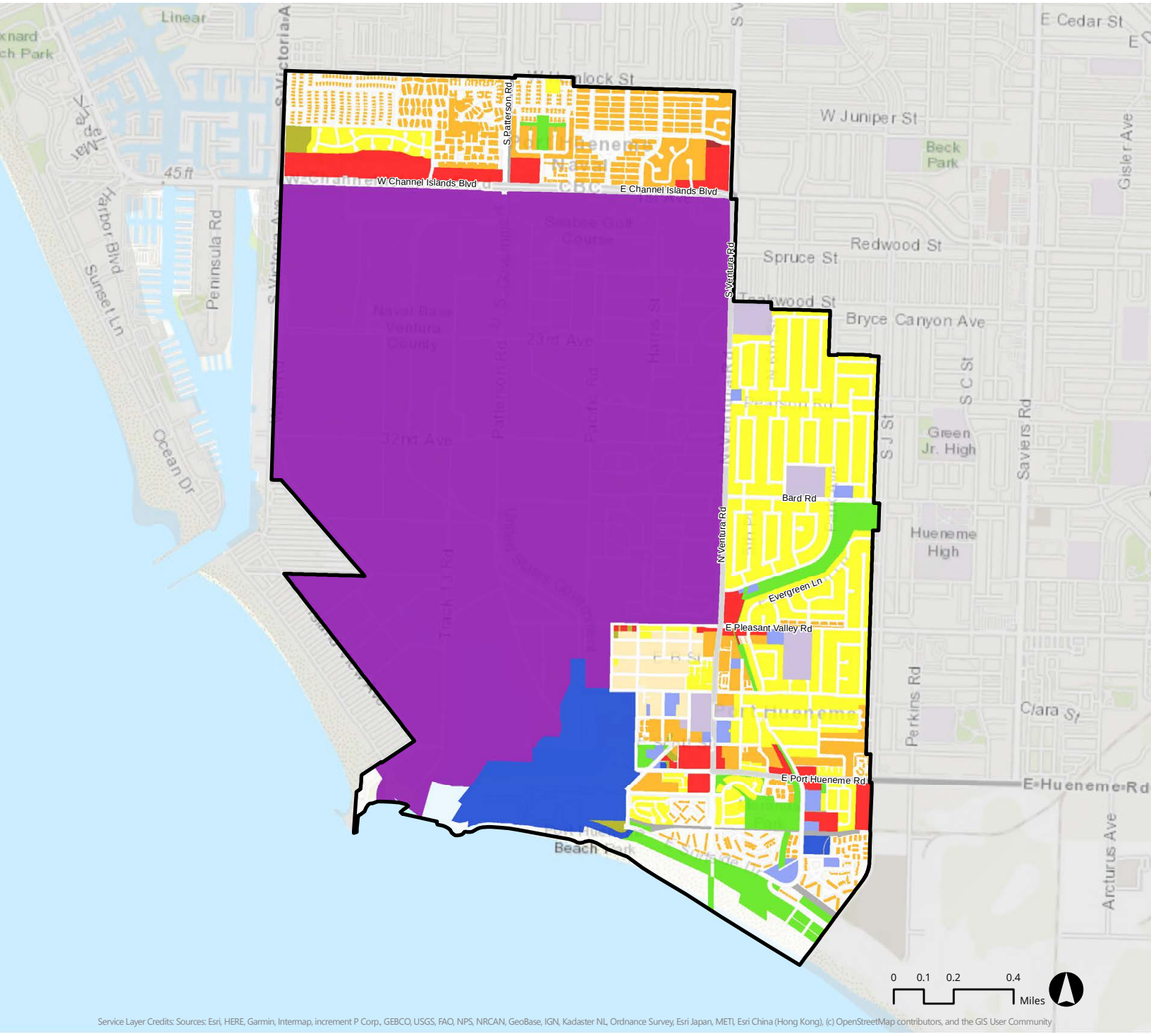

2019 Existing Land Use in City of Port Hueneme

(SCAG Land Use Codes)

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

Data Source: City of Port Hueneme, SCAG | Data Updated: 2021 | Map Created: 4/27/2022

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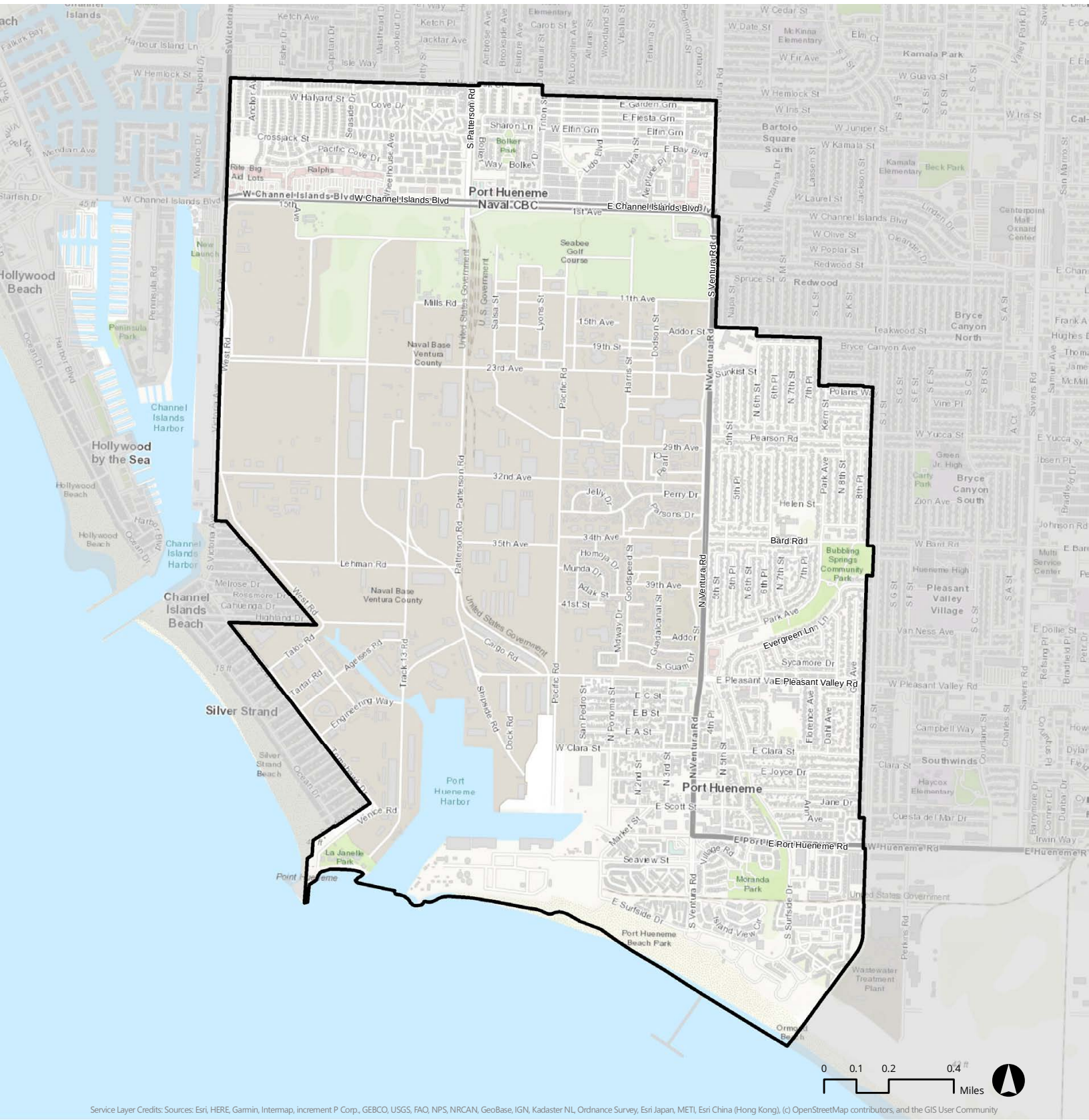

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Key Entitlements in City of Port Hueneme

City Boundary

Key Entitlements

Data Source: City of Port Hueneme, SCAG | Data Version: Connect SoCal 2020 | Map Created: 4/27/2022

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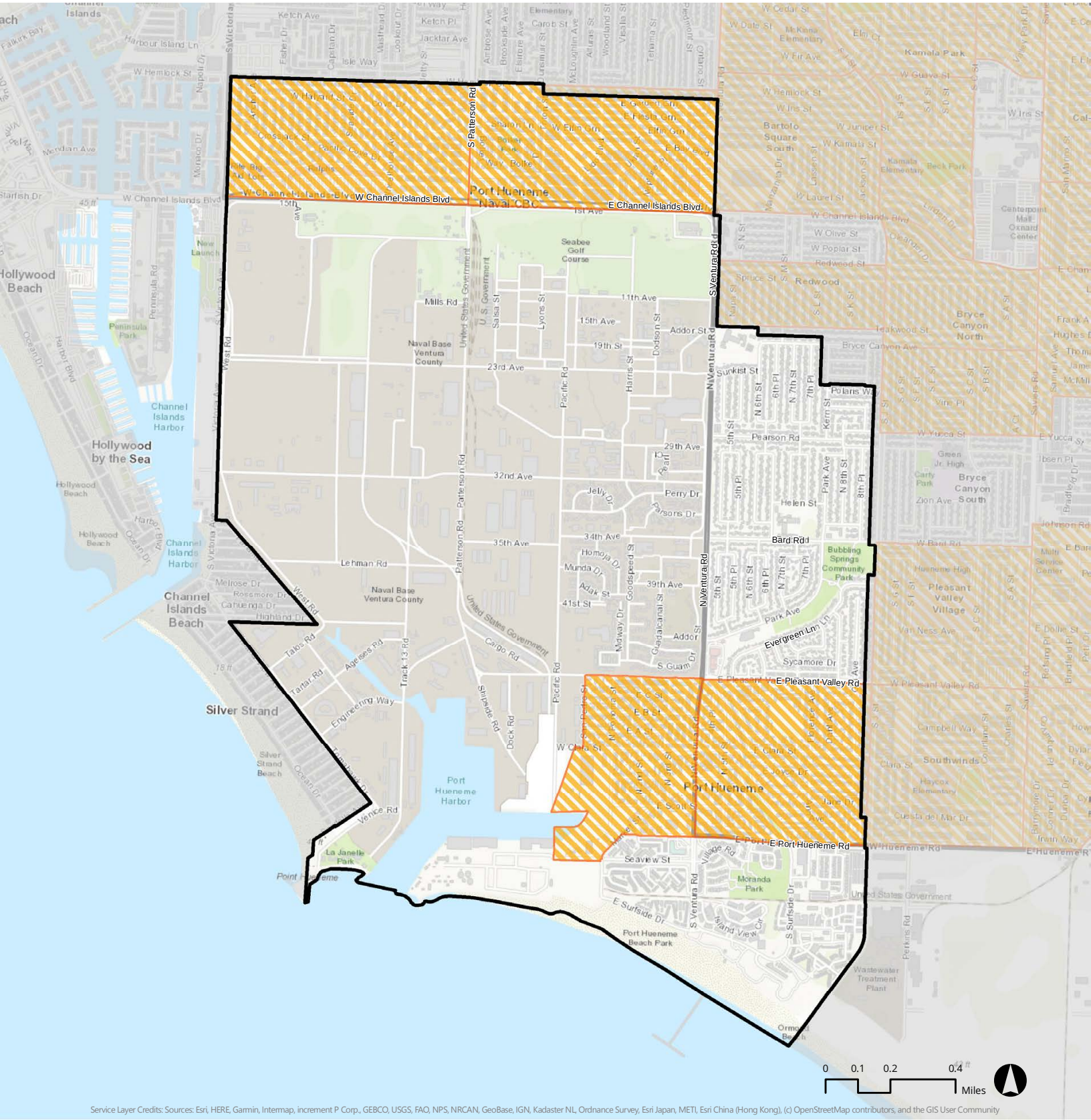


