# 3.11 LAND USE AND PLANNING

This section of the Program Environmental Impact Report (PEIR) describes the existing land use characteristics within the SCAG region, identifies the regulatory framework with respect to laws and regulations that affect land use and planning, and analyzes the potential impacts of the Connect SoCal Plan ("Connect SoCal"; "Plan"). In addition, this PEIR provides regional-scale mitigation measures as well as project-level mitigation measures to be considered by lead agencies for subsequent, site-specific environmental review to reduce identified impacts as appropriate and feasible.

## 3.11.1 ENVIRONMENTAL SETTING

### 3.11.1.1 Definitions

**Agricultural Lands** Land designated for farming; specifically the production of crops and rearing of animals to provide food and other products.

**Air Quality Management Plans:** The Air Quality Management Plan (AQMP) is a plan prepared by local air districts and is a regional blueprint for achieving air quality standards and healthful air.

**Carbon Sequestration** The ability for natural elements such as forests, soils and oceans to store carbon instead of releasing it into the atmosphere, preventing GHG Emissions.

**Complete Communities** Suburban communities that provide a mix of land uses in strategic growth areas, wherein most daily needs can be met within a short distance of home. Complete communities provide residents with the opportunity to support their local area and run daily errands by walking or bicycling rather than traveling by automobile.

**Established Community:** Refers to a place where there are existing populations of people that have been living in that place for some period of time. The term is used in Appendix G of the *CEQA Guidelines* under the land use thresholds of significance

**Farmland:** §21060.1(a) of CEQA (Public Resources Code §§21000-21177) delineates the consideration of agricultural land to include "prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture (USDA) land inventory and monitoring criteria,

as modified for California," and is herein collectively referred to as "Farmland." The following are categories mapped by the CDC:[1]

**Federal Transportation Improvement Program:** Federal Transportation Improvement Program – A six-year comprehensive listing of transportation projects proposed for federal funding, that require a federal action, or are regionally significant, and are within the planning area of an MPO, the last two years are for informational purposes only.

**General Plan:** California State Law requires every city and county to adopt a comprehensive General Plan to guide its future development. The General Plan essentially serves as a "constitution for development" - the document that serves as the foundation for all land use decisions. Every jurisdiction's General Plan includes seven required "Elements" that are mandated by State law; local governments may adopt additional optional Elements to address local priorities and planning goals.

**Grazing Land:** 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.

**Greenfield**: Also known as "raw land," land that is privately owned, lacks urban services, has not been previously developed, and is located at the fringe of existing urban areas.

**Land Use Designation:** A land use classification with associated land use or management policies. Land use designations are applied to specific areas through the county land use planning processes and culminate in the adoption of a land use element to the General Plan. Some land use designations have been established through legislation (e.g., National Forest), while other designations, such as Significant Ecological Areas, have been established through policy or planning processes.

**Land Use Element:** The land use element is one of seven mandatory elements of the General Plan required pursuant to General Land Use Law in California.

**Natural Lands** Biologically diverse landscapes such as forested and mountainous areas, shrub lands, deserts and other ecosystems which contain habitat that supports wildlife and vegetation.

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1 California Department of Conservation, Division of Land Resource Protection. 2004. *A Guide to the Farmland Mapping and Monitoring Program*. Available at: http://www.conservation.ca.gov/dlrp/fmmp/Documents/fmmp_guide_2004.pdf, accessed October 25, 2018.

**Open Space:** Generally understood as any area of land or water which, for whatever reason, is not developed for urbanized uses and which therefore enhances residents' quality of life. Each county and city in California must adopt an open space element as part of its general plan. The element is a statement of local planning policies focusing on the use of unimproved land or water for: 1) the preservation or managed production of natural resources, 2) outdoor recreation, and 3) the promotion of public health and safety. Therefore, open space will be defined by each jurisdiction based on their own unique resources and environment.

**Ordinance:** A law set forth by a governmental authority; a municipal regulation.

**Rangelands:** Rangelands include any expanse of natural land that is not fertilized, irrigated, or cultivated and is predominately used for grazing by livestock and wildlife.

**Recreation:** Recreation areas may be composed of one large site or several sites located in proximity that together provide a recreation opportunity at the local and/or regional level. These parks may include areas of significant natural resources, as well as more developed activity sites.

**Regional Housing Needs Assessment:** Regional Housing Needs Assessment – Quantifies the need for housing within each jurisdiction of the SCAG region based on population growth projections. Communities then address this need through the process of completing the housing elements of their General Plans.

**Regional Transportation Plan (RTP):** A Regional Transportation Plan provides a vision for transportation investments throughout the region. SCAG updates its RTP every four years. Using growth forecasts and economic trends, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs.

**Smart Growth:** A term that covers a range of development and conservation strategies that help protect the natural environment and make communities more attractive, economically stronger, and more socially diverse. A balance is sought between economically prosperous, socially equitable, and environmentally sustainable community development.

**Specific Plan:** A specific plan is a tool for the systematic implementation of the general plan. It effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location and intensity of uses

to the design and capacity of infrastructure; from the resources used to finance public improvements to the design guidelines of a subdivision.

**Subregion:** A total of 15 subregions represent portions of Southern California with shared interests, issues and geography. Subregions play an important role as a conduit between SCAG and the cities and counties of the region by participating and providing input on SCAG's planning activities. This involvement helps the Regional Council and its committees make better-informed decisions.

**Urban Areas**: Urban Areas in the SCAG region represent densely developed territory, and encompass residential, commercial and other nonresidential urban land uses where population is concentrated over 2,500 people in a given locale.

**Vacant Land:** Vacant land is generally referred to land with no buildings on it.

**Zoning Designation:** The regulation of the use of real property by local government, which restricts land use to residential, commercial, industrial, or other uses, is affected by the zoning designation allocated to each property. The local governing body considers the character of the property as well as its fitness for particular uses. It must enact the regulations in accordance with a well-considered and comprehensive plan intended to avoid arbitrary exercise of government power.

