



Connect SoCal : The 2020-2045 Regional Transportation Plan/
Sustainable Communities Strategy

LOCAL INPUT & ENVISIONING PROCESS

DATA/MAP BOOK



for the City of

LA HABRA HEIGHTS

DRAFT | NOVEMBER 2019

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Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality management plans. In addition to the six counties and 191 cities that make up SCAG's region, there are six County Transportation Commissions (CTCs) that hold the primary responsibility for programming and implementing transportation projects, programs and services in their respective counties. Additionally, SCAG Bylaws provide for representation of Native American tribes and Air Districts in the region on the Regional Council and Policy Committees.

WHAT IS CONNECT SOCAL?

Connect SoCal - the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, CTCs, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura.

What is at the heart of Connect SoCal are over 4,000 transportation projects—ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six CTCs and seek to reduce traffic bottlenecks, improve the efficiency of the region's network and expand mobility choices for everyone.

Connect SoCal is an important planning document for the region, allowing project sponsors to qualify for federal funding. The plan takes into account operations and maintenance costs, to ensure reliability, longevity and cost effectiveness. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that help the region achieve state greenhouse gas emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry and utilize resources more efficiently. For information on Connect SoCal, please visit <https://www.connectsocial.org/Pages/default.aspx>.

WHAT IS THE REGIONAL HOUSING NEEDS ASSESSMENT?

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. SCAG is in the process of developing the 6th cycle RHNA allocation plan which will cover the planning period October 2021 through October 2029. It is planned for adoption by SCAG in October 2020. For information on the RHNA, please visit <http://www.scag.ca.gov/programs/Pages/Housing.aspx>.

INTRODUCTION





LOCAL INPUT AND ENVISIONING PROCESS



In preparing the Connect SoCal and the Regional Housing Needs Assessment (RHNA), SCAG has engaged all 197 local jurisdictions and 15 subregions in a Bottom-Up Local Input and Envisioning Process in order to inform the development of the two integrated regional planning efforts and to solicit information from local cities, counties and subregions on their most current land use, anticipated population/household/employment growth, resource areas, sustainability practices, and local transit-supportive measures to help understand how the region is growing and the extent to which we are meeting our climate goals.

In November 2017, SCAG released the preliminary Data/Map Book which includes the data and maps of current land use, resource areas, transportation, administrative boundaries and growth. Then, the data and maps have been updated based on feedback received from jurisdictions during the Bottom-Up Local Input and Envisioning Process. The deadline for jurisdictions to provide input on this information was October 1, 2018, and 90% of SCAG's 197 towns, cities, and counties provided feedback on one or more data elements. Updated information has been used to develop and evaluate potential future development scenarios for Southern California, and their respective impacts on greenhouse gas emissions. This Data/Map Book contains information specific to each local jurisdiction and is designed to help local planners better understand the sources, methodologies, and contents of each dataset. The list of data/GIS maps included in this book include:

LAND USE	General Plan, Zoning, Existing Land Use, Specific Plan
RESOURCE AREAS & FARMLAND	Open Space and Parks, Endangered Species and Plants, Flood areas, Natural Community & Habitat Conservation, Farmland, Sea Level Rise
TRANSPORTATION	Major Transit Stops, High Quality Transit Corridors, High Quality Transit Areas, Transit Priority Areas, Bikeways, Truck Routes
ADMIN BOUNDARY	City Boundary & Sphere of Influence, Census Tract, Transportation Analysis Zone (TAZ)
GROWTH	Entitlements

This book begins with the brief descriptions of the datasets, followed by GIS maps for each jurisdiction. If you would like to request high-quality maps and GIS files of this Data/Map Book or have questions, please contact RTPLocalInput@scag.ca.gov.





SCAG staff prepared a set of land use maps at the parcel level as follows:

- Adopted General Plan land use with local jurisdiction's general plan designations and with 2016 SCAG Land Use Codes
- Adopted Zoning codes with local jurisdiction's zoning codes and with 2016 SCAG Land Use Codes
- 2016 Existing land use with 2016 SCAG Land Use Codes
- Adopted Specific Plan land use with 2016 SCAG Land Use Codes

The Anderson Land Use Classification was used as the standardized 2016 SCAG Land Use Code system. For more detailed information on the land use code system, please refer to Table 1: 2016 SCAG Land Use Codes Table. The land use information included in this book reflects feedback received from jurisdictions during the Bottom-Up Local Input and Envisioning Process.

GENERAL PLAN LAND USE & ZONING

General plan land use and zoning data are shown at the parcel level and depict a local agency's adopted documents. However, the data shown in some areas may be generalized, because the parcel level database representing general plan land use and zoning data does not support multiple uses or designations on a single parcel (either splitting the parcel or representing overlays). 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. At the jurisdiction level, both general plan land use and zoning maps are prepared with local land use or zoning codes, consistent with those used in each local jurisdiction, as well as with the SCAG's standardized 2016 Land Use Codes. Please note the general plan land use and zoning information included in this book reflects feedback received from jurisdictions during the Bottom-Up Local Input and Envisioning Process.

EXISTING LAND USE

The base year of Connect SoCal is 2016. To develop the base year existing land use data, SCAG has used property land use information acquired from DMP and SCAG's 2016 existing land use data. Using a correspondence between DMP land use codes and SCAG's standardized 2016 Land Use Codes, DMP land use codes were converted to SCAG Land Use Code system. The existing land use information included in this book reflects feedback received from jurisdictions during the Bottom-Up Local Input and Envisioning Process. As noted for general plan land use and zoning data, existing land use data are shown at the parcel level and, in some areas, data may be generalized, because SCAG's parcel level database does not support multiple uses 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.

SPECIFIC PLAN LAND USE

The specific plan land use documents, maps, and/or GIS files collected were coded into GIS format at the parcel level. Parcel boundary data were acquired from county assessor's offices. Specific plan land use data are shown at the parcel level and depict a local agency's adopted specific plan documents. As noted for general plan land use and zoning data, specific plan land use data may be generalized in some areas, because SCAG's parcel level database does not support multiple uses 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. Please note the specific plan land use information included in this book reflects feedback received from jurisdictions during the Bottom-Up Local Input and Envisioning Process.

LAND USE





LAND USE

TABLE 1: 2016 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
 Rural Residential	1100 Residential 1150 Rural Residential
 General Office	1210 General Office Use 1211 Low- and Medium-Rise Major Office Use 1212 High-Rise Major Office Use 1213 Skyscrapers
 Commercial and Services	1200 Commercial and Services 1220 Retail Stores and Commercial Services 1221 Regional Shopping Center 1222 Retail Centers (Non-Strip With Contiguous Interconnected Off-Street Parking) 1223 Retail Strip Development 1230 Other Commercial 1231 Commercial Storage 1232 Commercial Recreation 1233 Hotels and Motels
 Facilities	1240 Public Facilities 1241 Government Offices 1242 Police and Sheriff Stations 1243 Fire Stations 1244 Major Medical Health Care Facilities 1245 Religious Facilities 1246 Other Public Facilities 1247 Public Parking Facilities 1250 Special Use Facilities 1251 Correctional Facilities 1252 Special Care Facilities 1253 Other Special Use Facilities
 Education	1260 Educational Institutions 1261 Pre-Schools/Day Care Centers 1262 Elementary Schools 1263 Junior or Intermediate High Schools 1264 Senior High Schools 1265 Colleges and Universities 1266 Trade Schools and Professional Training Facilities



LEGEND	LAND USE DESCRIPTION
 Military Installations	1270 Military Installations 1271 Base (Built-up Area) 1272 Vacant Area 1273 Air Field 1274 Former Base (Built-up Area) 1275 Former Base Vacant Area 1276 Former Base Air Field
 Industrial	1300 Industrial 1310 Light Industrial 1311 Manufacturing, Assembly, and Industrial Services 1312 Motion Picture and Television Studio Lots 1313 Packing Houses and Grain Elevators 1314 Research and Development 1320 Heavy Industrial 1321 Manufacturing 1322 Petroleum Refining and Processing 1323 Open Storage 1324 Major Metal Processing 1325 Chemical Processing 1330 Extraction 1331 Mineral Extraction - Other Than Oil and Gas 1332 Mineral Extraction - Oil and Gas 1340 Wholesaling and Warehousing
 Transportation, Communications, and Utilities	1400 Transportation, Communications, and Utilities 1410 Transportation 1411 Airports 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