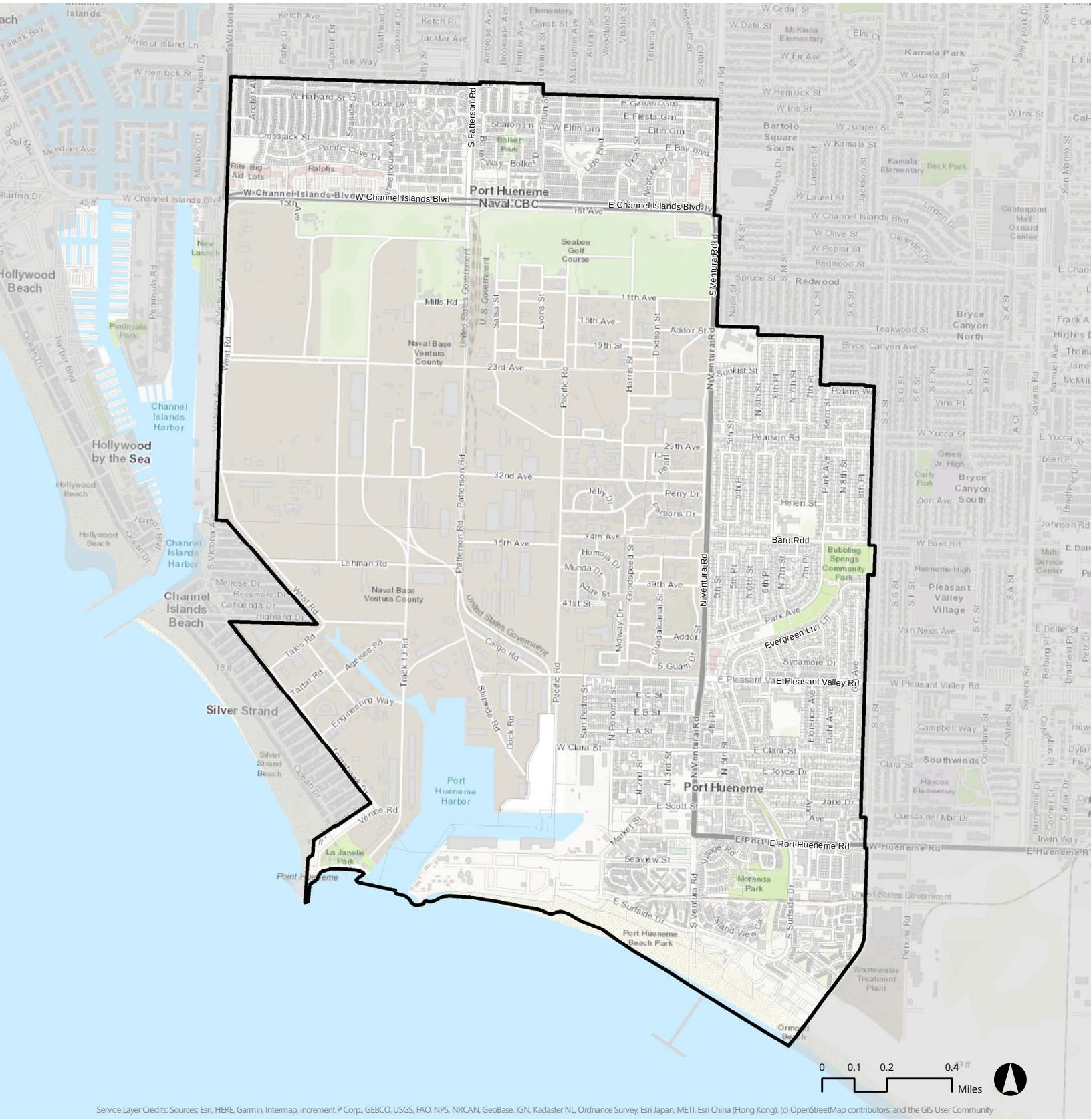
Neighborhood Mobility Areas (NMAs) in City of Port Hueneme

City Boundary

Neighborhood Mobility Areas (NMAs)

Data Source: SCAG | Data Updated: 2021 | Map Created: 4/27/2022

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2024 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.



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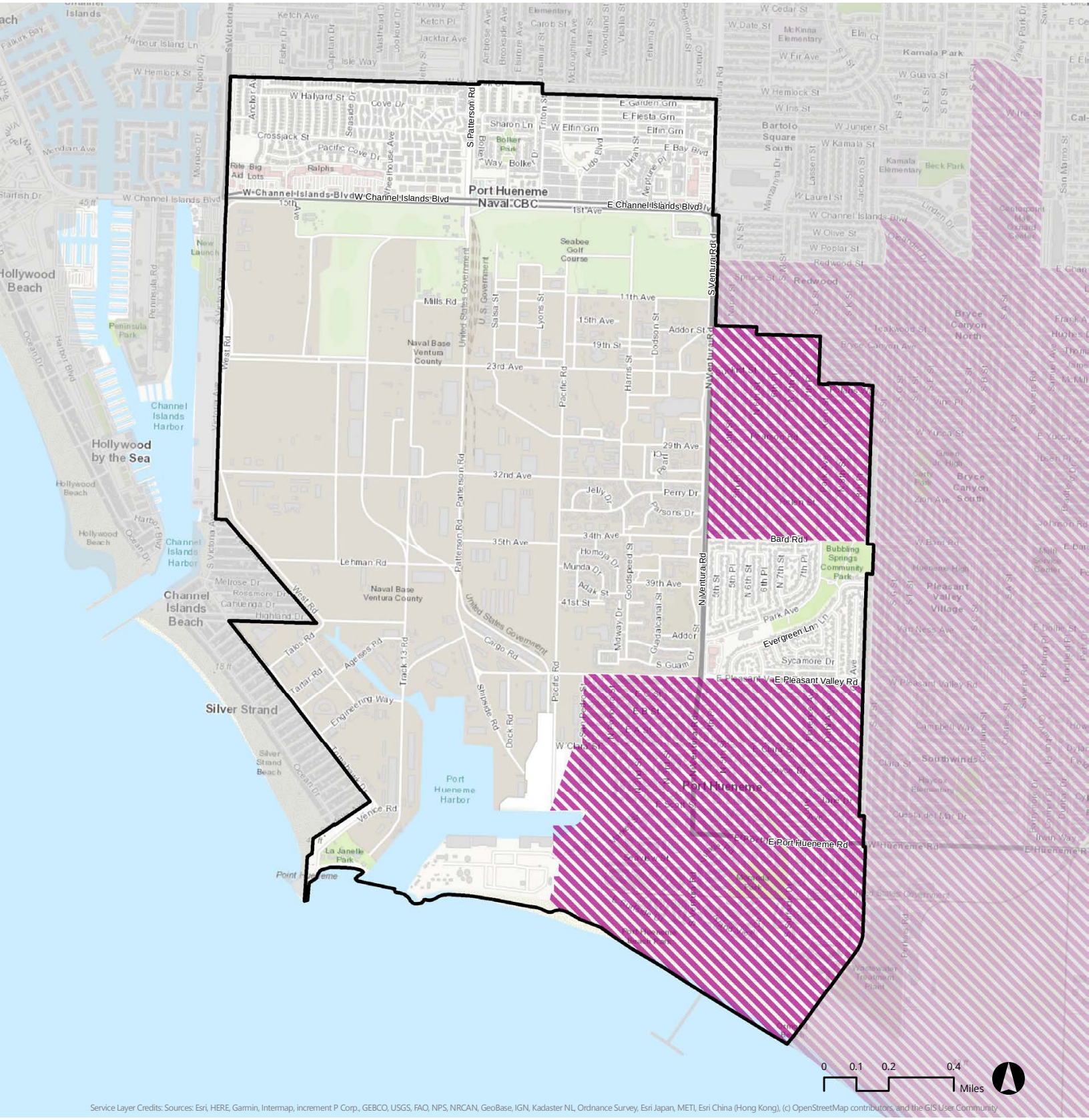
Livable Corridors in City of Port Hueneme

City Boundary

Livable Corridors

Data Source: SCAG | Data Version: Connect SoCal 2020 Plan Year 2045 | Map Created: 4/27/2022

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2024 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.



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Regional Job Centers in City of Port Hueneme

City Boundary

Job Centers

Data Source: SCAG | Data version: Connect SoCal 2020 Base Year 2016 | Map Created: 4/27/2022

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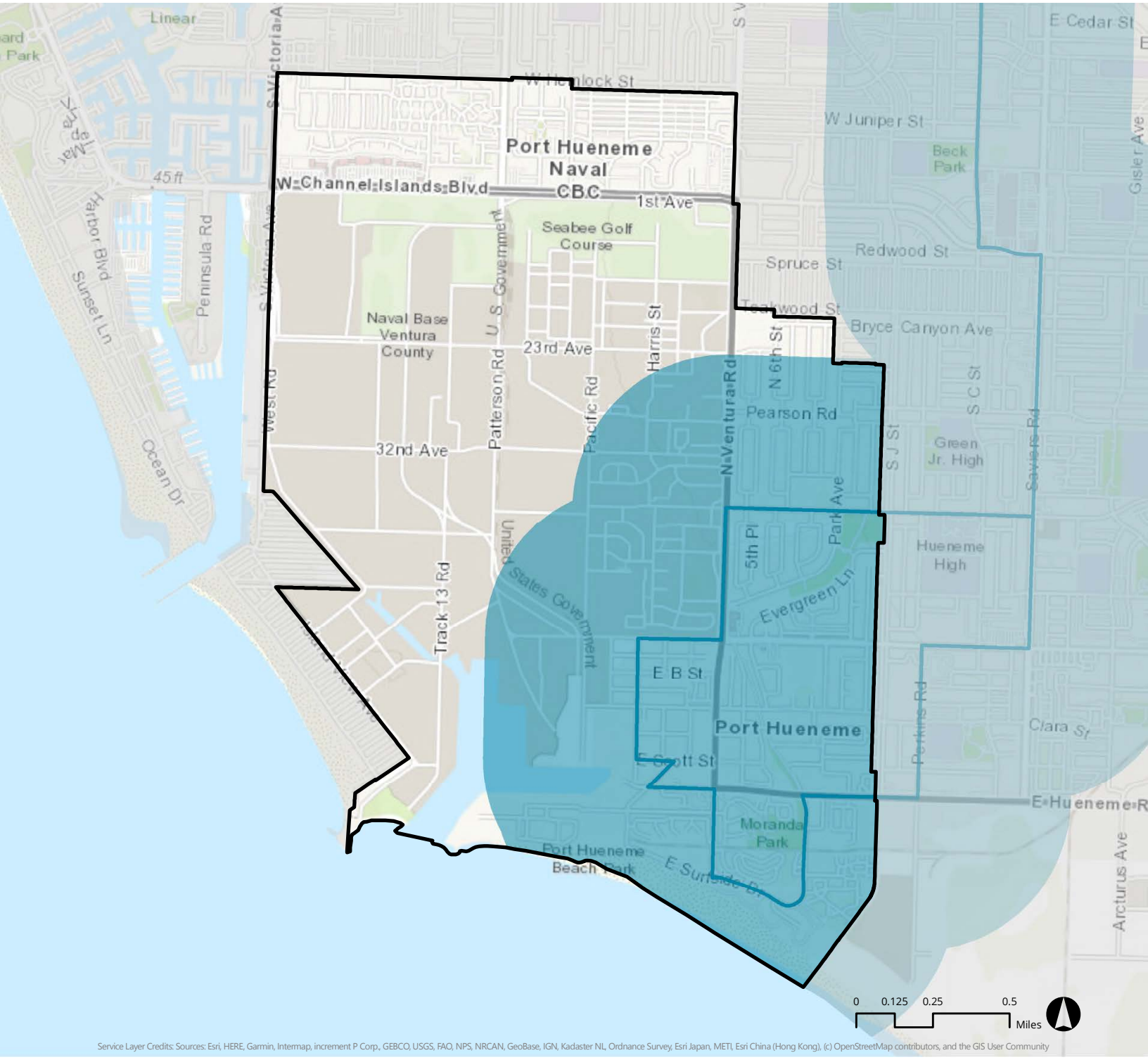

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High Quality Transit Areas, Major Transit Stops and High Quality Transit Corridors in City of Port Hueneme [Connect SoCal 2020 Plan Year 2045]

● Major Transit Stops ~ High Quality Transit Corridors (HQTCs) ▭ High Quality Transit Areas (HQTAs)

Note: Major transit stops, HQTCs and HQTAs included in this Data/Map Book are based on the 2045 plan year transit network of Connect SoCal 2020. Further explanation of the methodology for identifying HQTCs and major transit stops is included in the Connect SoCal 2020 Transit Technical Report Appendix. This map may undergo changes as SCAG continues to update its transportation network as part of the Connect SoCal 2024, and updates to this information will be forthcoming as information becomes available. 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, stops and service intervals before making determinations regarding CEQA exemption or streamlining.