### 3.11.1.2 Existing Land Uses

The SCAG region serves as the nation's gateway for global trade. The SCAG region is comprised of six counties—Imperial, Orange, Los Angeles, Riverside, San Bernardino, and Ventura—and totals approximately 38,000 square miles in area (almost 25 million acres). The region stretches from the state borders with Nevada and Arizona to the Pacific Ocean and from the southernmost edge of the Central Valley to the Mexican border. The region includes the county with the largest area in the nation, San Bernardino County, as well as the county with the highest population in the nation, Los Angeles County. The SCAG region includes the second largest city in the nation, Los Angeles, and six additional cities that rank in the top 100 by population: Long Beach (36th), Anaheim (55th), Santa Ana (57th), Riverside (59th), Irvine (91st), and San Bernardino (98th). In addition to its numerous and diverse urban centers that serve as home for the approximately 19 million people, the vast area includes millions of acres of open space and recreational land as well as large amounts of farmland.

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comprised of complex patterns of land uses including residential, commercial/office, industrial, institutional, agricultural, and open space land uses (**Figure 3.11-2, Existing Land Uses**). The four largest cities, which provide housing and employment for over half of the population in the SCAG region, are located in the coastal basins that are favored by moderate climate: Los Angeles, Long Beach, Santa Ana, and Anaheim.

While the SCAG region houses nearly half of the state's population, of the 38,000 square miles, nearly 61 percent of the land is open space, most of that is in public ownership, primarily federal. (**Figure 3.11-3, Protected Areas in the SCAG Region**).

As a whole, vacant lands account for more than 20 million of the total 25 million acres of overall land available in the SCAG region. Vacant lands include areas that have not been developed with man-made structures and contain no agricultural uses or water bodies. Generally, these areas are open, and contain natural or disturbed natural vegetation. Rangeland is included in this category. Undeveloped areas of parks are also included. Most vacant land is in an undeveloped state, containing native or non-native vegetation such as grasses, herbaceous plants, shrubs, and trees. Vacant lands outside of urban areas may also provide habitat for biological resources. No or few structures or improvements are present. Rangeland may be open land or fenced over large areas. Rangeland vegetation may be no different than open vacant land, or may contain grassland for grazing livestock. Additionally, vacant lands include abandoned orchards and vineyards, beaches, and vacant land with limited improvements.

Vacant lands with limited improvements include areas where streets have been laid in a subdivision pattern, but no further building or improvements have occurred over time. Lastly, vacant lands include open undeveloped land within urban areas that are not associated with a particular facility. Typically, these areas are vacant lots. They normally contain no structures but may have such improvements as curbs and sidewalks. The land may be in a graded condition with little or no vegetation, or may be in a successional vegetated state, with numerous shrubs and grasses, growing at different rates, in an unkempt condition. Examples of vacant lands in the SCAG region, include but are not limited to, the region's national forests, state parks, national parks and monuments, lands administered by the BLM, other public lands, and various private holdings. Some examples of the larger areas of vacant land in the SCAG region include the Los Padres National Forest, Angeles National Forest, Cleveland National Forest, San Bernardino National Forest, Joshua Tree National Park, Death Valley National Park, the East Mojave Preserve, and Anza Borrego Desert State Park. Military lands are included in a separate category and include, but are not limited to, Barstow Marine Corps Logistics Base, Edwards Air Force Base, El Centro Naval Air Facility, Fort Irwin, Los Angeles Air Force Base, March Air Reserve Base, Naval Warfare Assessment Station Corona, Naval Weapons Station Seal Beach, Point Mugu Naval Air Weapons Station,

Twentynine Palms Marine Corps Combat Center, and Chocolate Mountains Aerial Gunnery Range. With limited exceptions, the military lands are not open to the public.

Active farmlands account for slightly less than one million acres. Approximately 2.3 million acres in the region are developed with a highway network of 80,170 lane miles and transit network of 14,906 route miles.[2]

### 3.11.1.3 Established Communities

The SCAG region consists of six counties, 191 cities, and 16 tribal reservations. As shown in **Table 3.11-1, Summary of Established Communities in the SCAG Region**, the population in the unincorporated territories of the counties and the member cities varies widely by area. The table also shows the newest and oldest communities based on the date of incorporation, and current population for each county.

**Table 3.11-1**
**Summary of Established Communities in the SCAG Region**

| | County | | | | | |
|---|---|---|---|---|---|---|
| | **Imperial** | **Los Angeles** | **Orange** | **Riverside** | **San Bernardino** | **Ventura** |
| Total county square miles | 4,482 | 4,751 | 948 | 7,303 | 20,105 | 2,208 |
| Total 2019 county population | 190,266 | 10,253,716 | 3,222,498 | 2,440,124 | 2,192,203 | 856,598 |
| Oldest city date of incorporation | City of Imperial – 1904 | Los Angeles – 1850 | Anaheim – 1876 | Riverside – 1883 | San Bernardino – 1869 | San Buenaventura – 1866 |
| Newest city date of incorporation | City of Westmorland – 1934 | Malibu – 1991 | Aliso Viejo – 2001 | Jurupa Valley – 2011 | Yucca Valley – 1991 | Moorpark – 1983 |
| Largest city by population (2019) | El Centro – 46,248 | Los Angeles – 4,040,079 | Anaheim – 359,339 | Riverside – 328,101 | San Bernardino – 219,233 | Oxnard – 209,879 |
| Smallest city by population (2019) | Westmorland – 2,461 | Vernon – 301 | Villa Park – 5,888 | Indian Wells – 5,445 | Needles – 5,085 | Ojai – 7,769 |
| Largest city by square miles | El Centro – 11 | Los Angeles – 503 | Irvine – 66 | Palm Springs – 95 | Hesperia – 73 | Thousand Oaks – 55 |
| Smallest city by square miles | Westmorland – 5.9 | Hawaiian Gardens – 0.96 | La Palma – 1.81 | Canyon Lake – 5 | Grand Terrace – 4 | Filmore – 3.3 |

*Source: SCAG. 2019. Local Profiles. May. Available online at: https://scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx, accessed September 5, 2019. California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark. Available online at: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/, accessed September 16, 2019.*

2 SCAG. 2019. Scenario Planning Model Output.

### 3.11.1.4 Counties

The SCAG region is composed of six counties: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Plan's land use policies and strategies encourage improvement in the jobs-housing balance by focusing new housing and employment in High Quality Transit Areas (HQTAs). A general discussion of the land use patterns is provided for each of the six SCAG counties below.