LAND USE



LAND USE

TABLE 1: 2016 SCAG Land Use Codes – Legend *continued*

LEGEND	LAND USE DESCRIPTION
Mixed Commercial and Industrial	1500 Mixed Commercial and Industrial
Mixed Residential and Commercial	1600 Mixed Residential and Commercial 1610 Residential-Oriented Residential/Commercial Mixed Use 1620 Commercial-Oriented Residential/Commercial Mixed Use
Open Space and Recreation	1800 Open Space and Recreation 1810 Golf Courses 1820 Local Parks and Recreation 1830 Regional Parks and Recreation 1840 Cemeteries 1850 Wildlife Preserves and Sanctuaries 1860 Specimen Gardens and Arboreta 1870 Beach Parks 1880 Other Open Space and Recreation 1890 Off-Street Trails
Agriculture	2000 Agriculture 2100 Cropland and Improved Pasture Land 2110 Irrigated Cropland and Improved Pasture Land 2120 Non-Irrigated Cropland and Improved Pasture Land 2200 Orchards and Vineyards 2300 Nurseries 2400 Dairy, Intensive Livestock, and Associated Facilities 2500 Poultry Operations 2600 Other Agriculture 2700 Horse Ranches
Vacant	3000 Vacant 3100 Vacant Undifferentiated 3200 Abandoned Orchards and Vineyards 3300 Vacant With Limited Improvements 3400 Beaches (Vacant) 1900 Urban Vacant
Water	4000 Water 4100 Water, Undifferentiated 4200 Harbor Water Facilities 4300 Marina Water Facilities 4400 Water Within a Military Installation 4500 Area of Inundation (High Water)
Specific Plan	7777 Specific Plan
Under Construction	1700 Under Construction
Undevelopable or Protected Land	8888 Undevelopable or Protected Land
Unknown	9999 Unknown



SB 375 identifies as one of the guidelines on developing an SCS to “gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivision (a) and (b) of Section 65080.01.” The definitions of Resource areas and Farmland specified in Section 65080.01 are as following:

- (a) “Resource areas” include
- (1) all publicly owned parks and open space;
 - (2) open space or habitat areas protected by natural community conservation plans, habitat conservation plans, and other adopted natural resource protection plans;
 - (3) habitat for species identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies or protected by the federal Endangered Species Act of 1973, the California Endangered Species Act, or the Native Plant Protection Act;
 - (4) lands subject to conservation or agricultural easements for conservation or agricultural purposes by local governments, special districts, or nonprofit 501(c)(3) organizations, areas of the state designated by the State Mining and Geology Board as areas of statewide or regional significance pursuant to Section 2790 of the Public Resources Code, and lands under Williamson Act contracts;
 - (5) areas designated for open-space or agricultural uses in adopted open-space elements or agricultural elements of the local general plan or by local ordinance;
 - (6) areas containing biological resources as described in Appendix G of the CEQA Guidelines that may be significantly affected by the sustainable communities strategy or the alternative planning strategy; and
 - (7) an area subject to flooding where a development project would not, at the time of development in the judgment of the agency, meet the requirements of the National Flood Insurance Program or where the area is subject to more protective provisions of state law or local ordinance.
- (b) “Farmland” means farmland that is outside all existing city spheres of influence or city limits as of January 1, 2008, and is one of the following:
- (1) Classified as prime or unique farmland or farmland of statewide importance.
 - (2) Farmland classified by a local agency in its general plan that meets or exceeds the standards for prime or unique farmland or farmland of statewide importance.

To comply with the guidelines, SCAG prepared the relevant datasets of open space and park, endangered species and plants, flood areas, natural habitat, and farmland from various sources. To provide input on these datasets, please notify SCAG as well as the agencies listed as the primary owner of the database, discussed in detail here.

OPEN SPACE & PARK

For Connect SoCal, “all publicly owned” open spaces need to be considered as prescribed in SB 375. Data on publicly owned open space and parks comes from the California Protected Areas Database (CPAD), a GIS inventory of all publicly owned protected open space lands in the State of California through fee ownership. GreenInfo Network has prepared CPAD by aggregating

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and cross-checking various open space data from state, local and other agencies.

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 owns 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 home owner associations. For more details on the inclusion criteria, see the CPAD manual from their website at <http://www.calands.org/uploads/docs/CPAD2017a-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>. For user constraints, refer to the License Agreement. GreenInfo Network has released several versions of the CPAD since March, 2008. The most up-to-date version is CPAD v.2017a, which was released in August, 2017. For more information on CPAD update histories and changes, see their website at <http://www.calands.org/data>.

The map included in this book is presented by ownership. The lands in CPAD range from huge national forests to very small urban parks. Federal, state, county, city, special district and non-governmental agency holdings are included and have been mapped at the high levels of accuracy. Please note the information included in this book reflects feedback received from jurisdictions during the Bottom-Up Local Input and Envisioning Process.

ENDANGERED SPECIES & PLANTS

SCAG obtained the California Natural Diversity Database (CNDDDB)¹ October 2017 version developed by the California Department of Fish and Wildlife’s Biogeographic Data Branch (BDB). The CNDDDB 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 cannot be an exhaustive and comprehensive inventory of rare species and natural communities. Field verification for the absence and presence of sensitive species is required by the 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 CNDDDB 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.

¹ The CNDDDB 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.



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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 CNDDDB, please refer to their website (<https://www.wildlife.ca.gov/Data/CNDDDB>). The CNDDDB is offered on a yearly subscription basis, and is prohibited from being distributed to anyone outside the subscribing organizations. The data can be ordered online at <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Also, the web-based CNDDDB QuickView Tool which provides users with a list of all tracked elements that have been documented by the CNDDDB to occur in a selected USGS 7.5' topographic quad or in a selected county is available at <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data#43018410-cnddb-quickview-tool>.

FLOOD AREAS

The flood area maps are based on 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)² 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).

² 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.



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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 reflects feedback received from jurisdictions during the Bottom-Up Local Input and Envisioning Process.

NATURAL COMMUNITY & HABITAT CONSERVATION PLAN

The data on natural community and habitat conservation plan are from the Natural Community Conservation Planning (NCCP) program of California Department of Fish and Wildlife. With partnerships with public and private organizations, NCCP is an effort for the protection and perpetuation of biological diversity, while allowing compatible and appropriate economic activity. The NCCP program started in 1991 under the State's Natural Community Conservation Planning Act, which has broader orientation and objectives than the previous laws limited to the protection of species already declined in number significantly.

The primary objective is to conserve natural communities at the ecosystem level, while accommodating compatible land use. By considering the long-term stability of wildlife and plant communities, and including key interests in the planning process, it aims at anticipating and preventing the controversies in the surrounding areas of the species.

A local agency is in charge of monitoring the development of a conservation plan in cooperation with landowners, environmental organizations and other interest parties. The Department of Fish and Wildlife provides necessary support, direction, and guidance to NCCP participants.³ For more information on the NCCP phases and guidance, refer to their website at <https://www.wildlife.ca.gov/Conservation/Planning/NCCP>.

FARMLAND

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.⁴

The FMMP updates and releases the Important Farmland Map by county every two years and SCAG obtained the most up-to-date version.⁵ The study area is in accordance to the soil survey developed by NRCS (National Resources Conservation Service) in the United States Department of Agriculture. Important Farmland Map is biennially updated based on a computer mapping system, aerial imagery, public review, and field interpretation. For more information, refer

- ³ Department of Fish and Game sponsors two grant programs for NCCP/HCPs; Local Assistance Grants (LAG) with the state funds for urgent tasks associated with implementing approved NCCPs or NCCPs anticipated to be approved within 12 months of grant application, and ESA SECTION 6 GRANTS program through the federal grant from the U.S. Fish and Wildlife Service (FWS).
- ⁴ The FMMP was signed by the Legislature in 1982, and the first Important Farmland Maps were produced in 1984, covering 30.3 million acres. Through 12 biennial mapping cycles, data has expanded to 48.1 million acres as modern soil surveys were completed by USDA.
- ⁵ The most up-to-date Important Farmland data is 2016 version, except Orange county (2014 version), as of October 2017.



to the website at <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>. Please note the information included in this book reflects feedback received from jurisdictions during the Bottom-Up Local Input and Envisioning Process.

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PRIME FARMLAND (P)	Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
FARMLAND OF STATEWIDE IMPORTANCE (S)	Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
UNIQUE FARMLAND (U)	Farmland of lesser quality soils used for the production of the state’s leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
FARMLAND OF LOCAL IMPORTANCE (L)	Land of importance to the local agricultural economy as determined by each county’s board of supervisors and a local advisory committee.
GRAZING LAND (G)	Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen’s Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
URBAN AND BUILT-UP LAND (D)	Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
OTHER LAND (X)	Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land. The Rural Land Mapping Project provides more detail on the distribution of various land uses within the Other Land category. The Rural Land categories include: Rural Residential Land (R), Semi-Agricultural and Rural Commercial Land (sAC), Vacant or Disturbed Land (V), Confined Animal Agriculture (CI), and Nonagricultural or Natural Vegetation (nv).
WATER (W)	Perennial water bodies with an extent of at least 40 acres.
NOT SURVEYED (Z)	Large government land holdings, including National Parks, Forests, and Bureau of Land Management holdings are not included in FMMP’s survey area.



RESOURCE AREAS & FARMLAND

COASTAL INUNDATION (SEA LEVEL RISE)

The Coastal Inundation data were obtained from the National Oceanic and Atmospheric Administration (NOAA) Coastal Services Center's online mapping viewer depicting potential sea level rise and its associated impacts on the nation's coastal areas. These data depict the potential inundation of coastal areas resulting from a projected 2 feet rise in sea level above current Mean Higher High Water (MHHW) conditions.