Data Source: County Transportation Commissions, SCAG | Data Version: Connect SoCal 2020 Plan Year 2045 | Map Created: 4/27/2022

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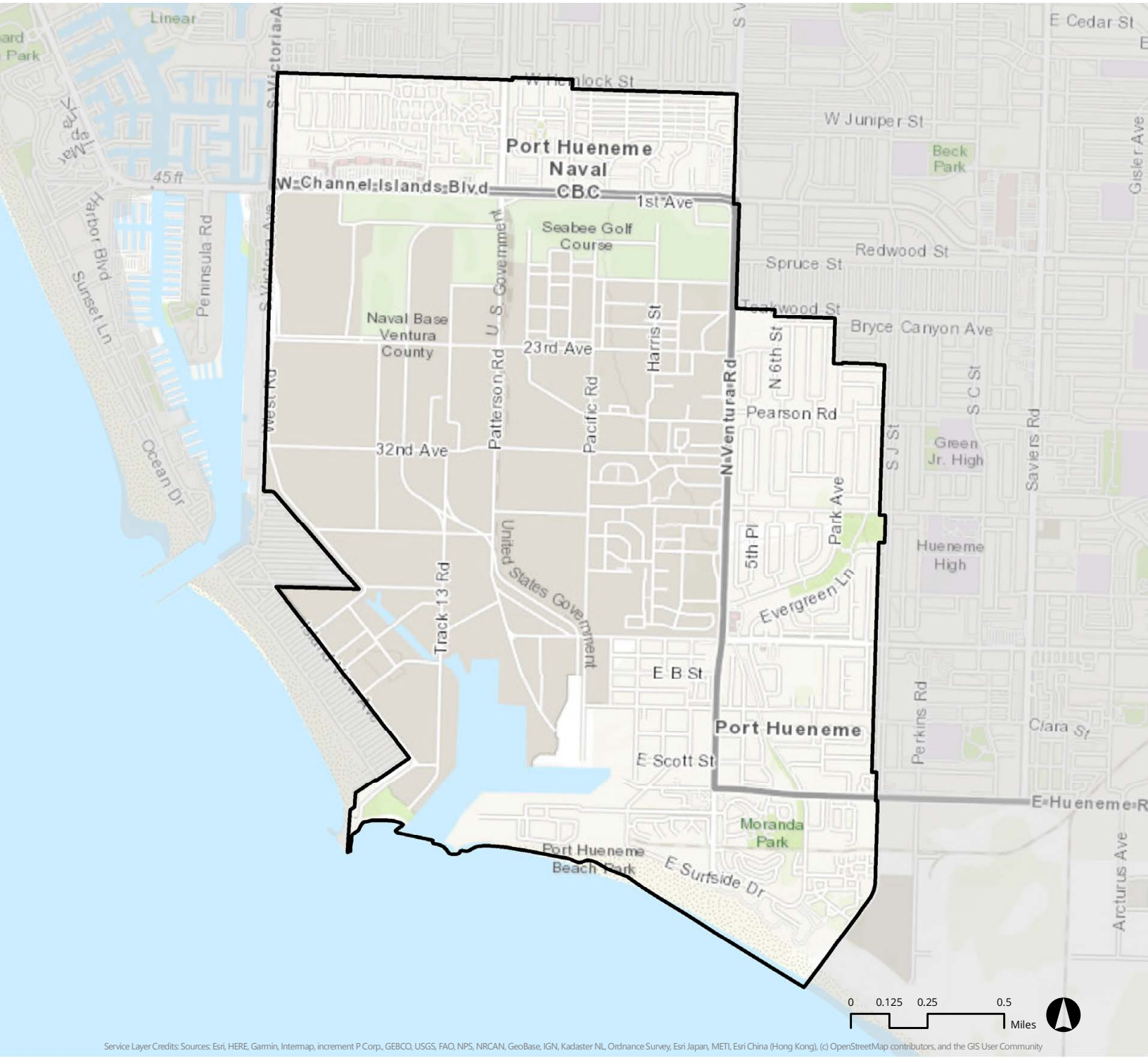

Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Transit Priority Areas and Major Transit Stops in City of Port Hueneme [Connect SoCal 2020 Plan Year 2045]

● Major Transit Stops

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

Note: Transit Priority Areas and major transit stops in this Data/Map Book are based on the 2045 plan year transit network of Connect SoCal 2020. Further explanation of the methodology for identifying major transit stops is included in the Connect SoCal 2020 Transit Technical Report Appendix. This map may undergo changes as SCAG continues to update its transportation network as part of the Connect SoCal 2024, and updates to this information will be forthcoming as information becomes available. 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, stops and service intervals before making determinations regarding CEQA exemption or streamlining.

Data Source: County Transportation Commissions, SCAG | Data Version: Connect SoCal 2020 Plan Year 2045 | Map Created: 4/27/2022

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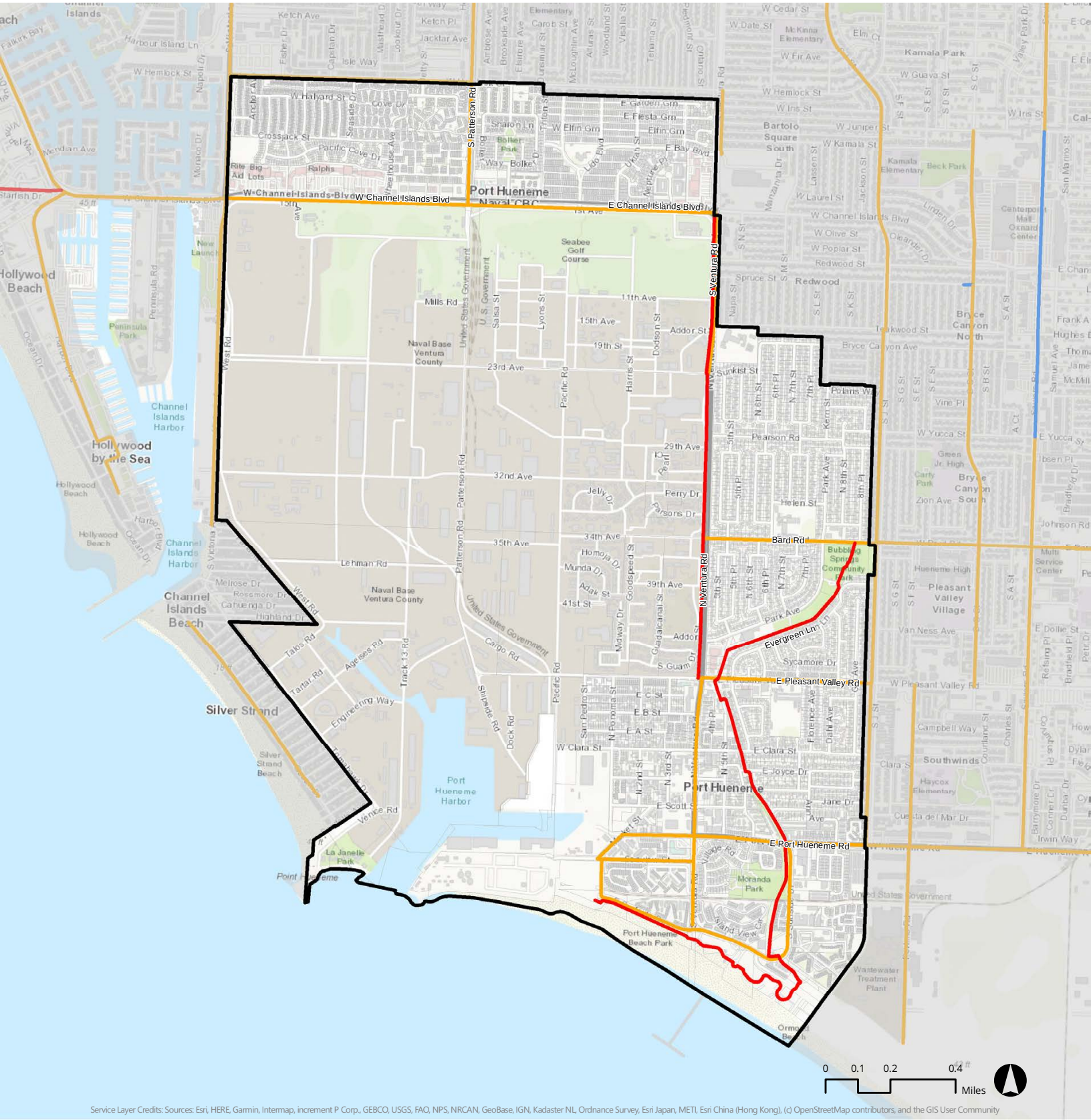

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Bikeways in City of Port Hueneme (Existing and Proposed/Planned)

Existing Bikeways

Class I Class II Class III Class IV

Proposed/Planned Bikeways

Class I Class II Class III Class IV

Data Source: County Transportation Commissions, City of Port Hueneme, SCAG | Data Updated: 2021 | Map Created: 4/28/2022