- **Imperial County:** The nature of land use within Imperial County is linked to its rural beginnings, beginning as an isolated farming community. Imperial County is predominantly an agricultural area.[3] However, pressure of growth from nearby San Diego and Riverside Counties have resulted in a significant population boom. Between 2000 and 2018, the County has seen a 33.9 percent population growth, higher than the SCAG region rate of 15.9 percent.[4] As such, a primary goal as stated in the Land Use Element of the Imperial County General Plan is to "diversify employment and economic opportunities in the County while preserving agricultural activity (Goal 2)."[5]

- **Los Angeles County:** One of the largest counties in the country, Los Angeles County encompasses approximately 4,083 square miles, consisting of 88 incorporated cities[6] and an unincorporated area that accounts for approximately 65 percent of the total land area of Los Angeles County.[7] Los Angeles County is further divided into nine SCAG subregions: North Los Angeles County; San Fernando Valley Council of Governments; Las Virgenes Malibu Conejo Council of Governments; Arroyo Verdugo; Westside Cities Council of Governments; South Bay Cities Council of Governments; City of Los Angeles; San Gabriel Valley Council of Governments; and Gateway Cities Council of Governments. Between 2000 and 2018, the total population of Los Angeles County increased by 8 percent, which was lower than the SCAG region increase of 15.9 percent. It is also important to note that 53.7 percent of the total 2018 population of SCAG region is in Los Angeles County.[8]

  The unincorporated areas in the northern portion of Los Angeles County are covered by large amounts of sparsely populated land, and include Angeles National Forest, part of Los Padres National Forest, and the Mojave Desert. The unincorporated areas in the southern portion of Los

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3 Imperial County. 2015. *Imperial County General Plan – Land Use Element*. October.

4 SCAG. 2019. Local Profiles. May. Available online at: https://scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx, accessed August 21, 2019.

5 Imperial County. 2015. *Imperial County General Plan – Land Use Element*. October.

6 County of Los Angeles. *Incorporated Cities.* Available online at: https://www.lacounty.gov/government/about-la-county/incorporated-cities/, accessed August 22, 2019.

7 County of Los Angeles Department of Regional Planning. 2015. *Los Angeles County General Plan – Land Use Element*. October 6.

8 SCAG. 2019. Local Profiles. May. Available online at: https://scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx, accessed August 21, 2019.

Angeles County consist of many non-contiguous land areas, which are often referred to as the County's unincorporated urban islands. More than half of the unincorporated area is designated for natural resources. The next largest designation is rural, which accounts for approximately 39 percent of the unincorporated areas, followed by residential, which accounts for approximately three percent of the unincorporated areas.[9]

The incorporated areas of Los Angeles represent diverse urban, suburban, and rural land use patterns. Generally, the Land Use Element for each incorporated city encourages the retention of the stable residential neighborhoods and promotes growth to locate in neighborhood districts, commercial and mixed-use centers, along boulevards, industrial districts, and in proximity to transportation corridors and transit stations. These are general characterizations, and do not capture all land use types or patterns associated with the 88 incorporated cities that make up Los Angeles County.

- **Orange County:** Between 2000 and 2018, the total population of Orange County increased by 13.2 percent which was lower than the SCAG region increase of 15.9 percent.[10] The General Plan assessed that Orange County would experience a "steady but declining amount of land available for development." The General Plan projected a significant level of new housing is anticipated to be constructed in the south and eastern portions of the County, while infill and redevelopment are anticipated to occur in the northern and central regions. Significant commercial and industrial development is anticipated to occur along major transportation arteries over the lifetime of the Plan.[11]

- **Riverside County:** Between 2000 and 2018, the total population of Riverside County increased by 56.3 percent; much higher than the SCAG region increase of 15.9 percent. Riverside County adopted the County General Plan that strives to create a high-quality, balanced, and sustainable environment for the citizens of Riverside County and to make Riverside County's communities great places to live, work, and play. Riverside County is the fourth largest county in the State, encompassing approximately 7,400 square miles and extending westward from the Colorado River to within 14 miles of the Pacific Ocean, a stretch of some 200 miles. Riverside County contains diverse geographical features, including deserts, snowcapped peaks, deep valleys, forests, and rich agricultural lands. Set among this rich landscape is a variety of established and/or growing urban,

9 Los Angeles County Department of Regional Planning. 2015. *Los Angeles County General Plan – Land Use Element*. October 6.

10 SCAG. 2019. Local Profiles. May. Available online at: https://scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx, accessed August 21, 2019.

11 Orange County. 2005. *Orange County General Plan – Ch. II Background for Planning (Demographics).* Available online at: http://www.ocpublicworks.com/ds/planning/generalplan, accessed August 22, 2019.

suburban and rural communities. The diversity of Riverside County offers a variety of living environments such as dense urban cities, suburban enclaves, resorts, rural communities, agricultural communities, equestrian communities and sparsely populated outposts.[12]

- **San Bernardino:** Between 2000 and 2018, the total county population increased by 27 percent; above the SCAG region increase of 15.9 percent.[13] Much of the development in San Bernardino has occurred on unincorporated county land. The General Plan focuses economic development along key corridors and in selected activity centers through the utilization of Strategic Area Overlay districts. The goal of these districts to achieve "greater private sector profit, public benefit, and sustainability over the long haul."[14]

- **Ventura County:** Between 2000 and 2018, Ventura County's population growth increase of 14.1 percent was lower than the SCAG region increase of 15.9 percent.[15] Ventura County and cities within the county have developed policies seeking to maintain a balance of protecting agricultural land while providing jobs and housing within a heavily used transportation network. The approach has been to provide urban growth boundaries as a way of channeling development and preserving farmland.

### 3.11.1.5 Cities

There are 191 cities in the six-county area, including the City of Los Angeles, which is the second largest city in the nation and the largest city in California, and the City of Long Beach, which is among the 50 largest cities in the nation and the seventh largest city in California. Urban centers in the SCAG region exist in the form of clusters, linked by freeways and commercial corridors interspersed with identifiable activity centers. Most existing urban development is found along the coastal plains of Los Angeles, Orange, and Ventura Counties, as well as in adjoining valleys that extend inland from the coastal areas. Urban development also has moved into the inland valleys such as the Antelope, San Bernardino, Yucca, Moreno, Hemet–San Jacinto, Coachella, and Imperial Valleys.