The process used to produce the data can be described as a modified bathtub approach that attempts to account for both local/regional tidal variability as well as hydrological connectivity. The process uses two source datasets to derive the final inundation rasters and polygons and accompanying low-lying polygons for each iteration of sea level rise: the Digital Elevation Model (DEM) of the area and a tidal surface model that represents spatial tidal variability. The tidal model is created using the NOAA National Geodetic Survey's VDATUM datum transformation software (<http://vdatum.noaa.gov>) in conjunction with spatial interpolation/extrapolation methods and represents the MHHW tidal datum in orthometric values (North American Vertical Datum of 1988). The model used to produce these data does not account for erosion, subsidence, or any future changes in an area's hydrodynamics. It is simply a method to derive data in order to visualize the potential scale, not exact location, of inundation from sea level rise.



MAJOR TRANSIT STOPS & HIGH QUALITY TRANSIT CORRIDORS

According to SB 375, 'a transit priority project' can be exempt from, or subject to a limited review of CEQA (the California Environmental Quality Act). The implementation of the SCS only includes 'a transit priority project' that is 'consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.' [Section 21155.(a)]

The bill specifically states that the transit priority project should:

- (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- (2) provide a minimum net density of at least 20 dwelling units per acre; and
- (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 1064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor. [Section 21155.(b)]

A transit priority project, which meets all the requirements of subdivision (a) and (b), and one of the requirements of subdivision (c) in Section 21155.1, can be declared by the legislative body of the jurisdiction, after conducting a public hearing, to be a Sustainable Communities Project (SCP). Once the project is designated as SCP, it can benefit from CEQA streamlining.

To assist in identifying transit priority project areas, SCAG identifies major transit stops and high quality transit corridors (HQTCS), and their surrounding areas in one-half mile radius distance, as specified in Section 21155.(b)(3). Major transit stops and HQTCS are extracted from 2045 plan year data of the Draft Connect SoCal. This inventory is based on available information at the time regarding existing and planned transit service. However, transit agencies make adjustments to bus service on a regular basis. Local jurisdictions are encouraged to consult with their appropriate transit provider(s) to obtain the latest information on existing transit routes and frequencies.

SCAG's High Quality Transit Area (HQTA) is within one-half mile from major transit stops and high quality transit corridors and developed based on the language in SB375. The definitions of major transit stops and high quality transit corridors are as follows:

- **Major transit stop:** A site containing a rail 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). It also includes major transit stops that are included in the applicable regional transportation

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plan.

- **High quality transit corridor:** A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Please note that this map may undergo changes as SCAG continues to update its transportation network as part of the Connect SoCal development process and SCAG shall not be responsible for local jurisdiction's use of this map. Updates to this information will be forthcoming as information becomes available.

TRANSIT PRIORITY AREAS

Senate Bill (SB) 743, signed into law on 9/27/2013, provides opportunities for California Environmental Quality Act (CEQA) exemption and streamlining to facilitate transit-oriented development. Specifically, certain types of projects within the "transit priority areas" could benefit from a CEQA exemption if it is also consistent with an adopted specific plan and the regional Sustainable Communities Strategy. In addition, aesthetic and parking impacts of certain infill projects within a transit priority area shall not be considered significant impacts on the environment. Finally, SB 743 also provides congestion management plan relief for a larger infill opportunity zone. SB 743 focuses the CEQA exemption and other streamlining opportunities in areas with good transit access, i.e. "Transit Priority Areas (TPAs)."

As defined in SB 743, "Transit Priority Area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

To assist in identifying the transit priority areas, SCAG identifies the major transit stops and their surrounding areas in one-half mile radius distance. Major transit stops are extracted from 2045 plan year of the Draft Connect SoCal. This inventory is based on available information at the time regarding existing and planned transit service. However, transit agencies make adjustments to bus service on a regular basis. Local jurisdictions are encouraged to consult with their appropriate transit provider(s) to obtain the latest information on existing transit routes and frequencies.

The definition of major transit stops is as follows:

- **Major transit stop:** A site containing a rail 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). It also includes major transit stops that are included in the applicable regional transportation plan.

Please note that this map may undergo changes as SCAG continues to update its transportation network as part of the Connect SoCal development process and SCAG shall not be responsible for local jurisdiction's use of this map. Updates to this information will be forthcoming as information becomes available.

REGIONAL BIKEWAYS

The Southern California Regional Bikeway Shapefile (RBS) has been compiled in coordination with each of the six County Transportation Commissions (Imperial, Orange, Los Angeles, Riverside, San Bernardino, and Ventura). SCAG has developed standard data fields using existing fields from each county and others identified by stakeholders and consultants. The RBS includes both existing and planned facilities and was compiled from shapefiles provided



by each county transportation commission. Commissions use different strategies for compiling their files so some counties 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. Planned 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 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 intra-city and intercity truck route connections and gaps, and access to relevant land uses within jurisdictional boundaries.

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GEOGRAPHICAL BOUNDARIES



CITY BOUNDARY & 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 are as of August 2016, the base year for Connect SoCal. For inaccuracy or changes in city boundaries or sphere of influences, local jurisdictions need to contact LAFCO to reflect the most accurate city and sphere boundaries. Please note the information included in this book reflects feedback received from jurisdictions during the Bottom-Up Local Input and Envisioning Process.

CENSUS TRACT BOUNDARY (FOR INFORMATION ONLY)

The census tract boundaries are the 2010 TIGER/Line Shapefiles version, downloaded from U.S. Census, TIGER (Topologically Itegrated Geographic Encoding and Referencing) Products website (<https://www.census.gov/geo/maps-data/data/tiger.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.



ENTITLEMENT

Based on feedback from stakeholders, SCAG convened the Entitlement Working Group comprised of professionals in the building industry and development services to help inform the update of local data for use in Connect SoCal and Regional Housing Needs Assessment (RHNA). The objectives of the working group include:

- Assessing and enhancing SCAG’s current entitlement database, specifically with regard to the density, intensity, and phasing of future development projects,
- Providing feedback on how best to engage with stakeholders to ensure the accuracy of SCAG’s local data, and
- Starting to build the foundation to develop the “Shared Vision” in growth forecast and land use for the 2020 RTP/SCS.

SCAG established its regional entitlement database based on inputs provided by this working group and then the information has been updated based on feedback received from jurisdictions during the Bottom-Up Local Input and Envisioning Process. Maps were made separately for better presentation of the entitlement projects and available at <https://www.connectsocial.org/Pages/Local-Input-Process.aspx>.

GROWTH





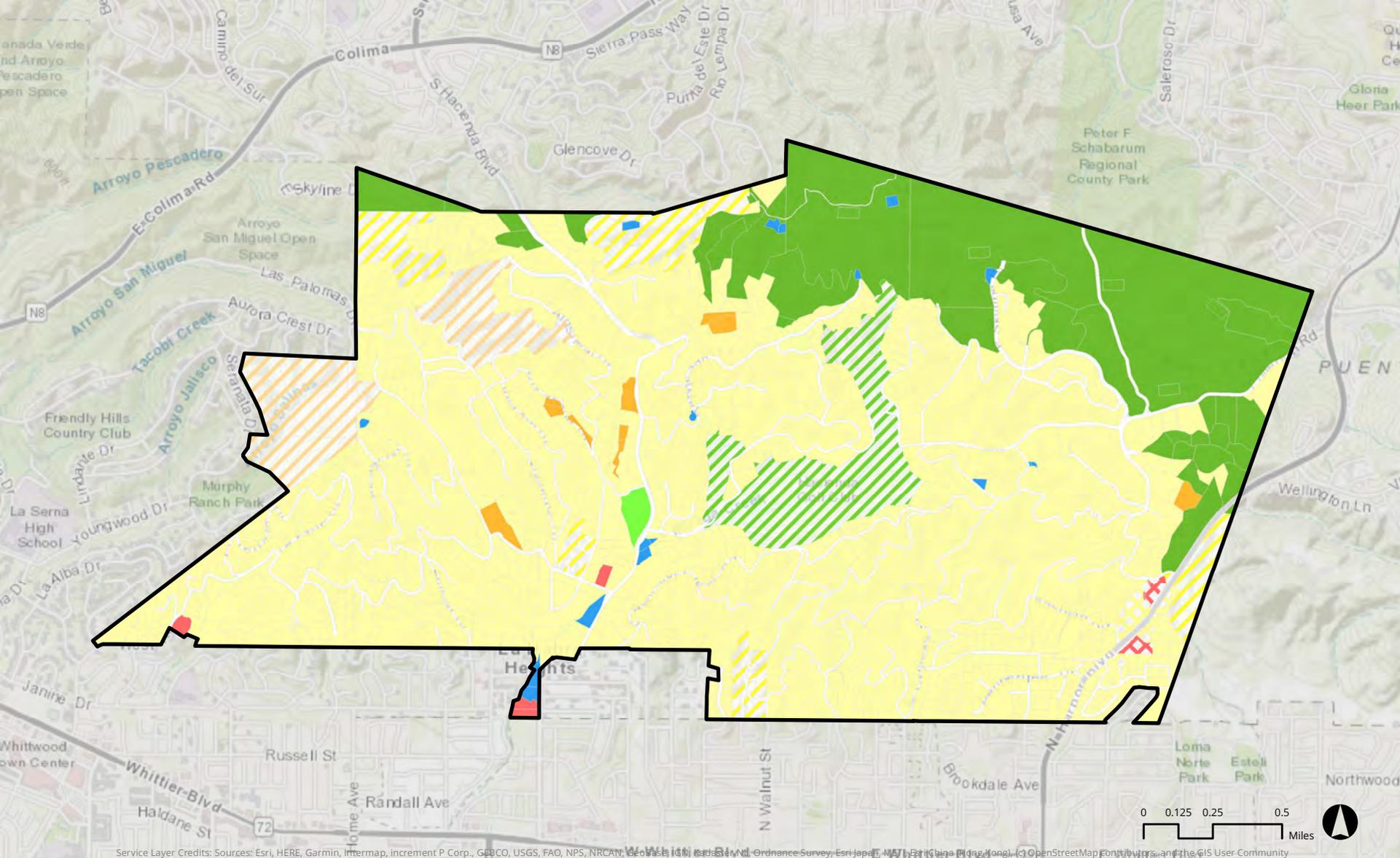
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THE LIST OF GIS MAPS INCLUDED:

- General Plan Land Use with Jurisdiction's General Plan Designations
- General Plan Land Use with 2016 SCAG Land Use Codes
- Zoning Codes with Jurisdiction's Zoning Codes
- Zoning Codes with 2016 SCAG Land Use Codes
- Existing Land Use with 2016 SCAG Land Use Codes
- Specific Plan Land Use with 2016 SCAG Land Use Codes
- Protected Open Space
- Endangered, Threatened, and Rare Plant and Animal Species
- Federally Designated Flood Hazard Zones
- Natural Community & Habitat Conservation Plans
- Farmland
- Coastal Inundation (Sea Level Rise)
- Major Transit Stops and High Quality Transit Corridors
- Transit Priority Areas
- Bikeways
- Truck Routes
- Jurisdiction Boundary and Sphere of Influence
- Census Tract boundary
- Transportation Analysis Zone (TAZ) boundary

MAPS



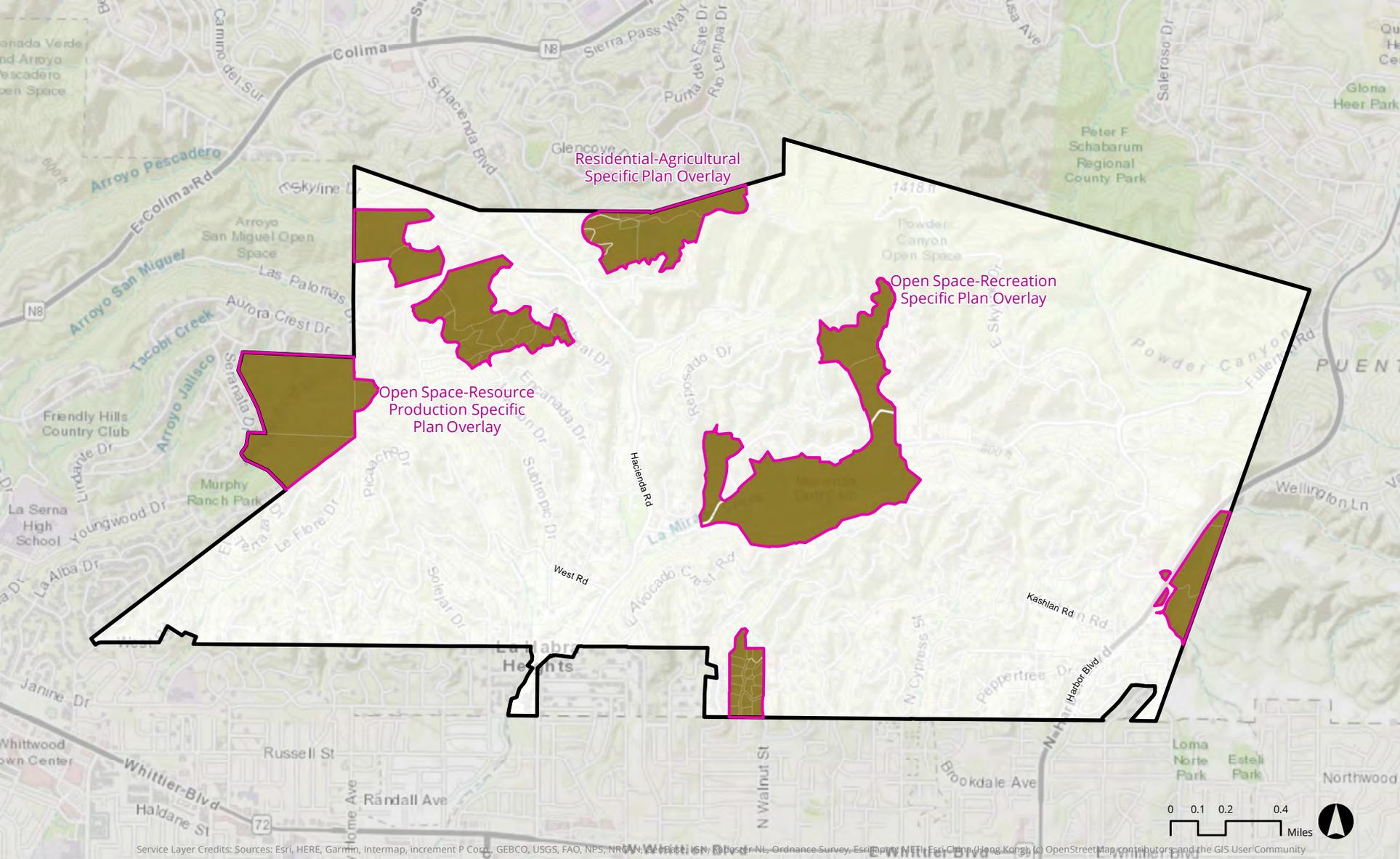
Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, Geoscience Canada, Swire, Ordnance Survey, Esri Japan, MAIT, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Zoning Codes in City of La Habra Heights (Local Jurisdiction's Zoning Codes)

- RA
- OS-R
- RA-IO
- OS-R-SPO
- RA-SPO
- OS-RP
- I
- OS-RP-SPO
- I-O
- PF
- OS-C

Data Source: City of La Habra Heights, SCAG, 2018 | Map Created: 6/5/2019

Disclaimer: The information shown on this map reflect jurisdiction's input submitted during the Local Input and Envisioning Process for the Connect SoCal. SCAG shall not be responsible for user's misuse or misrepresentation of this map. For the details regarding the sources, methodologies and contents of this map, please refer to the SCAG Data/Map Book or contact RTPLocalInput@scag.ca.gov.



Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRTN, IGN, swisstopo, Esri, Swisstopo, Esri, DeLorme, NAVTEQ, Ordnance Survey, Esri, Swisstopo, Esri, DeLorme, NAVTEQ, OpenStreetMap contributors, and the GIS User Community

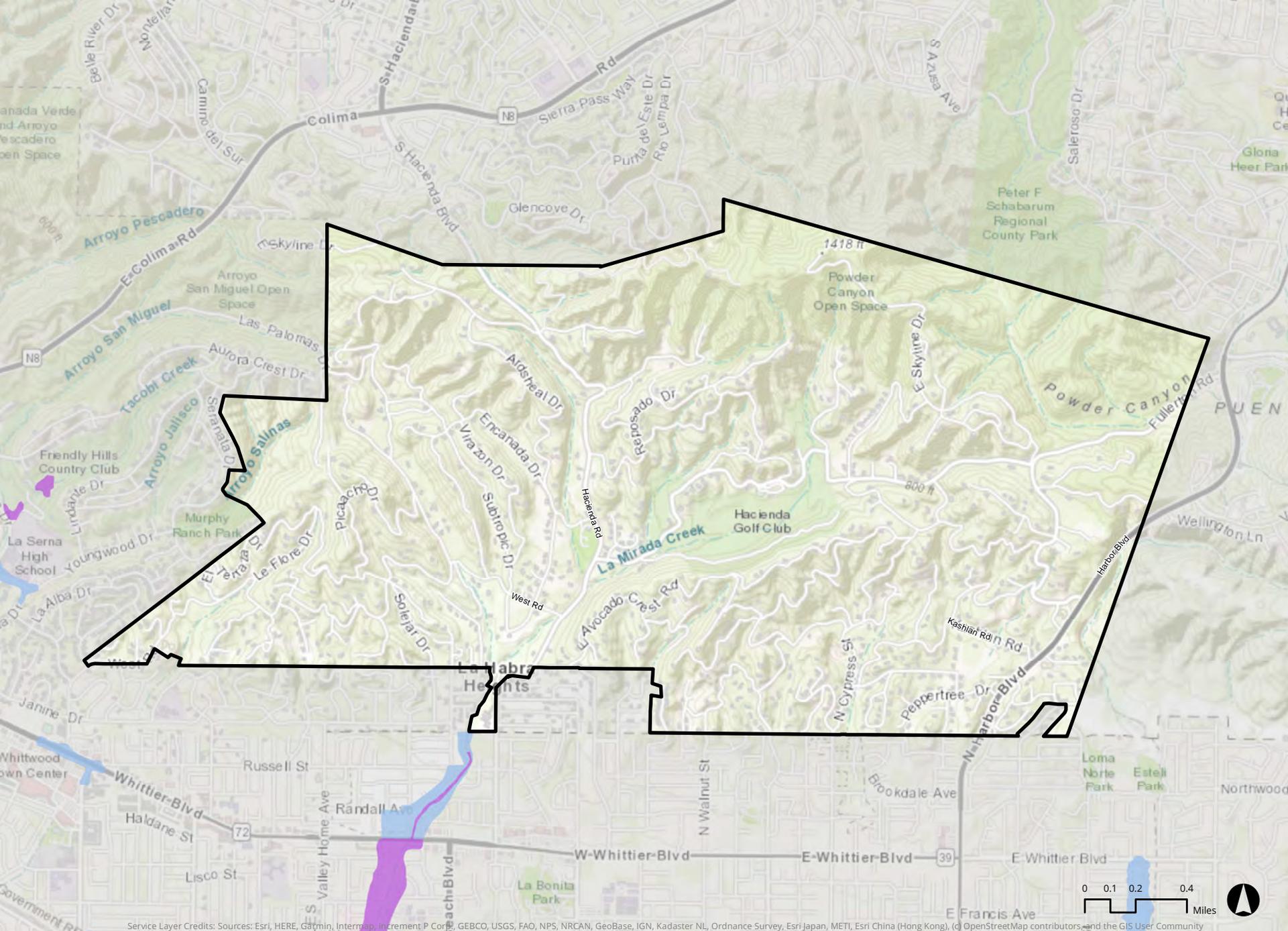
Specific Plan Land Use in City of La Habra Heights (2016 SCAG Land Use Codes)