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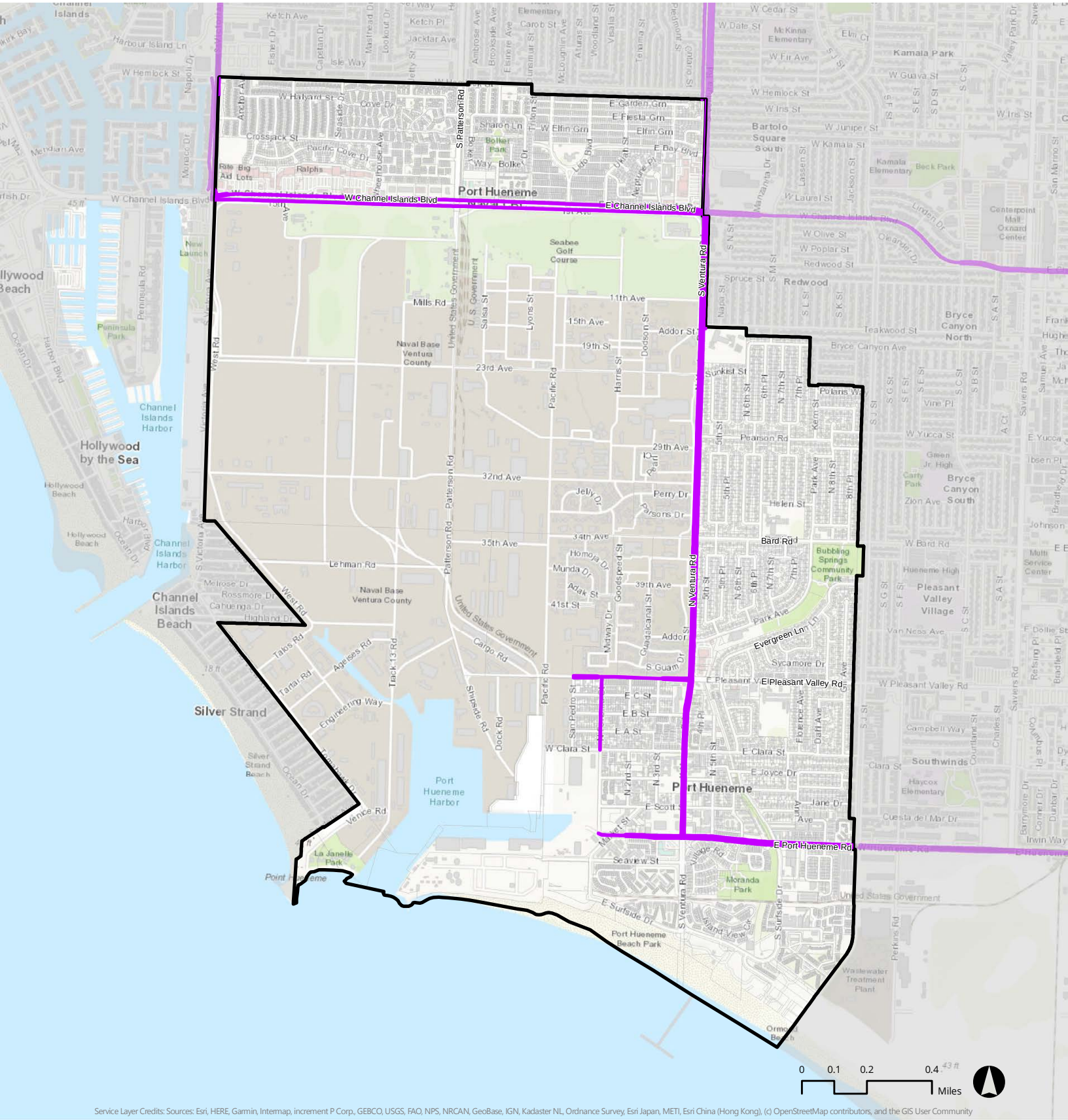

Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Truck Routes in City of Port Hueneme

City Boundary

Truck Routes

Data Source: SCAG, City of Port Hueneme | Data Updated: 2021 | Map Created: 4/27/2022

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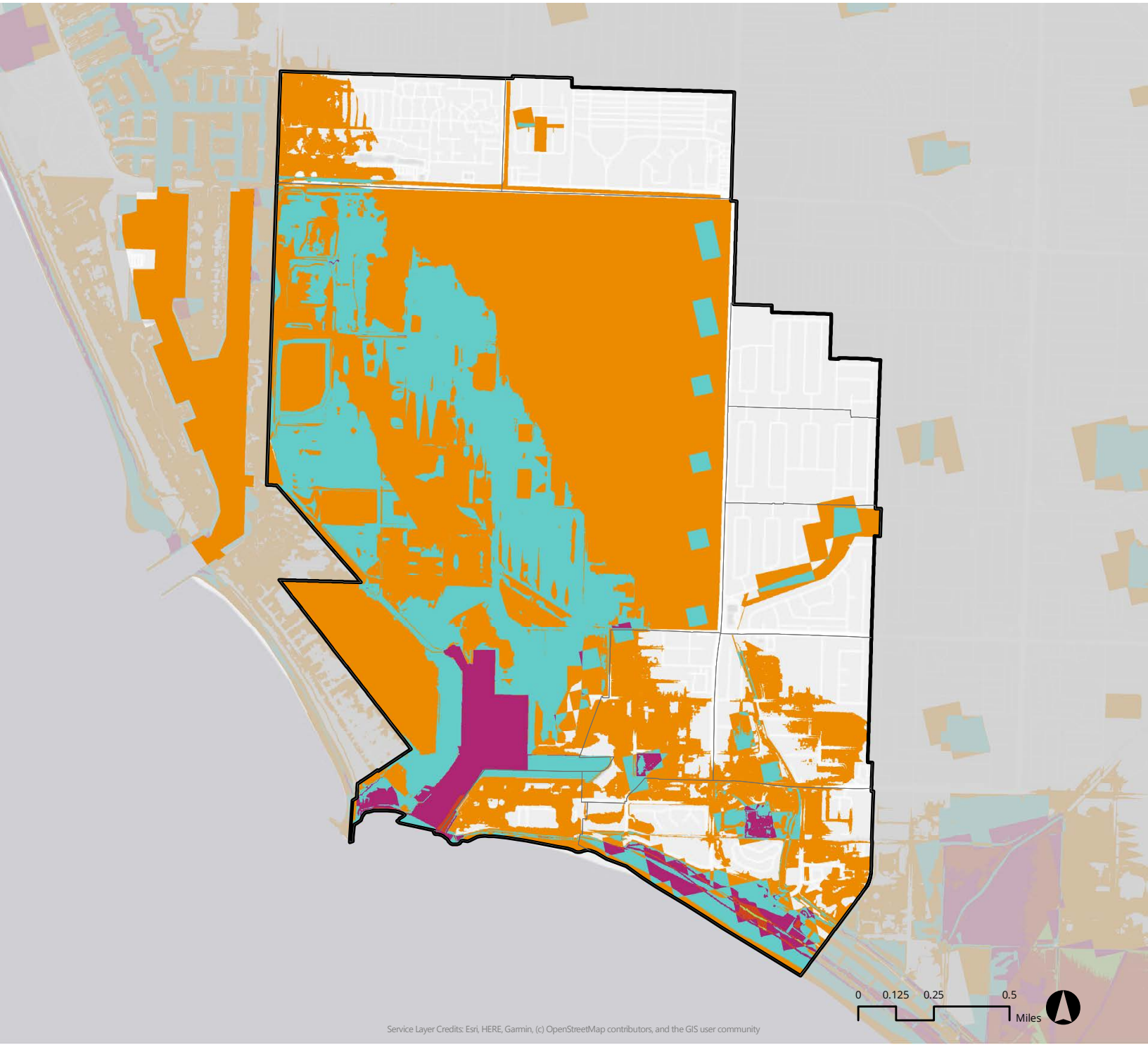

Consolidated Green Region Resource Areas in City of Port Hueneme

Overall Asset Value

1 2 3 4 5 6 7 8 9

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

Data Source: Federal Emergency Management (FEMA) Effective: 100-Year Floodplains, 2017, FEMA; Coastal Storm Modeling System (CoSMoS) for Southern California, v3.0, Phase 2, 2018, USGS; Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE; Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE; Save Our Agricultural Resources (SOAR), 2017, County of Ventura; California Conservation Easement Database (CCED), 2021, Multiple sources; California Protected Areas Database (CPAD), 2021, Multiple sources; National Wetlands Inventory, 2020, US Fish and Wildlife Services; 2015 Areas of Conservation Emphasis (ACEIIv2), 2015, CA Department of Fish and Wildlife; South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute; California Essential Habitat Connectivity Project, 2010, CA Department of Fish and Wildlife; Conservation Plan Boundaries; American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES; USA Department of Defense Lands, 2018, US Department of Defense; California Important Farmland, Farmland Mapping & Monitoring Program (FMMP), 2018, CA Department of Conservation
Data Updated: 2021 | Map Created: 6/6/2022

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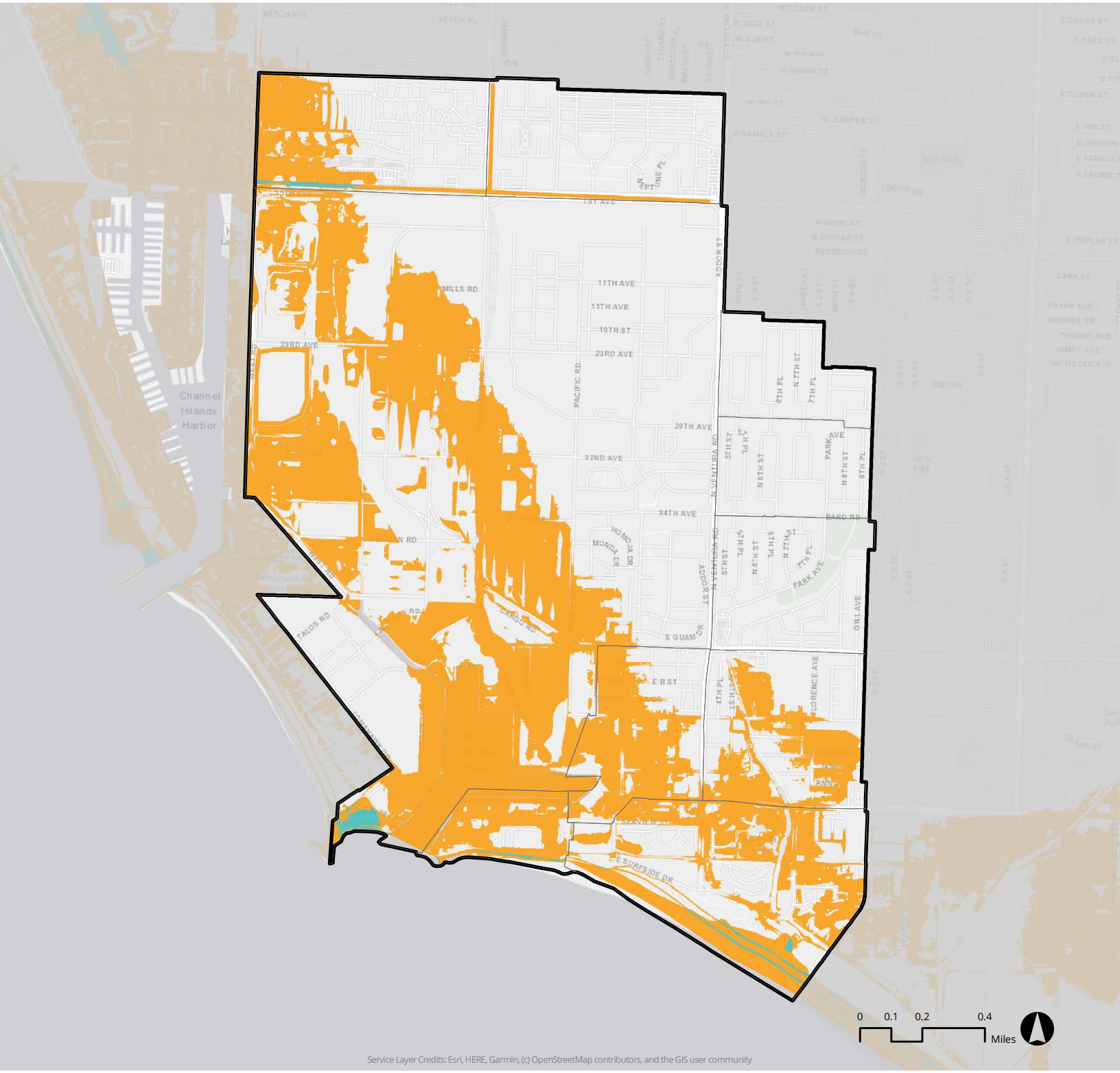

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Resilience Multi-Benefit Assets in City of Port Hueneme