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12 County of Riverside. 2019. *County of Riverside General Plan Chapter 3: Land Use Element*. Available at: https://planning.rctlma.org/Portals/14/genplan/2019/elements/Ch03_Land%20Use_041619.pdf, accessed September 9, 2019.

13 SCAG. 2019. Local Profiles. May. Available online at: https://scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx, accessed September 17, 2019.

14 City of San Bernardino. November. City of San Bernardino General Plan. Available online at: http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199, accessed August 21, 2019.

15 SCAG. 2019. Local Profiles. May. Available online at: https://scag.ca.gov/DataAndTools/Pages/LocalProfiles.aspx, accessed September 17, 2019.

Downtown Los Angeles is the largest urbanized center within the SCAG region. Other urbanized areas with substantial density in Los Angeles County include Long Beach, Burbank, Glendale, Pasadena, and Pomona. Office-core centers have emerged in Woodland Hills (Warner Center), Universal City, Westwood, around Los Angeles International Airport (LAX), and Century City. In the other five counties within the SCAG region, urban centers exist in the cities of Riverside, San Bernardino, Santa Ana, Anaheim, Irvine, Oxnard, and Ventura. Development centers in desert areas include the Lancaster-Palmdale corridor in the Antelope Valley (Los Angeles County); the Hesperia-Victorville corridor in Yucca Valley (San Bernardino County); and the Palm Springs–Palm Desert–Indio corridor in the Coachella Valley (Riverside County). El Centro is the county seat and focal point of activity in Imperial County. There is also substantial activity occurring in Imperial County at the three ports of entry along the border with Mexico.

### 3.11.1.6 Land Use Planning

Many of the key strategies for coping with climate change are linked to land use planning:

- Growth of vehicle-related GHG emissions are influenced by transportation infrastructure.
- Compact development protects ecologically valuable open space and requires less energy and materials to build and operate.
- Reducing GHG emissions from deforestation requires policies to protect woodlands and other valuable carbon sinks. Carbon sinks are natural or artificial reservoirs that remove and store carbon from the atmosphere, thereby offsetting carbon dioxide emissions. Examples include forests, soils, and oceans.
- Land use planning is critical in enabling communities to adapt to sea level rise, more frequent extreme weather conditions, and other climate-related hazards.[16]

"Smart growth" is a term that covers a range of development and conservation strategies that help protect the natural environment and make communities more attractive, economically stronger, and more socially diverse. Land use planning is an essential part of any smart growth strategy, and it is especially important when efforts to mitigate GHG emissions and adapt to climate change are needed.

16 Sofian, Sibarani & Li, Xin & Kusumawardhani, Putri & Widiyani, Wenes. (2015). *Sustainable Systems Integration Model-Metrics in Design Process*. Available online at: https://www.researchgate.net/publication/277478162_Sustainable_Systems_Integration_Model-Metrics_in_Design_Process, accessed September 17, 2019.

## *SCAG Roles and Responsibilities*

In addition to the federal designation as an MPO, SCAG is designated under California state law as the Multicounty Designated Transportation Planning Agency and Council of Governments (COG) for the six-county region. Founded in 1965, SCAG is a Joint Powers Authority, established as a voluntary association of local governments and agencies.

SCAG serves as the regional forum for cooperative decision making by local government elected officials and its primary responsibilities in fulfillment of federal and state requirements includes the development of the Plan; the Federal Transportation Improvement Program (FTIP); and transportation-related portions of local air quality management plans. SCAG's other major functions include determining the regional transportation plans and ensuring programs are in conformity with state air quality plans; periodic preparation of a Regional Housing Need Allocation (RHNA); and intergovernmental review of regionally significant projects.

**Regional Cooperation and Subregions**

SCAGs role is to bring stakeholders together and participate in regional planning through collaboration and participation in regional programs and on-going dialogue. SCAG seeks feedback from local elected officials and their staff through 15 subregional organizations that have been recognized by the Regional Council as partners in the regional policy planning process. The subregional organizations represent various parts of the SCAG region that have identified themselves as having common interests and concerns. The subregions vary according to geographical size, number of local member jurisdictions, staffing, decision-making structure, and legal status.

Standing committees at SCAG include the Executive/Administration Committee, the Transportation Committee, the Community, Economic & Human Development Committee, the Energy & Environment Committee, and Legislative/Communications & Membership Committee. In addition to the standing committees, there are various subcommittees, technical advisory committees, working groups, and task forces that report to the standing committees, while other groups are established on an ad hoc basis to assist with specific projects or address specific regional policy. The Regional Council is SCAG's governing body. It consists of 86 elected officials, representing cities, counties, county transportation commissions, transportation corridor agencies, tribal governments, and air districts in the region. The Regional Council has general authority to conduct the affairs of SCAG and directs the actions of the agency throughout the year. Additionally, the Regional Council implements the policy direction provided at the annual General Assembly of the membership, acts upon policy recommendations from SCAG's standing policy committees and external agencies, and appoints subcommittees to study specific programs or issues.

## *County and City General Plans*

Comprehensive land use planning for the SCAG region is provided by county and city general plans, which local governments are required by state law to prepare as a guide for future development. General plans contain goals and policies concerning topics that are mandated by state law or that the jurisdiction has chosen to include. Required topics are land use, circulation, housing, conservation, open space, noise, and safety. Other topics that local governments frequently choose to address include sustainability, public facilities, parks and recreation, community design, and growth management, among others. City and county general plans must be consistent with each other. Cities and counties implement their general plans through zoning ordinances. Zoning ordinances provide a much greater level of detail including the general plan land use designations and such information as permitted uses, yard setbacks, and uses that would require a conditional use permit (**Figure 3.11-4, General Plan Land Use Designations**, shows the general land use designations (consolidated for purposes of consistency and mapping) for the six SCAG member counties and 191 cities in the SCAG region).

## *Existing Land Uses by County*

The land use elements of the county and city general plans within the SCAG region generally classify lands in to 20 land use categories (**Table 3.11-2, SCAG Region General Land Use Categories**).