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

Data Source: City of La Habra Heights, SCAG, 2018 | Map Created: 6/6/2019

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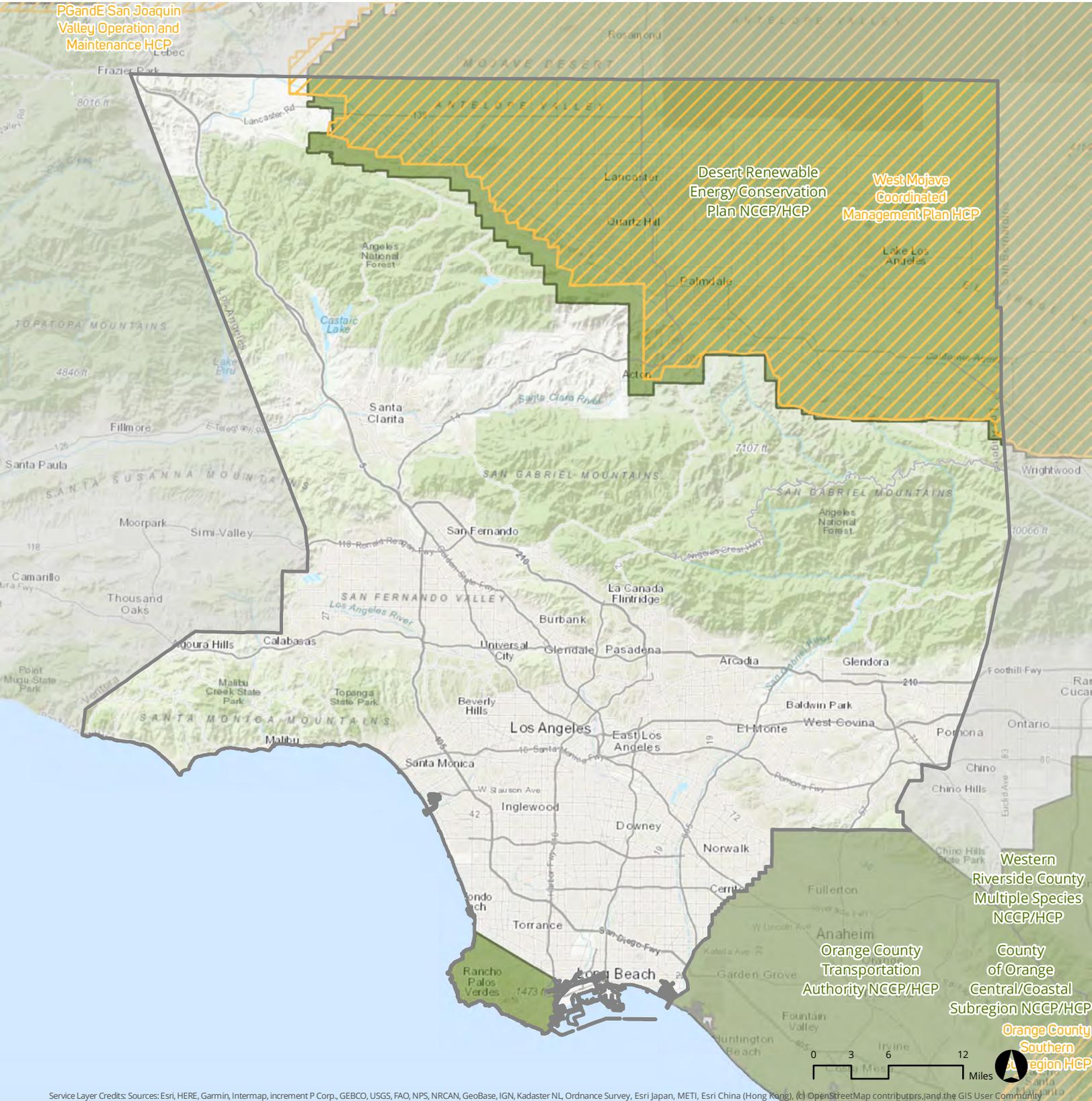
Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (C) OpenStreetMap contributors, and the GIS User Community

Federally Designated Flood Hazard Zones in City of La Habra Heights

-  100-year Flood Hazard Zone
-  500-year Flood Hazard Zone

Data Source: Digital Flood Insurance Rate Map (DFIRM) obtained from the Federal Emergency Management Agency (FEMA) in August 2017 | Map Created: 9/16/2019

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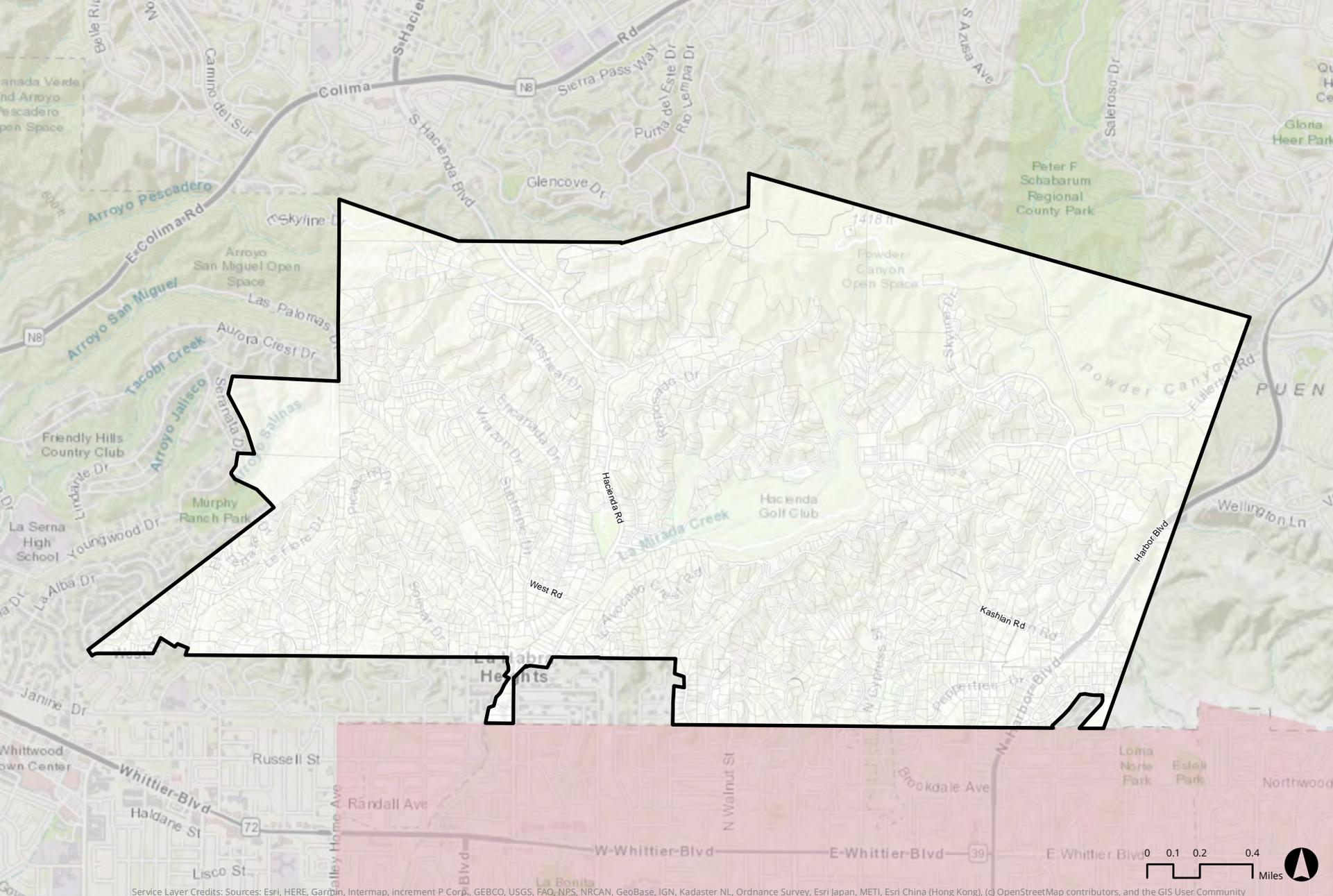


Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Natural Community & Habitat Conservation Plans (NCCP & HCP) in Los Angeles County

- County Boundary
- Natural Community & Habitat Conservation Plans
- Habitat Conservation Plans

Data Source: Natural Community Conservation Planning (NCCP) program of the California Department of Fish and Wildlife, accessed in August 2017 | Map Created: 6/6/2019
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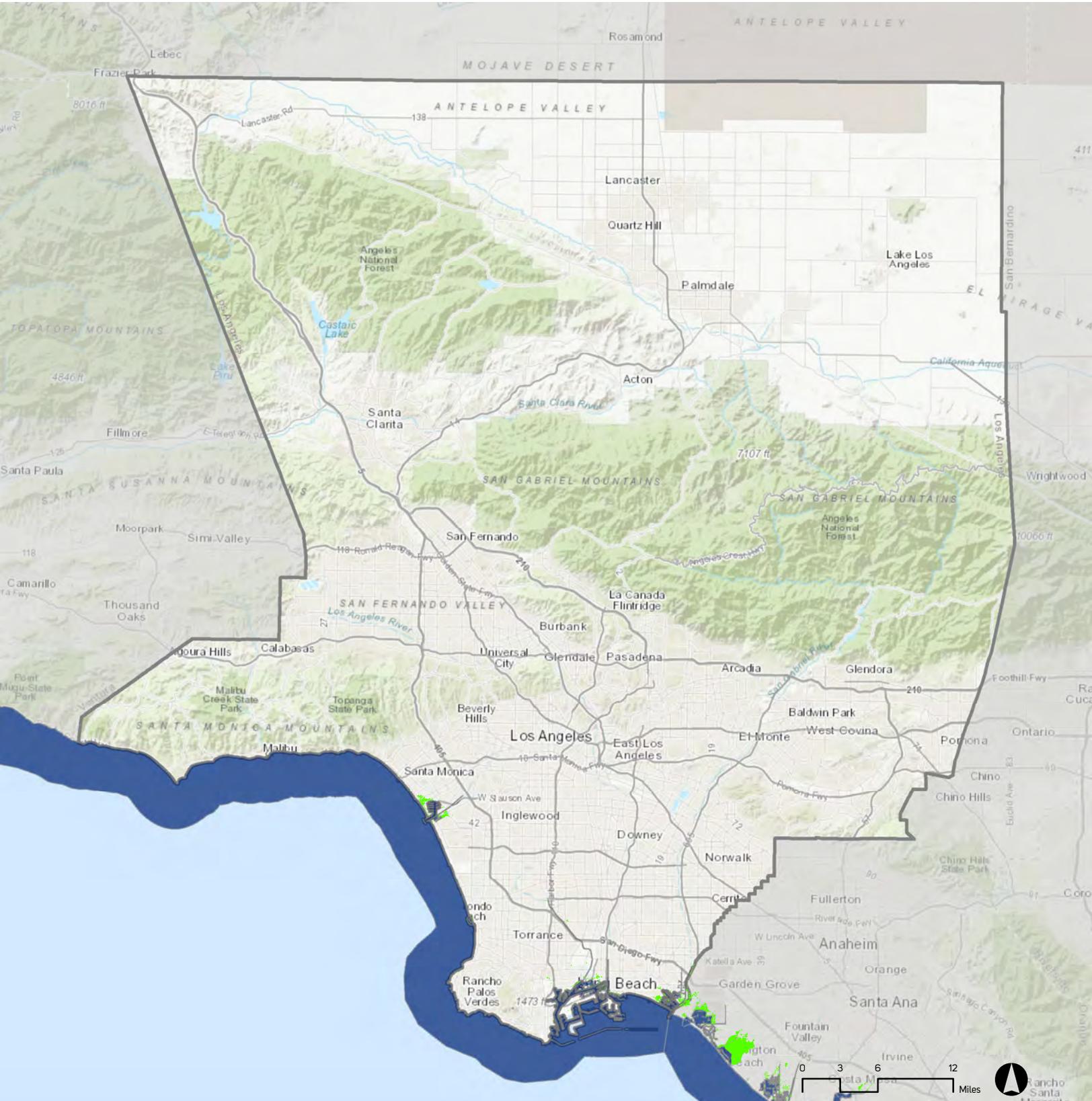


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Farmland in City of La Habra Heights

- Prime Farmland
- Farmland of Local Importance
- Nonagricultural or Natural Vegetation
- Urban and Built-Up Land
- Farmland of Statewide Importance
- Farmland of Local Potential
- Vacant or Disturbed Land
- Water Area
- Unique Farmland
- Other Land
- Rural Residential Land
- Irrigated Farmland
- Grazing Land
- Confined Animal Agriculture
- Semi-agricultural and Rural Commercial Land
- Nonirrigated Farmland

Data Source: Farmland Mapping & Monitoring Program (FMMP) of the California Department of Conservation, accessed in August 2017 | Map Created: 9/16/2019
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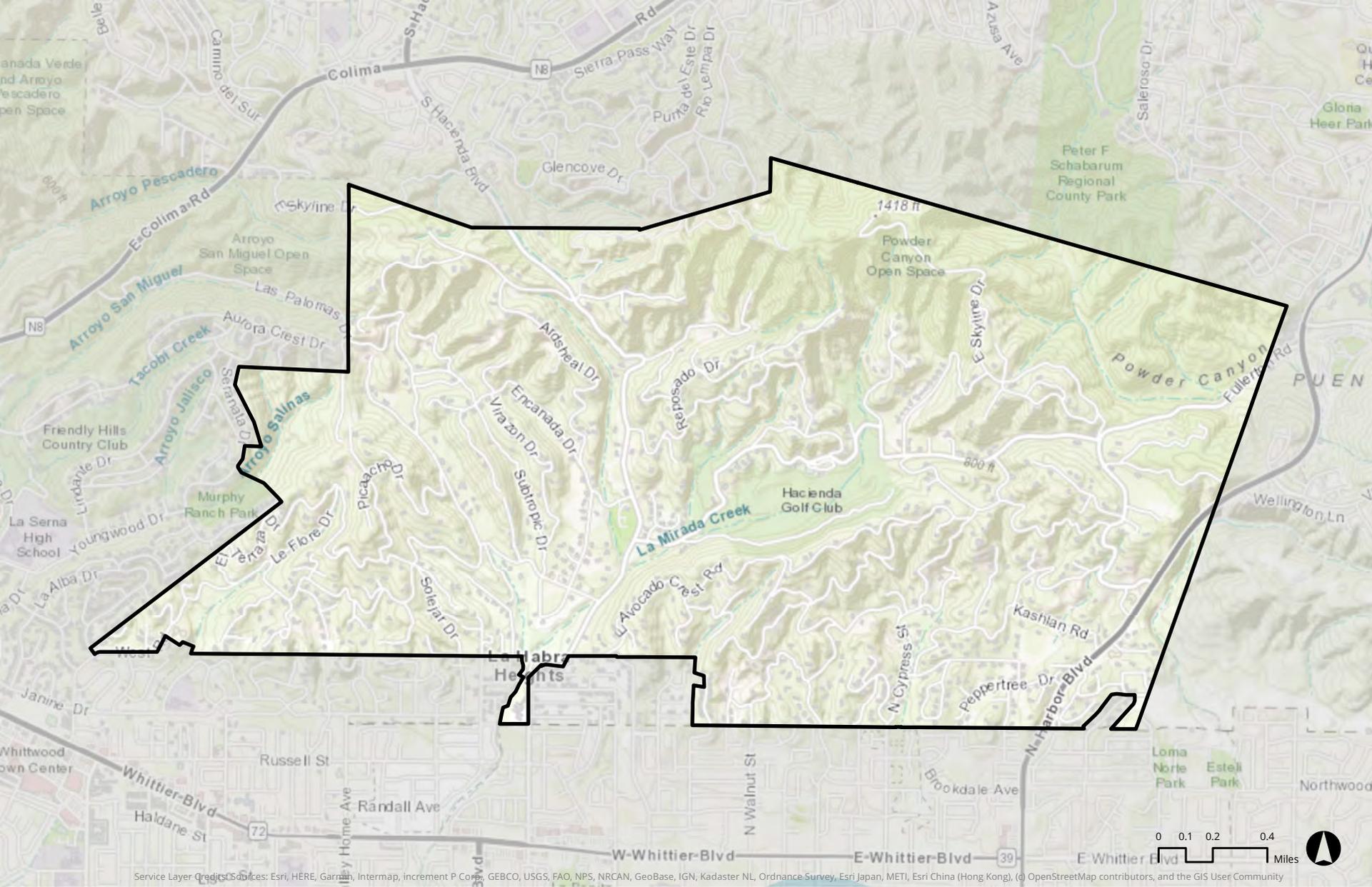