Resilience Asset Value

1 2 3 4

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

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

Data Updated: 2021 | Map Created: 6/6/2022

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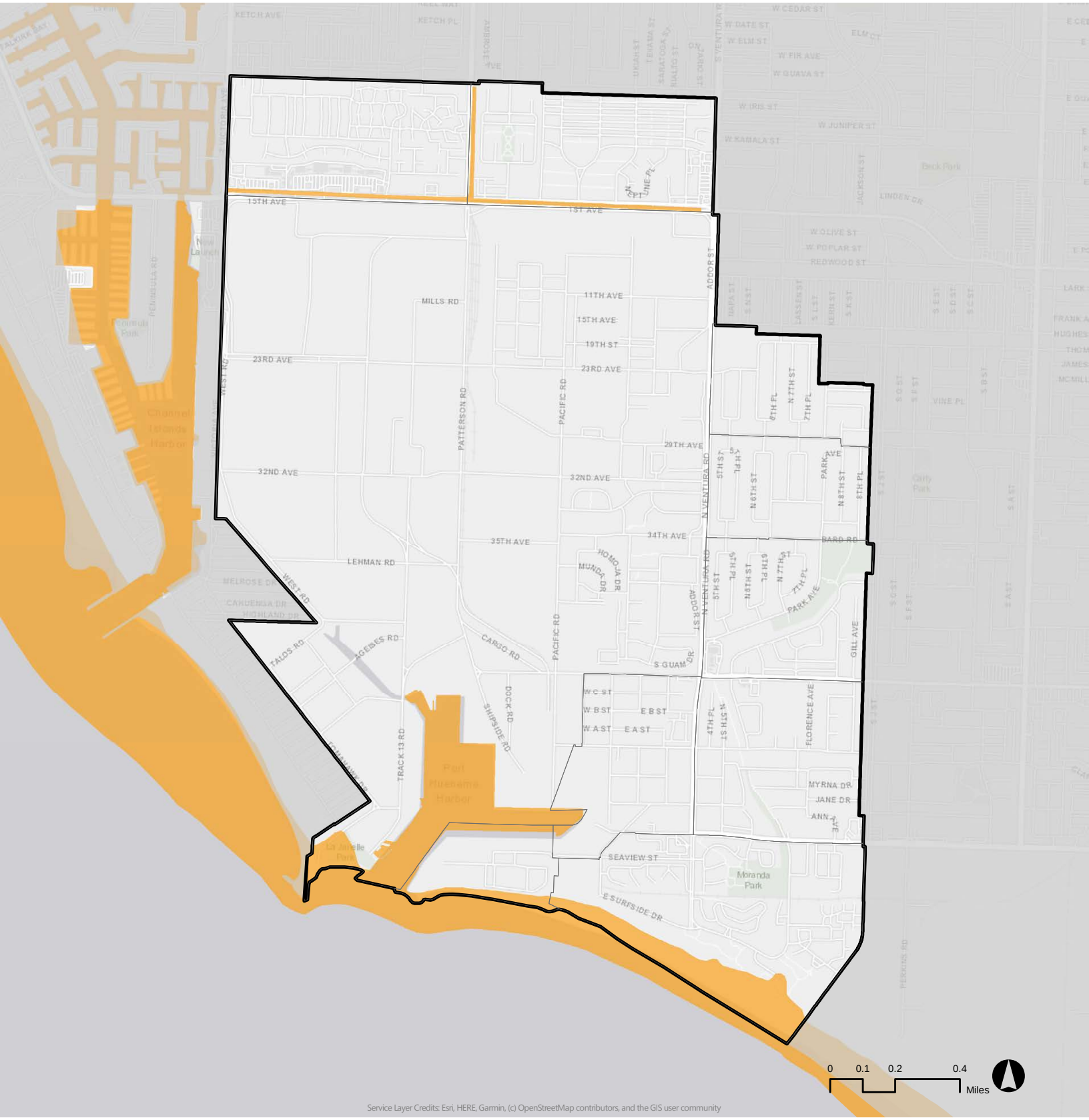

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Flood Hazard Areas in City of Port Hueneme

100 Year Floodplain

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

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

Data Updated: 2021 | Map Created: 5/3/2022

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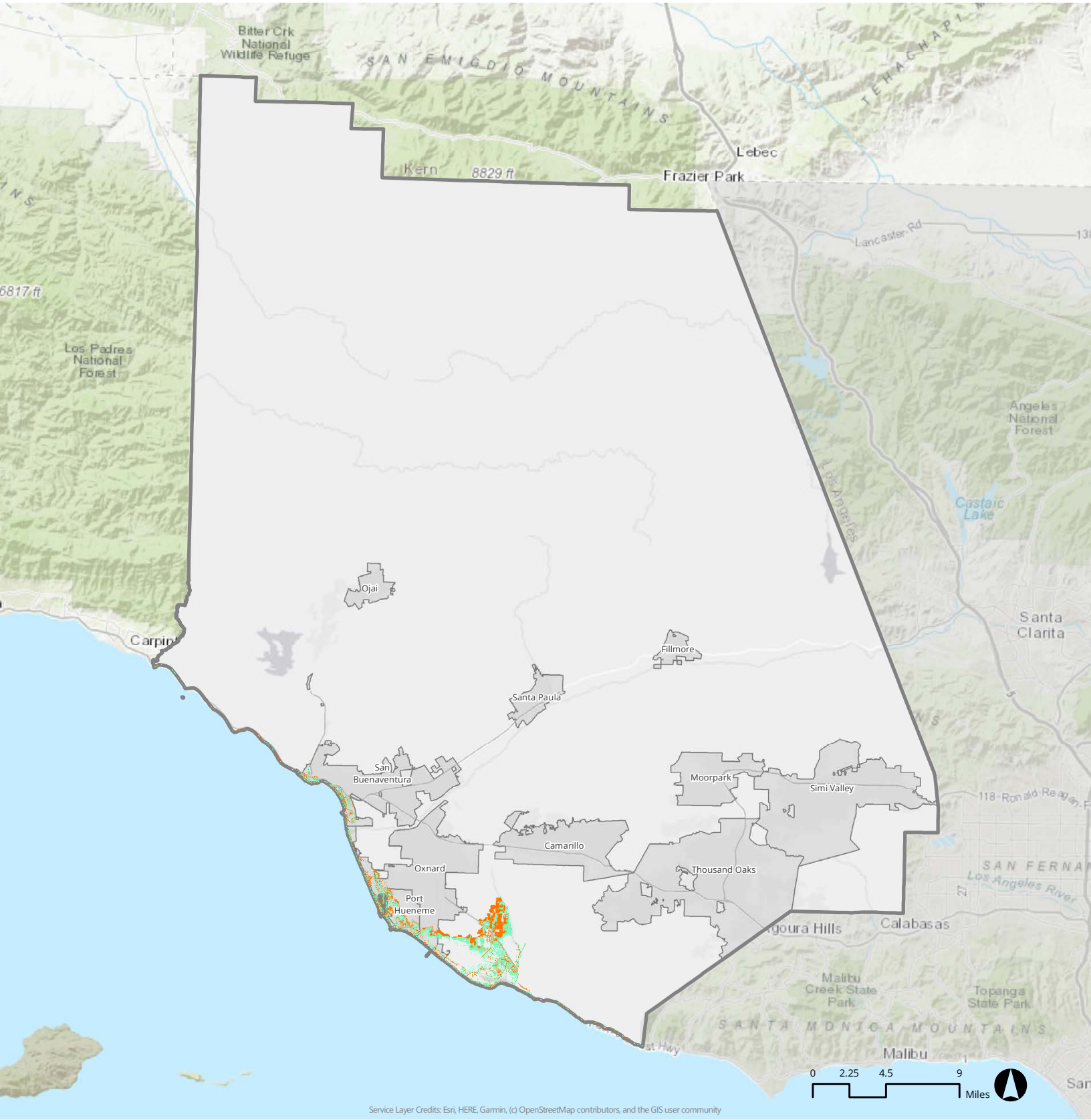

Coastal Inundation (Sea Level Rise) in Ventura County

Sea Level Rise 0 - 0.5m

Sea Level Rise 0.5 - 1.0m

Data Source: Coastal Storm Modeling System (CoSMoS for Southern California (v3.0, Phase 2)
Data Updated: 2021 | Map Created: 5/9/2022

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Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Wildfire Risk in City of Port Hueneme

Wildland Urban Interface

Interface

Intermix

CALFIRE Fire Hazard Severity Zones

High

Very High

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

Data Source: Fire Hazard Severity Zones Local Responsibility Areas Maps, 2008, CAL FIRE; Fire Hazard Severity Zones State Responsibility Areas Maps, 2007, CAL FIRE; and Wildland Urban Interface, 2020, CAL FIRE
Data Updated: 2021 | Map Created: 5/3/2022

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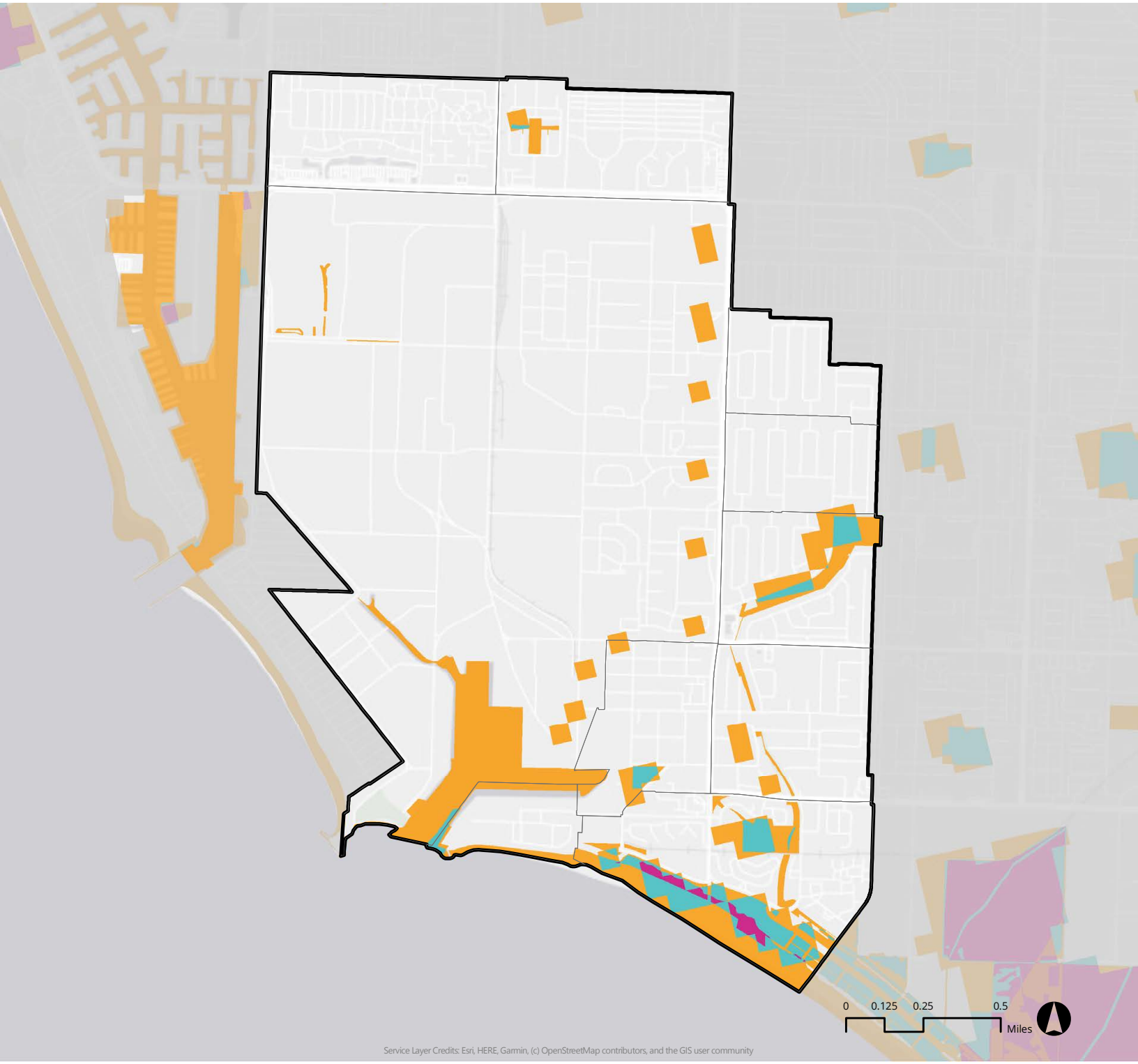