The Plan would add an additional 41,546 urbanized acres to the region by 2045.[17] **Table 3.11-3, Existing Urban, Suburban, and Rural Land Use Patterns by County** displays the percent of each county in rural, urban and suburban land uses. The following paragraphs describe the existing land use categories found within the SCAG region.

17 SCAG SPM Model Output October 2019, Greenfield Land Consumed

**Table 3.11-2**
**SCAG Region General Land Use Categories**

| General Land Use Category | Land Use Category |
|---|---|
| Residential | Single Family Residential |
| | Multi-Family Residential |
| | Mobile Homes and Trailer Parks |
| | Mixed Residential |
| | Rural Residential |
| Specific Plan | Specific Plan |
| Mixed Residential and Commercial | Mixed Residential and Commercial |
| Commercial | General Office |
| | Commercial and Services |
| Mixed Commercial and Industrial | Mixed Commercial and Industrial |
| Industrial | Industrial |
| Infrastructure and Institutional Land Uses | Facilities |
| | Education |
| | Military Installations |
| | Transportation, Communications, and Utilities |
| Open Space, Agriculture, and Vacant Land Uses | Open Space and Recreation |
| | Agriculture |
| | Vacant |
| | Water |
| | Undevelopable or Protected Land |

*Source: SCAG. 2019, Connect SoCal*

**Table 3.11-3**
**Existing Urban, Suburban, and Rural Land Use Patterns by County**

| County | Urban Land Use Pattern (Square Miles) | Percent Urban Land of Overall Area | Suburban Land Use Pattern (Square Miles) | Percent Suburban Land of Overall Area | Rural Land Use Pattern (Square Miles) | Percent Rural Land of Overall Area |
|---|---|---|---|---|---|---|
| Imperial | 77.8 | 1.8% | 34.6 | 0.8% | 4327.0 | 97.5% |
| Los Angeles | 465.6 | 12.3% | 522.8 | 13.8% | 2789.8 | 73.8% |
| Orange | 144.9 | 20.6% | 191.9 | 27.3% | 366.0 | 52.1% |
| Riverside | 82.2 | 4.5% | 85.1 | 4.7% | 1647.5 | 90.8% |
| San Bernardino | 348.9 | 1.8% | 234.5 | 1.2% | 19348.1 | 97.1% |
| Ventura | 233.2 | 3.3% | 230.8 | 3.2% | 6667.2 | 93.5% |
| **SCAG region** | **1352.5** | **3.6%** | **1299.8** | **3.4%** | **35145.8** | **93.0%** |

*Source: SCAG Existing Land Uses (03/2017). Land use patterns have been interpreted from the following existing land use categories:*

- ***Urban**: multi-family residential, general office, commercial and services, facilities, education, industrial, transportation/communications/utilities, mixed commercial and industrial, and under construction.*
- ***Suburban** : single-family residential, mobile homes and trailer parks, mixed residential, and mixed residential and commercial*
- ***Rural**: rural residential, military installations, open space and recreation, agriculture, vacant, water, undevelopable, and unknown*

**Residential Land Uses**

The residential pattern of the SCAG region is largely shaped by topography. Most residents live in southern parts of Ventura, Los Angeles, and San Bernardino Counties, with the urban form limited by national forests and mountains. In Orange County, residents live near the coast and west of the Cleveland National Forest. Residents also have moved inland to the high desert in northern Los Angeles and San Bernardino Counties and the low desert in the Coachella and Imperial Valleys.

The majority of medium- and high-density housing in the region is found in the urban core of the region, in Downtown Los Angeles, East Los Angeles, the South Bay, and the "West Side" of Los Angeles. Large cities, such as Long Beach, Santa Ana, Glendale, Oxnard, and Pasadena, also have concentrations of high-density development in their downtown areas. Several beach communities, such as the Cities of Santa Monica, Manhattan Beach, Hermosa Beach, Redondo Beach, Huntington Beach, and Newport Beach, have high density close to the ocean.

Surrounding suburbs are predominantly low-density housing tracts. Low-density housing expands west into Ventura County, east through southeast Los Angeles County, throughout much of Orange County, and through the western Inland Empire. The resort communities and cities of the Coachella Valley in Riverside County also are built primarily on a low-density scale.

The developing land on the urban fringe, such as the Antelope Valley of Los Angeles County and the Victorville-Hesperia area, Lucerne Valley, and Yucca Valley of San Bernardino County, also are primarily low-density residential. The Imperial Valley in Imperial County is primarily an agricultural region with a growing, yet still relatively small, population that lives in primarily low-density developments. The SCAG region also contains mixed residential and commercial land uses.

The following provides definitions of the types of residential land uses found in the SCAG region:

The residential category of land uses in the SCAG region includes areas of single family residences, multi-unit dwellings, and mobile homes. Also included is a mixed residential category that consists of two or more of the aforementioned groups.

***Single Family Residential***

These residential areas are typically made up of detached dwellings, where each structure houses a single family, located in an urban or suburban setting. (Single family residential units located in a rural setting are classified as code 1151 or code 1152 under Rural Residential.) These single family residences are usually served by all utilities, are on paved streets, and are

provided with or have access to all urban facilities such as schools, parks, police, and fire stations.

Single family residential neighborhoods are normally large contiguous areas of residential lots. Some areas have subdivisions or tracts of homes with similar size or architectural design. In these areas the roofs may be similar in shape or color when viewed on the aerial photo. Typically, single family lots contain landscaped front and back yards, one driveway, and one walkway either to the sidewalk or to the driveway. Some lots may have swimming pools in the back yards. High or low density is determined by the size of the lot on which the residence is located. If an area is under construction, and the residential lots or pads are easily identifiable, then the area can be properly mapped.

**High-Density Single Family Residential.** This category contains single family detached residential units with a unit density of >2 units/acre. These units are typically found in modern urban and suburban subdivisions.

**Low-Density Single Family Residential.** This category contains single family detached residential units with a unit density of <2 units/acre. These units may include areas of urban ranch homes or estates. Also included are urban areas where single family lots have been established but houses have not been built on all of them and are not likely to be built in the near future. The homes are spaced at a density of <2 units/acre. In some situations, a low-density area may be rural in appearance because it was once a rural area but is now within the urban setting or a transitional area.