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Sea Level Rise Impacted Areas (2 feet) 2045 Scenario in Los Angeles County

- Low-Lying Impacted Areas (2 feet) 2045 Scenario
- Sea level Rise Areas (2 feet) 2045 Scenario

Source: National Oceanic and Atmospheric Administration (NOAA), accessed in August 2017 | Date: 6/6/2019
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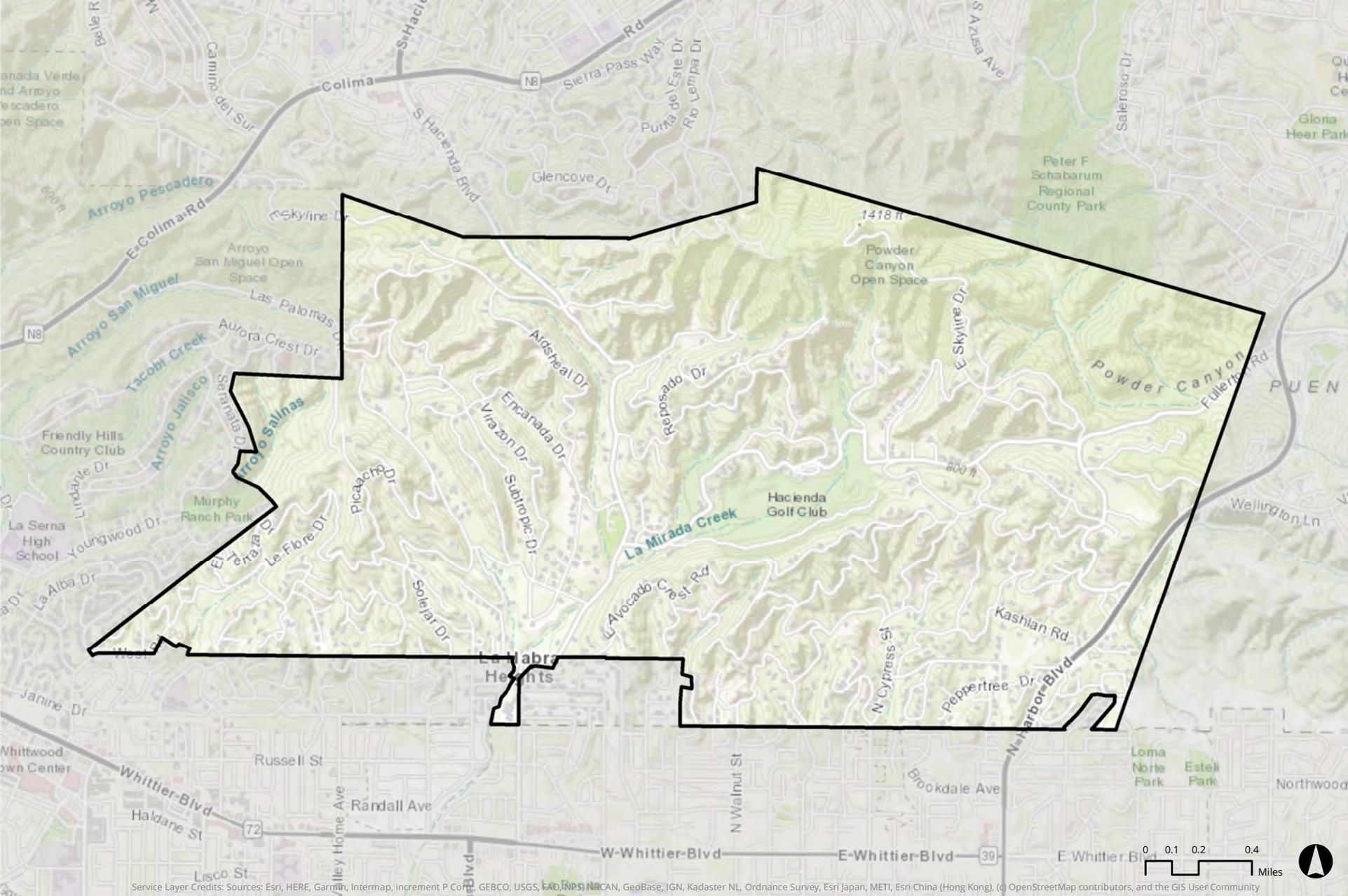


Major Transit Stops and High Quality Transit Corridors in City of La Habra Heights [Year 2045]

- Major Transit Stops
- ~ High Quality Transit Corridors (HQTCS)
- High Quality Transit Areas (HQTAs)

Note: To assist in identifying transit priority project areas, SCAG identifies Major Transit Stops and High Quality Transit Corridors (HQTCS), and their surrounding areas in one-half mile radius distance, as specified in Section 21155.(b)(3). Major transit stops and HQTCS are extracted from 2045 plan year data of the Draft Connect SoCal. SCAG's High Quality Transit Area (HQTA) is within one-half mile from Major Transit Stops and HQTCS and developed based on the language in SB375. Please note that this map may undergo changes as SCAG continues to update its transportation network as part of the Connect SoCal development process and SCAG shall not be responsible for local jurisdiction's use of this map. Updates to this information will be forthcoming as information becomes available.

Data Source: SCAG, County Transportation Commissions, 2019 | Map Created: 6/18/2019
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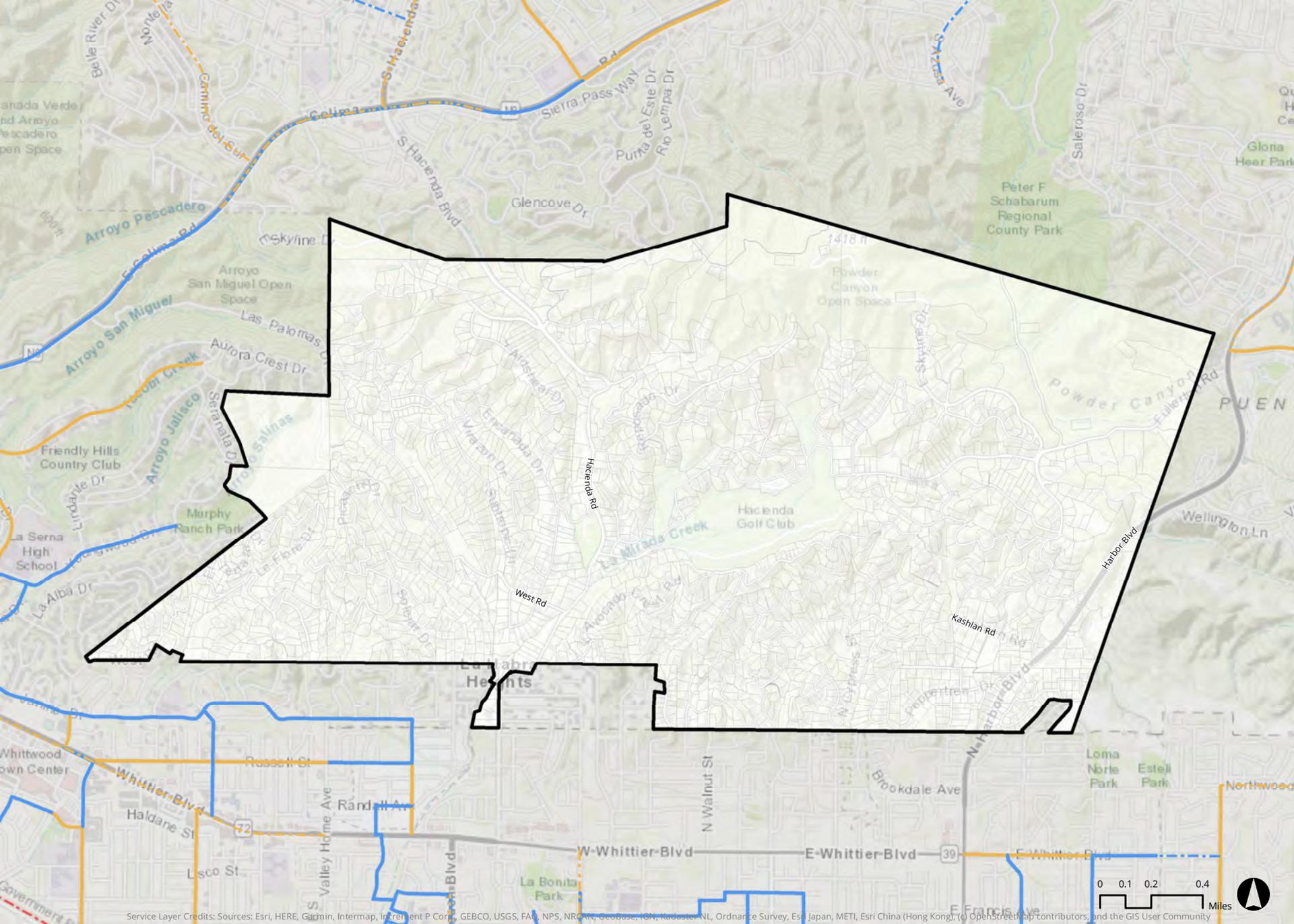
Major Transit Stops and Transit Priority Areas in City of La Habra Heights [Year 2045]

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

Note: As defined in SB 743, "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations. Major transit stops are extracted from 2045 plan year of the Draft Connect SoCal. Please note that this map may undergo changes as SCAG continues to update its transportation network as part of the Connect SoCal development process and SCAG shall not be responsible for local jurisdiction's use of this map. Updates to this information will be forthcoming as information becomes available.