Open Space/Habitat Multi-Benefit Assets in City of Port Hueneme

Open Space/Habitat Asset Value

1 2 3 4 5 6

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

Data Source: Save Our Agricultural Resources (SOAR), 2017, County of Ventura; California Conservation Easement Database (CCED), 2021, Multiple sources; California Protected Areas Database (CPAD), 2021, Multiple sources; National Wetlands Inventory, 2020, US Fish and Wildlife Services; South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute; 2015 Areas of Conservation Emphasis (ACEIIv2), 2015, CA Department of Fish and Wildlife
Data Updated: 2021 | Map Created: 6/6/2022

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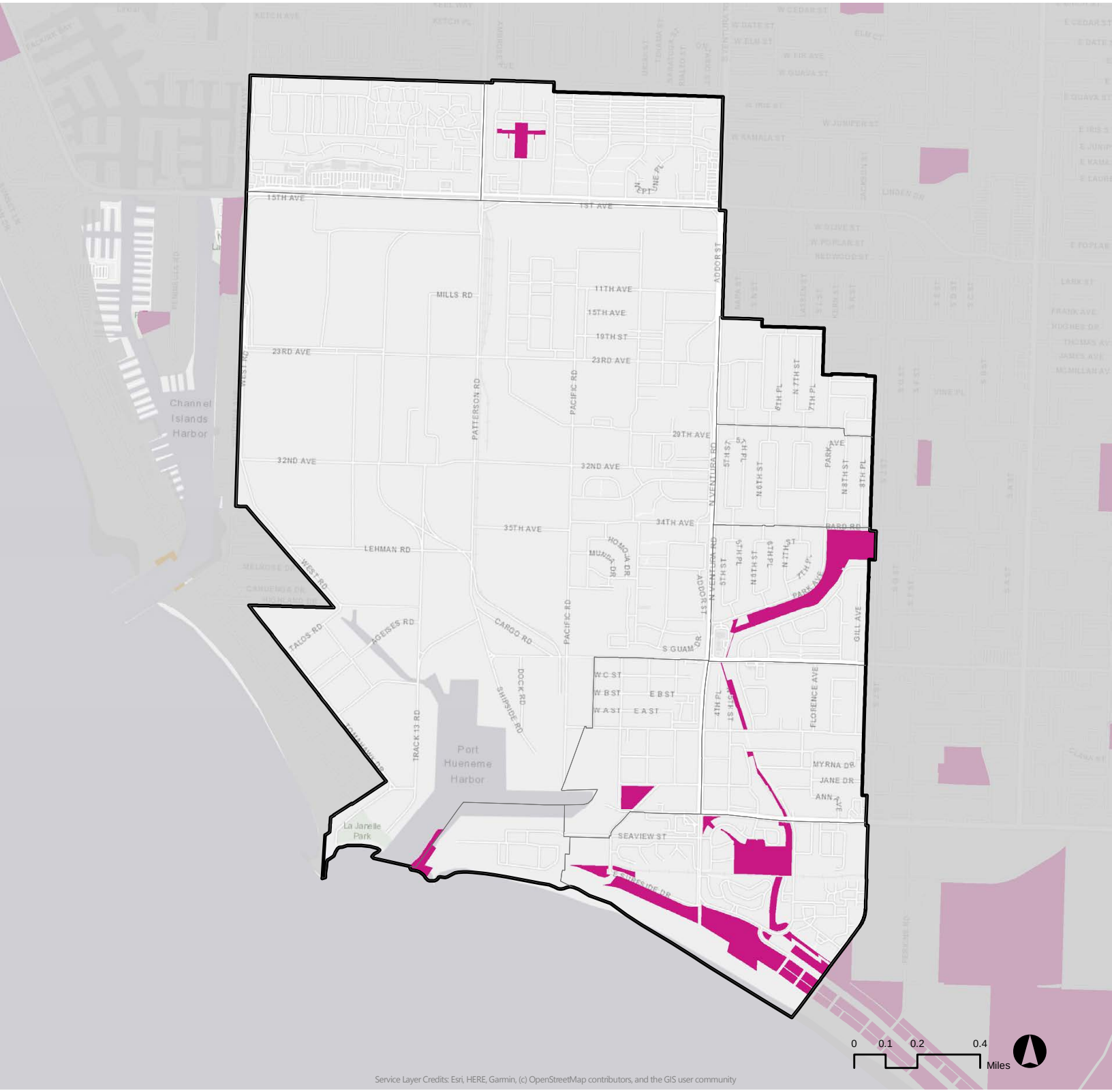

Open Space and Parks in City of Port Hueneme

Protected open space and parks from the following databases:

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

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

Data Source: Save Our Agricultural Resources (SOAR), 2017, County of Ventura; California Conservation Easement Database (CCED), 2021, Multiple sources; and California Protected Areas Database (CPAD), 2021, Multiple sources
Data Updated: 2021 | Map Created: 5/5/2022

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Endangered Species/Plants in City of Port Hueneme

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

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

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

Data Source: California Natural Diversity Database (CNDDB), 2017, CA Department of Fish and Wildlife
Data Updated: 2021 | Map Created: 5/5/2022

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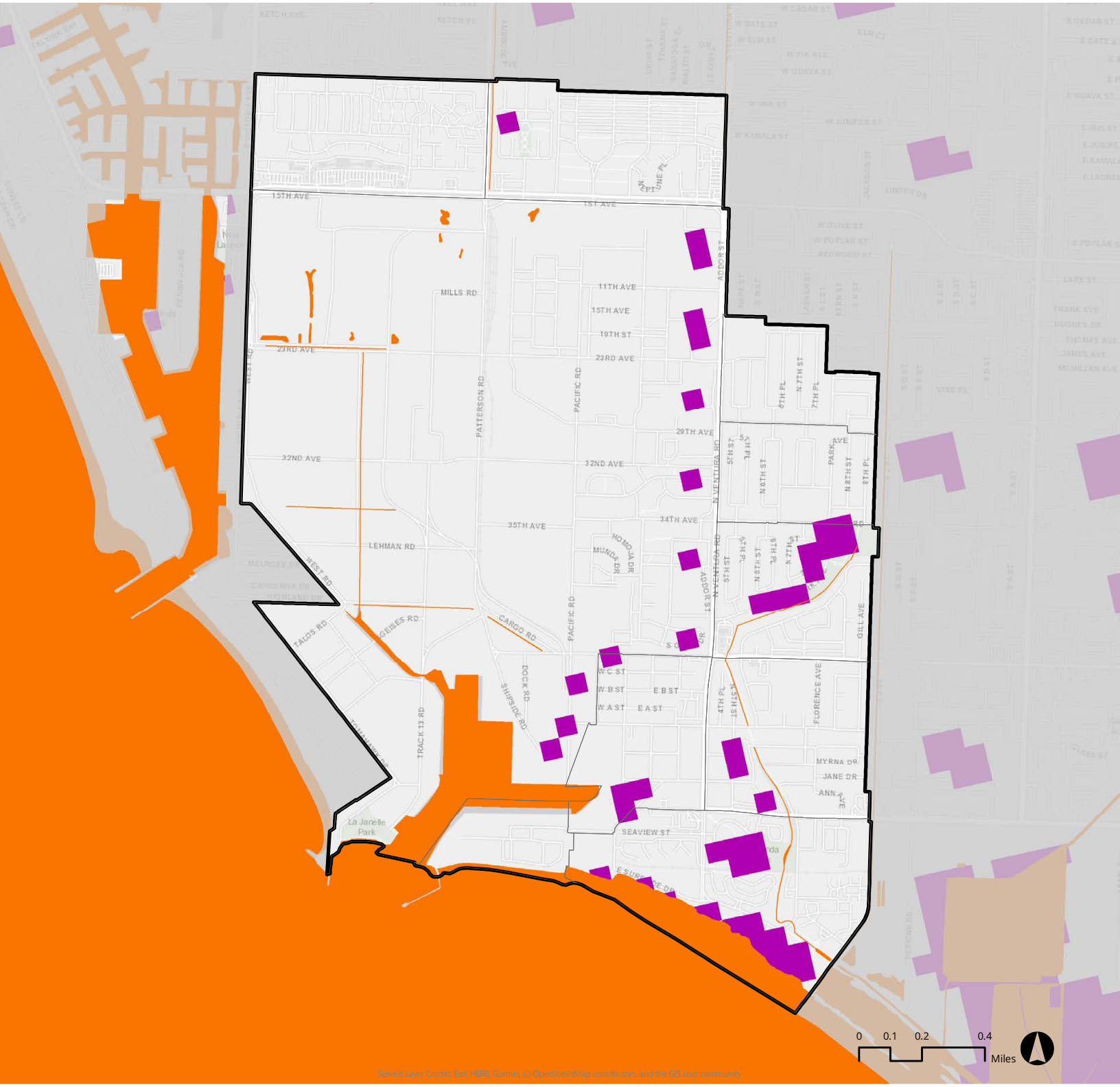

Sensitive Habitat Areas in City of Port Hueneme

Wetlands | Habitat Connectivity Areas | Connect SoCal 2020 Habitat Connectivity

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

Data Source:National Wetlands Inventory, 2020, US Fish and Wildlife Services; South Coast Missing Linkages (SCML) Wildlife Corridors, 2018, Conservation Biology Institute; 2015 Areas of Conservation Emphasis (ACEIIv2), 2015, CA Department of Fish and Wildlife
Data Updated: 2021 | Map Created: 6/6/2022