***Multi-Family Residential***

Multi-family units are attached residences, apartments, condominiums, and townhouses. Multi-family residences are usually served by all utilities, are on paved streets, and are provided with or have access to all urban facilities such as schools, parks, police and fire stations. Senior citizen apartment buildings are included in these classes. Also included are off-campus university owned housing and off-campus fraternity/sorority houses.

**Mixed Multi-Family Residential.** This category is used when there is a mixture of multi-family uses (duplexes, triplexes, apartments, condominiums, and/or townhouses of any type), none of which is over 2.5 acres in size, and no one type dominates. This situation may occur in older neighborhoods.

**Duplexes, Triplexes, and 2- or 3-Unit Condominiums and Townhouses**. This category is composed of duplexes, triplexes, and 2- or 3-unit condominiums and townhouses that are attached multi-family structures.

Duplex and triplex residences may occur together or mixed with single family houses in some older neighborhoods (see code 1121 and 1140). Typically, the multi-unit structure is one story located on a lot approximately the same size as nearby single-family residential lots. There may be minimal landscaping or yard space. On the aerial photo, one may be able to count the driveways, sidewalks, entryway overhangs, chimneys, or air conditioning units corresponding to the number of units in the structure. Some newer duplexes and triplexes occur as 2- or 3-unit structures in complexes as condominiums and townhouses, with common grounds.

**Low-Rise Apartments, Condominiums, and Townhouses.** This category includes multi-family structures of one to two stories and approximately 10 to 18 units/acre. The area consists of either a large single structure or a group of structures, of four or more units each, in a complex with associated common grounds, facilities and parking areas.

Typically, low-rise apartments, condominiums, and townhouses occur together in large contiguous areas since land use is restricted to multi-family zoned areas. However, in some areas one to a few buildings may occur on individual lots in single family residential neighborhoods. In newer neighborhoods they may appear as a large complex composed of many structures of similar architecture with common grounds and facilities. Some older structures are U-shaped or O-shaped with a swimming pool in the middle. A parking level maybe located underneath the living area, in which case it is not counted as a story. Parking for larger complexes may include garages or carports along the periphery of the complex. Low-rise apartments and condominiums are the most common types of multi-family structures in the study area. Also included are off-campus fraternity/sorority houses and senior citizen apartments. Residential units located above first floor commercial in buildings along a commercial strip are considered commercial use (1223, 1224). An area mapped as Low-Rise Apartments, Condominiums, and Townhouses may contain an occasional Medium-Rise building.

**Medium-Rise Apartments and Condominiums**. This category includes multi-family structures of three to four stories and >18 units/acre. The area consists of a large single structure or a group of structures, of four or more units each, in a complex with associated common grounds, facilities and parking areas.

Many medium-rise apartments and condominiums occur in older areas as hotel/apartments. Several may be located next to each other in compact areas. Some may occur as large complexes, composed of many structures of similar architecture, with common grounds and facilities. Medium-rise apartments and condominiums are not as common as low-rise. Senior citizen apartments are included. If an area contains commercial use on the first floor and multi-family residential use on the upper floors, then the area is considered strip commercial (codes 1223, 1224). Some older urban core cities contain apartment and condominium buildings predominantly of three, four, or more stories. An area mapped as Medium-Rise

may contain occasional Low-Rise or High-Rise buildings. Use of stereoscopic viewing of aerial photos is essential in determining relative height in relation to other structures in the area.

**High-Rise Apartments and Condominiums.** This category includes multi-family structures of five stories or greater and >18 units/acre. The area consists of either a single large structure or a group of adjacent structures with common grounds, facilities and parking areas.

Many high-rise apartments and condominiums occur as single or groups of high residential towers. Parking may be underground or in an adjacent parking structure. Smaller high-rise structures may contain only residential units with no other uses. High-rise residential structures are configured to maximize availability of window access to each individual residential unit. Thus the building may be long and narrow, or contain narrow lateral wings that provide window access. Senior citizen apartments are included. If an area contains commercial use on the first floor and multi-family residential use on the upper floors, then it is considered High-Rise Apartments and Condominiums.[18]

**Commercial Land Uses**

Across the region, commercial development typically follows transportation corridors. Office development generally locates at the terminals of major transportation features, particularly airports and train stations, or at the intersection of major freeways. Downtown Los Angeles is the historical center of jobs in the region. Los Angeles International Airport (LAX) and John Wayne Airport have considerable office clusters around them. Office buildings tend to cluster around major intersections, including areas such as the "El Toro Y" (intersection of the I-5 and the I-405) and the "Orange Crush" (intersection of I-5, SR-22, and SR-57) in Orange County. The SCAG region also contains some mixed commercial and industrial land uses.

**Infrastructure and Institutional Land Uses**

Institutional land uses, which include large government and private operations, such as military bases, airports, and universities, encompass a considerable footprint in the region. Military operations consume a substantial quantity of land. The 10 active duty military facilities in the SCAG region are listed below:

- El Centro Naval Air Facility
- Los Angeles Air Force Base
- Joint Forces Training Base, Los Alamitos

18 Aerial Information Systems. 1990. *Southern California 1990 Aerial Land Use Study*. Available online at: http://egis3.lacounty.gov/dataportal/2012/04/10/countywide-zoning/, accessed August 28, 2019.

- Naval Weapons Station, Seal Beach
- Naval Warfare Assessment Station, Corona
- March Air Reserve Base
- Barstow Marine Corps Logistics Base
- Fort Irwin
- Twentynine Palms Marine Corps Combat Center
- Naval Base Ventura County

In addition, land controlled by Edwards Air Force Base, based in Kern County, extends into Los Angeles and San Bernardino Counties. The Chocolate Mountains Aerial Gunnery Range in Imperial and Riverside Counties is also an institutional use that is off-limits to the public.

A substantial quantity of land is dedicated to airports in Los Angeles County. In the Antelope Valley, a large portion of land is dedicated to airport uses at Palmdale Airport. LAX is another major institutional land use. Bob Hope Airport and Long Beach Airport are the other commercial airports in Los Angeles County. Airports in other parts of the region include Ontario International Airport, Southern California Logistics Airport, and San Bernardino International Airport in San Bernardino County, Palm Springs International Airport and March Inland Port in Riverside County, John Wayne Airport in Orange County, and numerous general aviation airports scattered across the SCAG region.