Data Source: SCAG, County Transportation Commissions, 2019 | Map Created: 6/18/2019

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Bikeways in City of La Habra Heights (Existing and Proposed/Planned)

Existing Bikeways

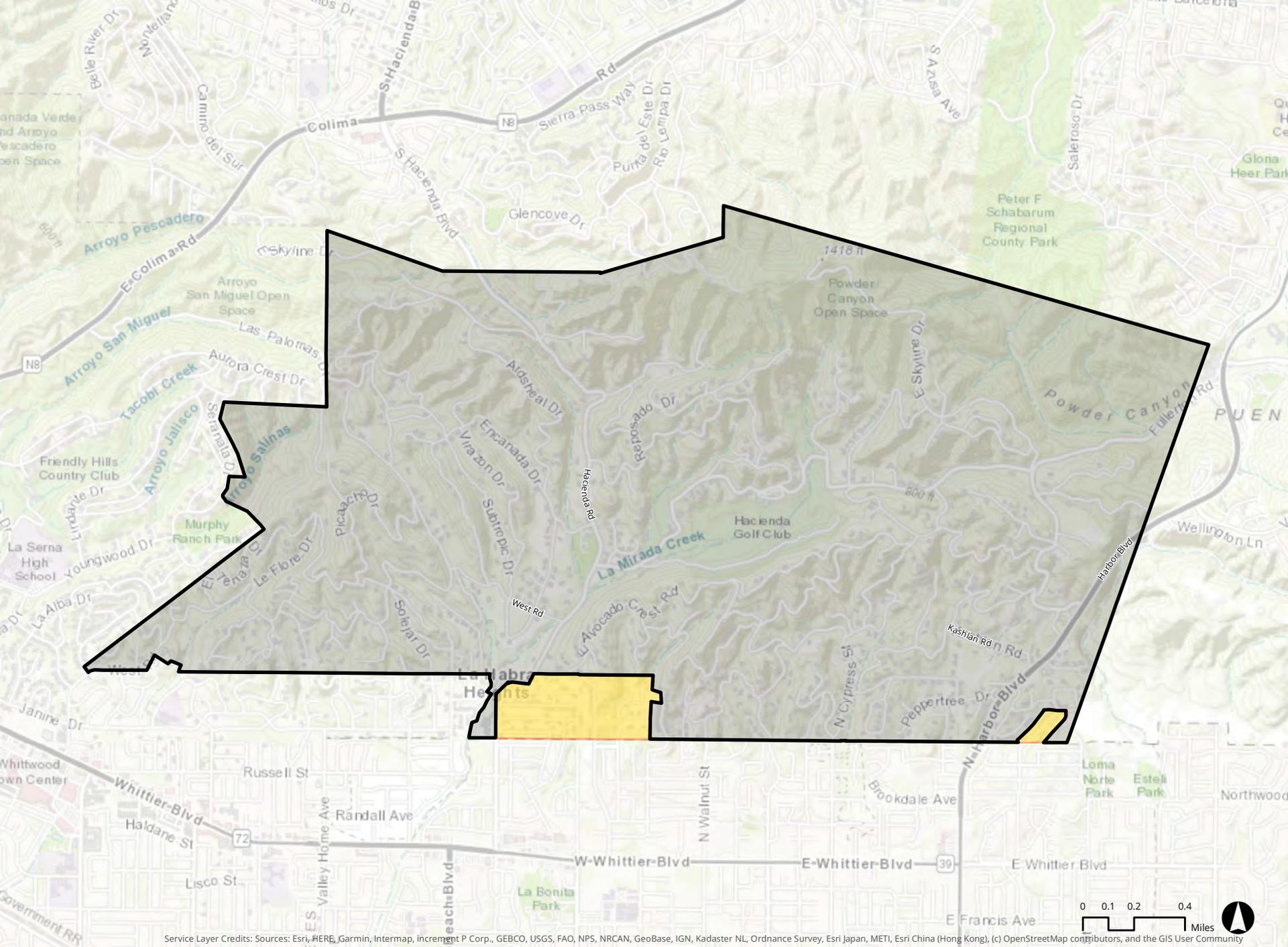
- Class I
- Class II
- Class III
- Class IV

Proposed/Planned Bikeways

- Class I
- Class II
- Class III
- Class IV

Data Source: SCAG, City of La Habra Heights, 2018 | Map Created: 6/20/2019

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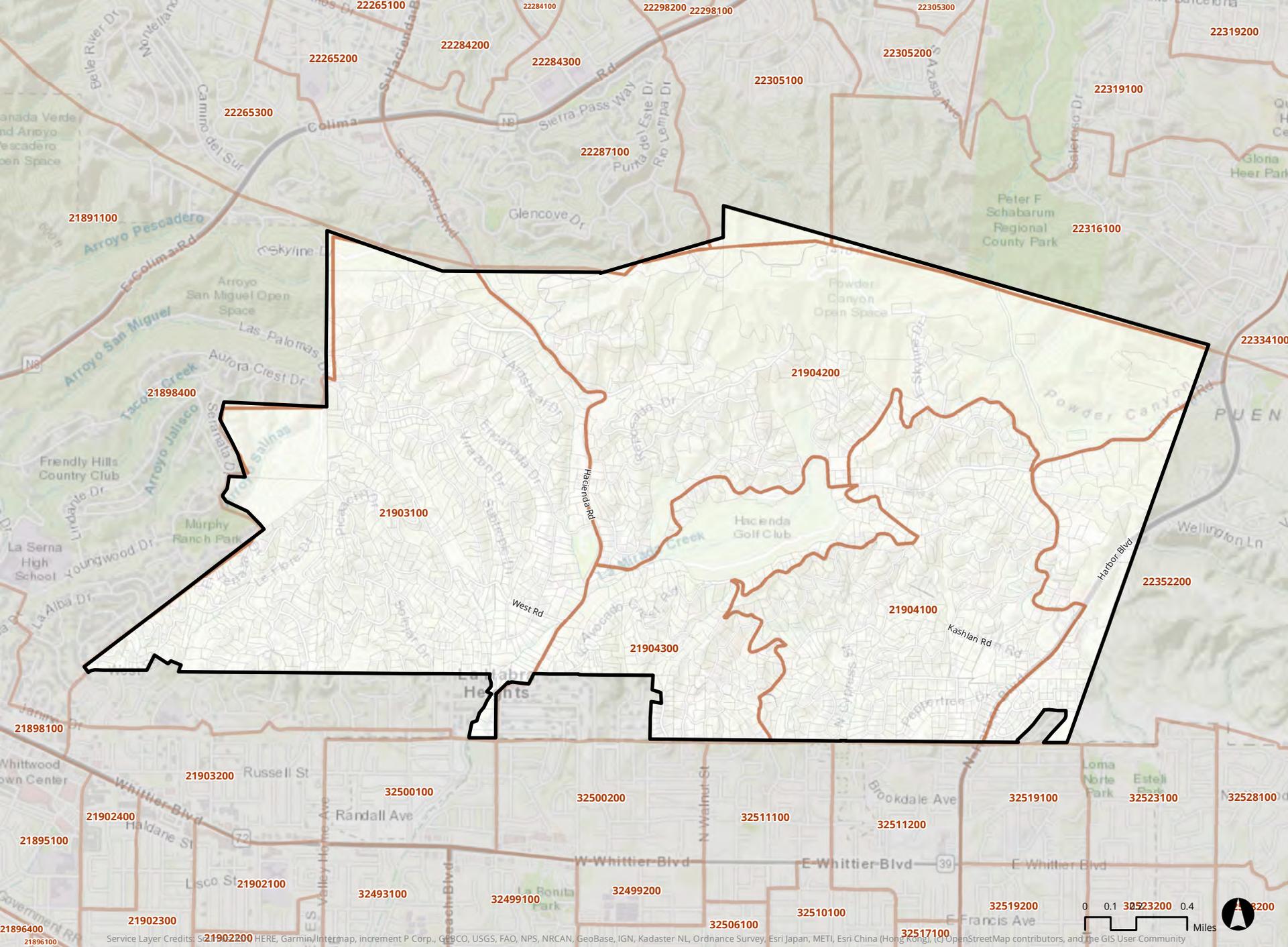
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2016 City Boundary and Sphere of Influence for City of La Habra Heights

 Sphere of Influence  City Boundary

Data Source: Los Angeles County LAFCO, City of La Habra Heights, 2018 | Map Created: 9/15/2019

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Transportation Analysis Zones in City of La Habra Heights

City Boundary
 Transportation Analysis Zones (TAZ)

Data Source: SCAG, 2019 | Map Created: 9/16/2019

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Connect SoCal : The 2020-2045 Regional Transportation Plan/
Sustainable Communities Strategy

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