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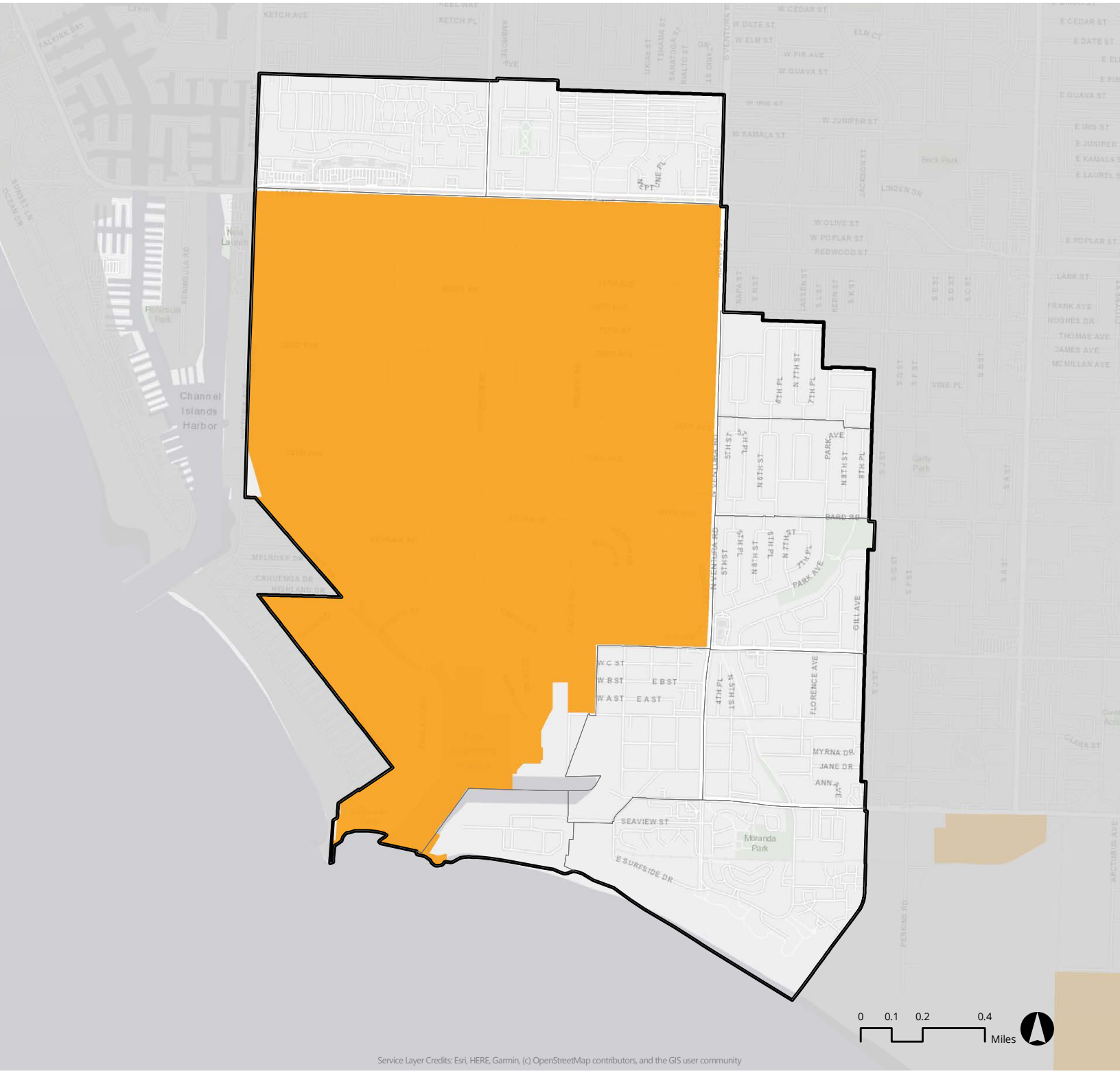
Regional Conservation Plans in City of Port Hueneme

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

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

Data Source: Conservation Plan Boundaries, Habitat Conservation Plans (HCPs) and Natural Community Conservation Plans (NCCPs), 2021, CA Department of Fish and Wildlife
Data Updated: 2021 | Map Created: 5/3/2022

Disclaimer: This map was created as a part of SCAG Data/Map Books to solicit feedback from local jurisdictions during Connect SoCal 2024 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.



Administrative/Working Lands Multi-Benefit Assets in City of Port Hueneme

Administrative/Working Lands Asset Value

1 2 3

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

Data Source: American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES; USA Department of Defense Lands, 2018, US Department of Defense; and California Important Farmland, Farmland Mapping & Monitoring Program (FMMP), 2018
Data Updated: 2021 | Map Created: 5/3/2022

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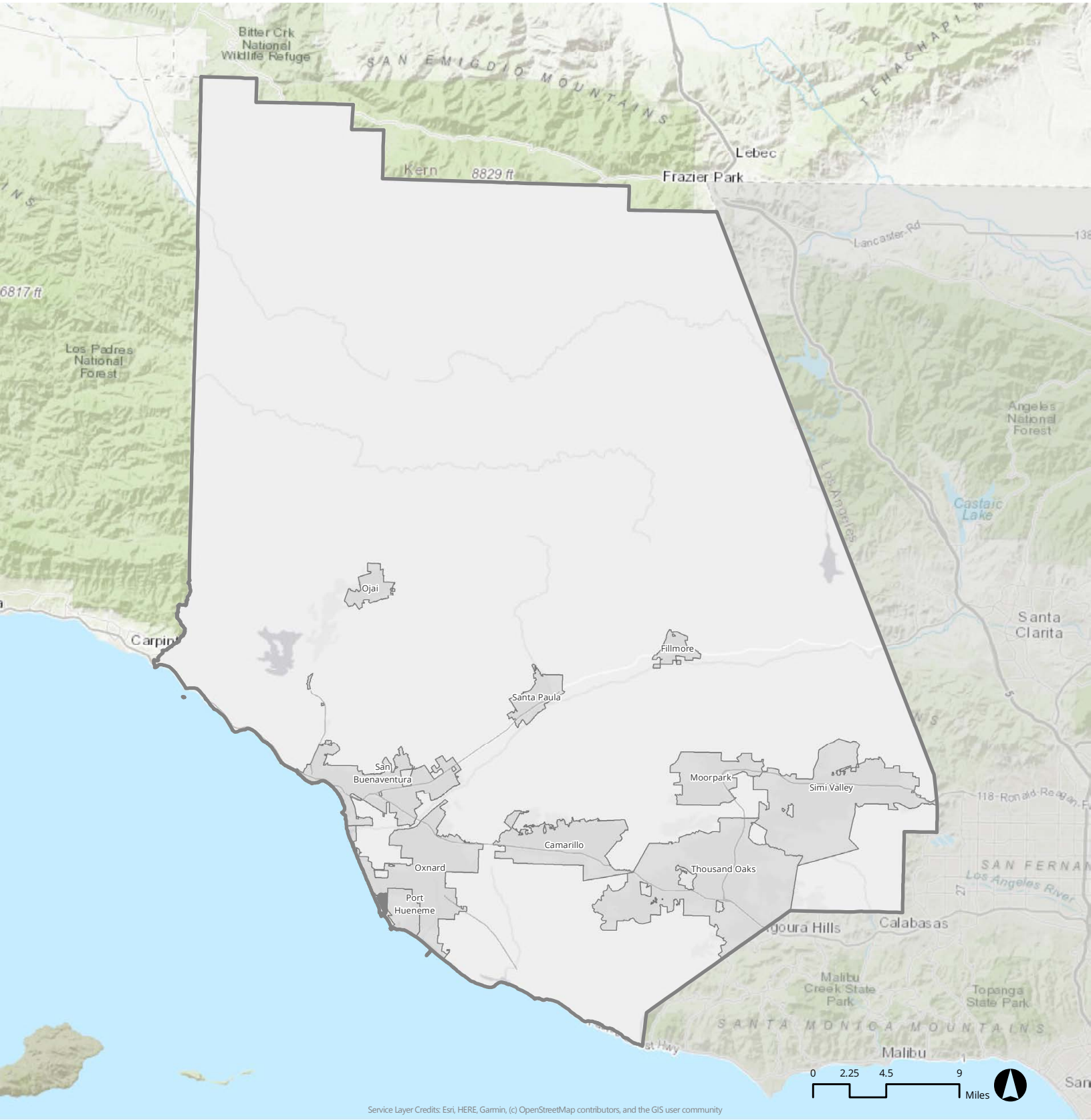

Tribal Lands in Ventura County

American Indian Reservation; Federally Recognized Tribal Entity

Data Source: American Indian Reservations / Federally Recognized Tribal Entities, 2021, CalOES
Data Updated: 2021 | Map Created: 5/5/2022

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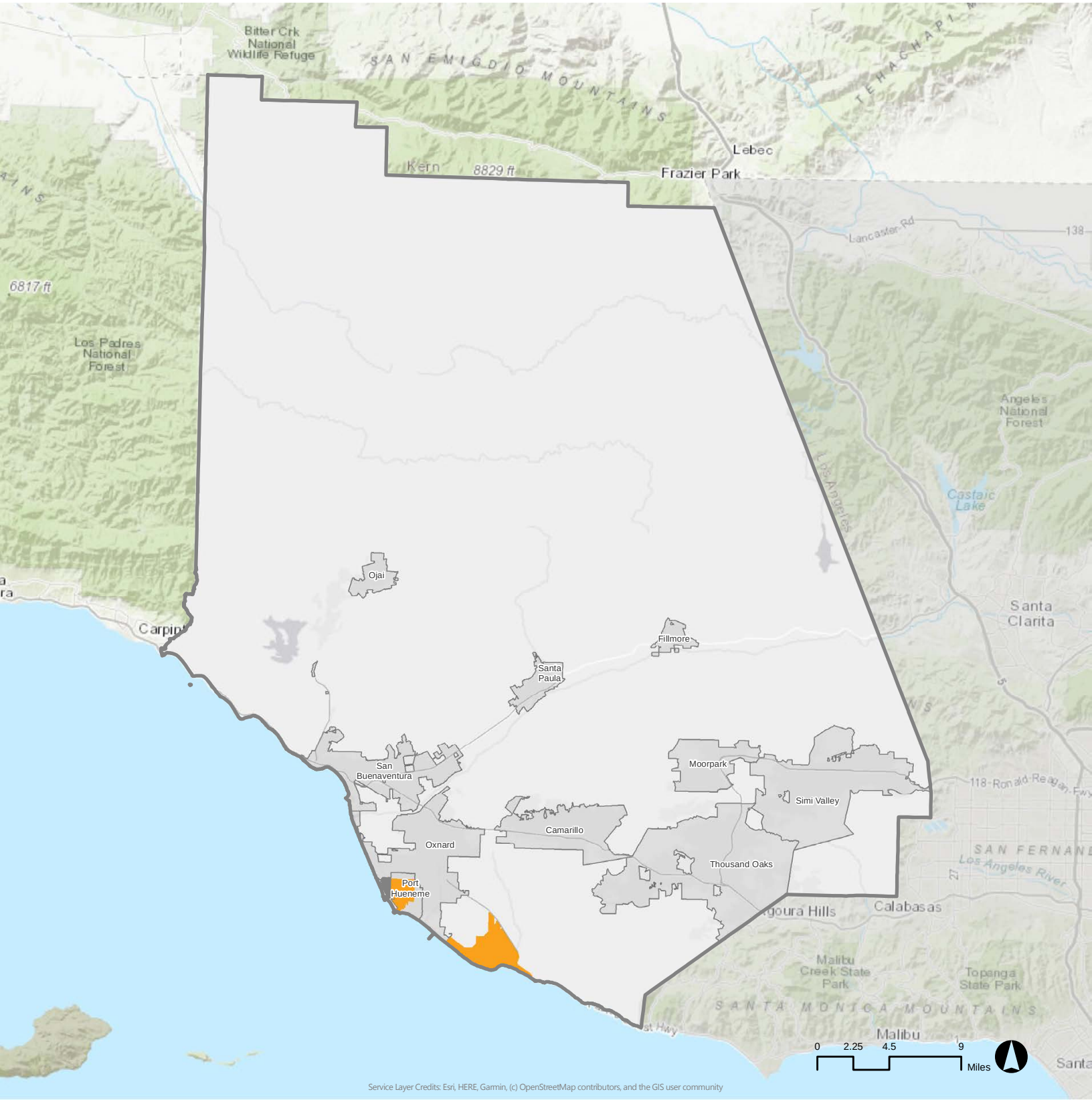

Military Installations in Ventura County

Military Installation

Data Source: USA Department of Defense Lands, 2018, US Department of Defense
Data Updated: 2021 | Map Created: 5/5/2022

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Farmland in City of Port Hueneme

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

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

Data Source: California Important Farmland, Farmland Mapping & Monitoring Program (FMMP), 2018, CA Department of Conservation
Data Updated: 2021 | Map Created: 5/5/2022