University and college campuses are located in every county of the SCAG region. The largest are universities in the University of California system (Irvine, Los Angeles, and Riverside) and the California State University system (Channel Islands, Dominguez Hills, Fullerton, Long Beach, Los Angeles, Northridge, San Bernardino, and San Diego-Imperial Valley Campus). California Polytechnic University at Pomona and the University of Southern California are the other large universities in the region. There are numerous smaller universities and colleges in the region, both public and private, as well as an extensive community college system that spans the SCAG region.

**Industrial Land Uses**

The main focal points of industrial activity in the region are the Ports of Los Angeles and Long Beach. Altogether, these adjacent ports handle approximately 20 percent of the volume imported into the

country.[19] The industrial activity spreads north from the ports along the Alameda Corridor (a 20 mile freight line connecting downtown Los Angeles to the Ports of Los Angeles and Long Beach), and extends east through the City of Industry and the City of Commerce toward San Bernardino County.

Many manufacturing industries, distribution centers, and warehouses have established businesses in Riverside and San Bernardino Counties (also known as the Inland Empire). This activity has made the Inland Empire a distribution center for the region, state, and nation. Adding to the goods coming by highway and rail through San Bernardino County are goods coming to the county by air through several airports that cater to air cargo, primarily Ontario International Airport. Industrial uses tend to cluster around cargo-handling airports to take advantage of transportation options.

Significant air cargo and associated industrial land uses also are located around LAX. A third port in the region, located in Port Hueneme in Ventura County, is also surrounded with industrial activity.

Along the Mexican border, the three ports of entry in Imperial County have large amounts of commerce going back and forth between the two countries.

Extraction activities in the region focus on oil and minerals. Ventura County has extensive extraction activities in the far southwestern part of the county and along Route 126. These activities extend into Los Angeles County to the area around the City of Santa Clarita. Oil wells and oil refineries remain across southern Los Angeles County. Oil drilling and refining also takes place in Orange County, near Huntington Beach, Newport Beach, and Brea. Significant mining operations take place in the eastern portion of Imperial County. Wind energy generation facilities are located in the San Gorgonio Pass between Banning and Palm Springs.

**Open Space, Recreation, and Agricultural Land Uses**

There are vast areas of open space, recreation, and agricultural land uses throughout the SCAG region (**Figure 3.11-6, SCAG Region Open Space, Recreation, and Agricultural Land Uses**). Open spaces vary in size and location and, generally include but are not limited to, public parks, recreational facilities, national forests, national parks, national monuments, military reservations, and other areas planned for such uses. Some open spaces are comprised of lands that have been acquired by public agencies or private institutions for long-term management as open space. Other open space is comprised of land

19 U.S. Department of Transportation, Bureau of Transportation Statistics. 2018. *Freight Facts and Figures 2017*. January. Available online at: http://aapa.files.cms-plus.com/Statistics/Freight%20Facts%20and%20Figures%202013.pdf, accessed March 21, 2019.

designated for passive and active recreation. In addition, there are undeveloped areas in the SCAG region that are natural lands, designated for land uses other than open space or recreation.

Agriculture may be included as open space depending on the location and use. Agriculture may range from open grasslands and rangelands used for livestock grazing to areas supporting row and tree crops. These lands although in agricultural use, may also provide some habitat value, particularly open grasslands grazing land and rangelands. In yet other instances, lands may be designated or zoned as open space but still allow for development of a single-family home. Lands evaluated as natural lands in the Plan are generally evaluated as wildlife habitat in **Section 3.4, Biological Resources** and not agricultural lands. In general, in this PEIR, agricultural lands are farmlands and natural lands provide valued habitat.

Farmlands and rangelands are agricultural lands that are part of the region's open landscape and entail various types and degrees of modifications to natural lands. Also discussed in **Section 3.2, Agricultural and Forestry Resources**, farmlands include irrigated and non-irrigated crop production. Rangelands include any expanse of natural land that is not fertilized, irrigated, or cultivated and is predominately used for grazing by livestock and wildlife.

The distribution of farmlands and rangelands in the SCAG region and vicinity is based primarily on data provided by the California Department of Conservation (CDC). It also provides a summary of existing plans and programs in the region to conserve agricultural lands, plus a summary of growth management plans in other states that include provisions for conserving agricultural lands.

Based on the most recent available data from the CDC in 2016 (verified by SCAG, and it's member jurisdictions), there are approximately 2,603,158 acres of agricultural lands in the SCAG region consisting of 1,482,826 acres of grazing land and 1,120,312 acres of farmland which includes, Farmland of Statewide Importance, Prime Farmland, Unique Farmland, and Farmland of Local Importance.[20]

There is substantially more farmland than rangeland in Riverside and Imperial Counties and the reverse in Los Angeles, Orange, San Bernardino, and Ventura Counties. By comparison, Kern County has more farmland than the six SCAG counties combined and also has more total acres of rangeland.

Historically, development patterns in the region have been tied as much to the conversion of agricultural lands as to the consumption of natural lands for urban uses. A key issue in the region today is whether the high rate of farmland conversion in recent years can be slowed to prevent irreversible losses. If the

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20 Department of Conservation. 2016. *Farmland Mitigation and Monitoring Program (FMMP).* Available at: http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx, accessed March 21, 2019.

intense conversion of agricultural lands continues unabated, the existing inventory of agricultural lands could be reduced by 700,000 acres before 2030.[21]

**Tribal Lands**

Approximately 266,112 acres, or 416 square miles, of the SCAG region consist of tribal lands from 16 different tribal affiliations (**Table 3.11-4, Tribal Lands within the SCAG Region**, lists the name, county, and acreage of tribal lands within the SCAG region; and **Figure 3.11-7, Tribal Lands in SCAG Region**, shows where tribal lands are located within the SCAG region). Indian Trust Assets (ITAs) include land, natural resources, money, or other assets held by the federal government in trust or that are restricted against alienation for Indian tribes or individuals.[22] The Department of Interior Order No. 3175 requires all its bureaus and offices to explicitly address anticipated effects on ITAs in planning, decision, and operation documents.[23] The Bureau of Indian Affairs (BIA) develops inventories of ITAs for all Indian tribes. Tribes must conduct soil and range inventories, land evaluations and range utilization; collect data about soil productivity, erosion, stability problems, and other physical land factors for program development, conservation planning, and water rights claims settlements. In addition, tribes are required to develop land management plans.[24]