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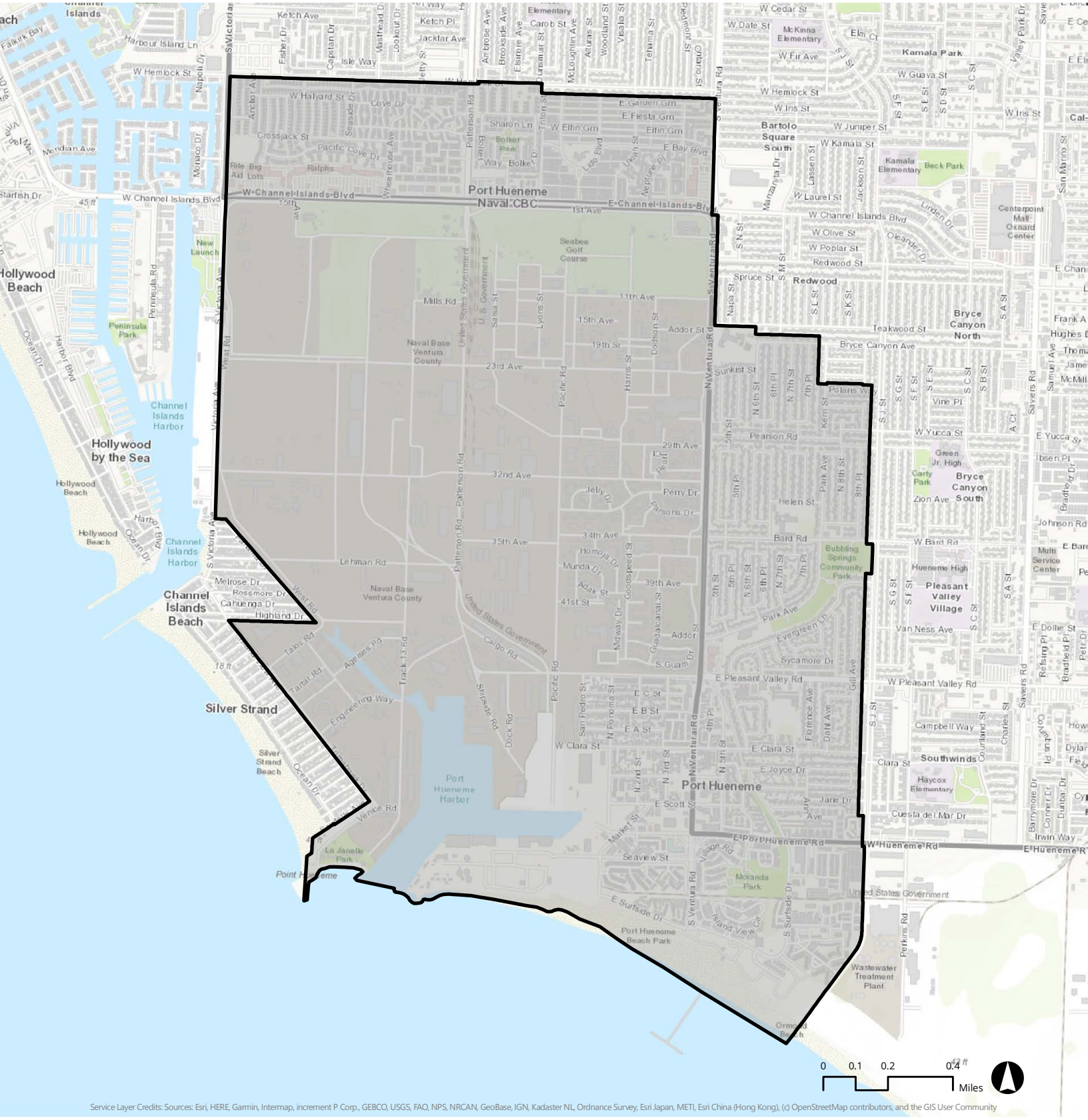

2019 City Boundary and Sphere of Influence for City of Port Hueneme

City Boundary Sphere of Influence

Data Source: Ventura County LAFCO | Data Version: 2019 | Map Created: 5/6/2022

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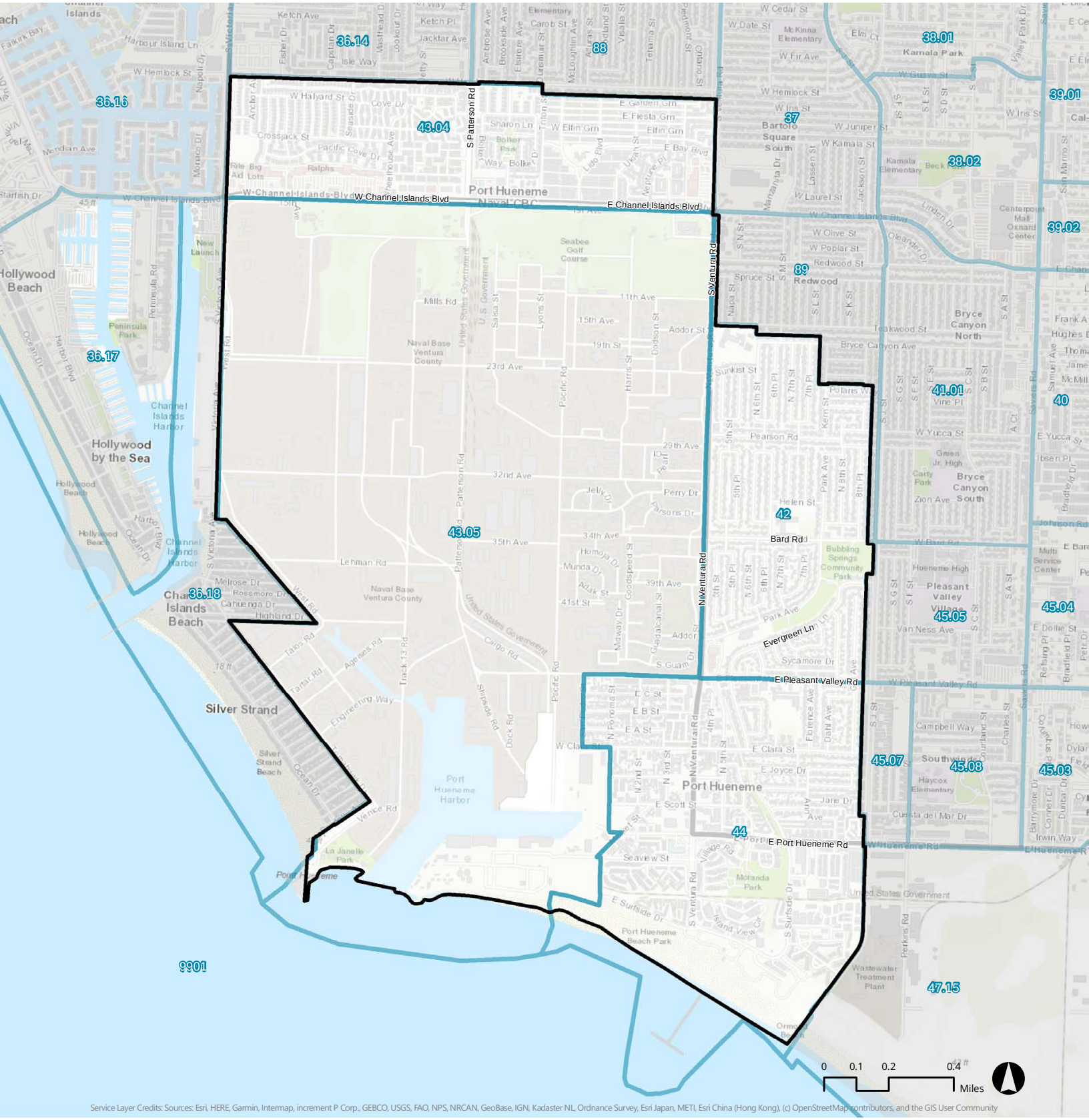

Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

2020 Census Tracts in City of Port Hueneme

City Boundary 2020 Census Tracts

Data Source: US Census, TIGER/Line® Shapefiles, 2020 | Map Created: 5/6/2022

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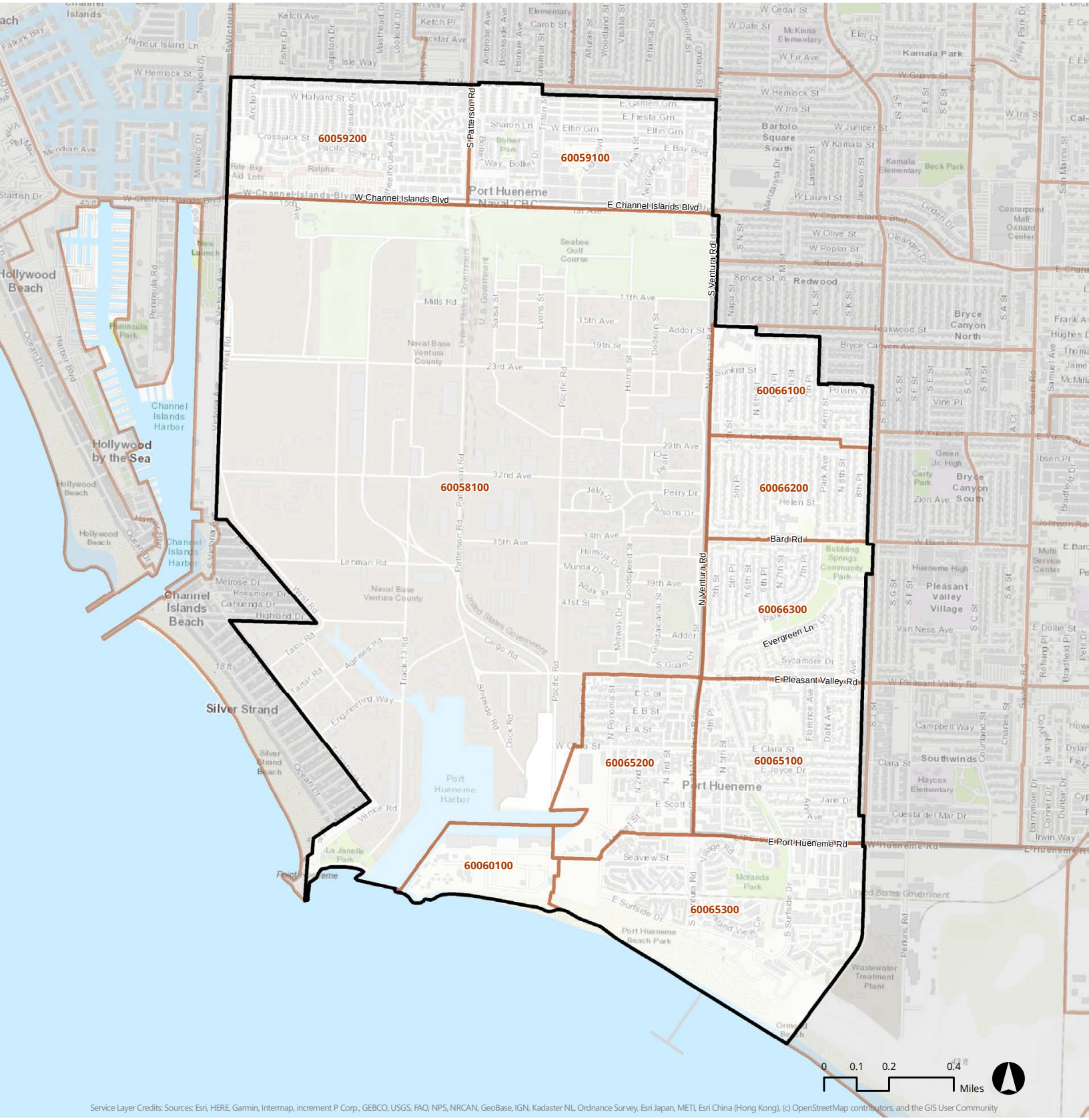

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Transportation Analysis Zones (TAZ) Tier2 in City of Port Hueneme

City Boundary

Transportation Analysis Zones (TAZ) Tier2 Boundary

Data Source: SCAG | Data Updated: 2021 | Map Created: 5/3/2022

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