**Table 3.11-4**
**Tribal Lands within the SCAG Region**

| Name | County | Acres |
|---|---|---|
| Agua Caliente | Riverside | 31,521 |
| Augustine | Riverside | 645 |
| Cabazon | Riverside | 1,936 |
| Cahuilla | Riverside | 18,485 |
| Chemehuevi | San Bernardino | 30,823 |
| Colorado River | Riverside | 19,409 |
| Colorado River | San Bernardino | 28,598 |
| Fort Mojave | San Bernardino | 6,193 |
| Fort Yuma | Imperial | 42,737 |
| Morongo | Riverside | 31,439 |

21 SCAG. 2016. *2016 Regional Transportation Plan/ Sustainable Communities Strategy FEIR*. November.

22 U.S. Bureau of Reclamation. *5.0 Indian Trust Assets and Tribal Lands.* Available online at: https://www.usbr.gov/mp/ccao/newmelones/docs/5.0-Indian_Trust_Assets.pdf, accessed August 27, 2019.

23 Ibid.

24 Bureau of Indian Affairs, Branch of Agriculture and Rangeland Development. Accessed 24 July 2019. Available online at: http://www.bia.gov/WhoWeAre/BIA/OTS/NaturalResources/AgrRngeDev/index.htm, accessed August 27, 2019

| Name | County | Acres |
|---|---|---|
| Pechanga | Riverside | 4,454 |
| Ramona | Riverside | 548 |
| San Manuel | San Bernardino | 673 |
| Santa Rosa | Riverside | 10,916 |
| Soboba | Riverside | 5,818 |
| Torres-Martinez | Imperial | 10,243 |
| Torres-Martinez | Riverside | 21,286 |
| Twenty-Nine Palms | Riverside | 227 |
| Twenty-Nine Palms | San Bernardino | 161 |

*Source:*
*SCAG. 2011. Tribal Reservations in the SCAG Region. Available online at: http://www.scag.ca.gov/Documents/scagTribalRegions.pdf, accessed March 22, 2019.*

Sixteen tribal lands and their respective governments are in the SCAG region, including the Agua Caliente Band of Cahuilla Indians, Augustine Band of Mission Indians, Cabazon Band of Mission Indians, Cahuilla Band of Mission Indians, Chemehuevi Reservation, Colorado River Reservation, Fort Mojave Indian Tribe, Fort Yuma Reservation, Morongo Band of Mission Indians, Pechanga Band of Luiseno Indians, Ramona Band of Mission Indians, San Manuel Band of Mission Indians, Santa Rosa Band of Mission Indians, Soboba Band of Luiseno Indians, Torres-Martinez Desert Cahuilla Indians, and Twenty-Nine Palms Band of Mission Indians.

**Coastal Programs**

The Coastal Program in the SCAG region consists of approximately 350,956 acres, or 548 square miles, and includes the islands off of the Southern California coast. The Coastal Program affects Ventura, Los Angeles, and Orange Counties in addition to 28 incorporated cities (**Table 3.11-5, Cities in the SCAG Region with Coastal Zone Jurisdiction).** Each local jurisdictional authority (city or county) with lands within the coastal zone is required to develop, and comply with, a coastal management plan. The Coastal Act requires that any person or public agency proposing development within the Coastal Zone obtain a CDP from either the CCC or the city or county having the jurisdictional authority to issue a CDP. To comply with the Coastal Zone Management Act, localities develop Local Coastal Plans (LCPs).[25]

25 California Coastal Commission. 2019. *The Coastal Act*. Available online at: https://www.coastal.ca.gov/laws/, accessed August 28, 2019.

**Table 3.11-5**
**Cities in the SCAG Region with Coastal Zone Jurisdiction**

| Name | County |
|---|---|
| Calabasas | Los Angeles |
| El Segundo | Los Angeles |
| Hermosa Beach | Los Angeles |
| Long Beach | Los Angeles |
| Los Angeles | Los Angeles |
| Malibu | Los Angeles |
| Manhattan Beach | Los Angeles |
| Palos Verdes Estates | Los Angeles |
| Rancho Palos Verdes | Los Angeles |
| Redondo Beach | Los Angeles |
| Santa Monica | Los Angeles |
| Torrance | Los Angeles |
| Aliso Viejo | Orange |
| Costa Mesa | Orange |
| Dana Point | Orange |
| Huntington Beach | Orange |
| Irvine | Orange |
| Laguna Beach | Orange |
| Laguna Niguel | Orange |
| Newport Beach | Orange |
| San Clemente | Orange |
| San Juan Capistrano | Orange |
| Seal Beach | Orange |
| Westminster | Orange |
| Oxnard | Ventura |
| Port Hueneme | Ventura |
| Ventura | Ventura |

*Source:*
*California Coastal Commission. South Coast Region. Available online: https://www.coastal.ca.gov/nps/Web/cca_socoast1.htm, accessed March 22, 2019.*

**Regional Habitat Conservation Plans and Multi-Species Habitat Conservation Plans**

HCPs and NCCPs are discussed more fully in **Section 3.4, Biological Resources.** There are 13 HCPs and NCCPs within the SCAG region (See **Section 3.4, Biological Resources,** and **Table 3.4-12, HCP's and NCCP's in the SCAG Region**). As a group, these plans provide protection for multiple species by conserving habitats, identifying locations for future mitigation efforts, providing conservation guidance

and practices, and preserving important wildlife linkages. More than 20 million acres of open space within the SCAG region are currently protected under an HCP or NCCP, or will be protected by a future HCP or NCCP that is currently in its planning stages. Major conservation areas in the region are displayed on **Figure 3.11-8 Los Angeles County Significant Ecological Areas** and **Figure 3.11-9 Regional Conservation Plans in the SCAG Region**.

***Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)***

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is part of a comprehensive planning effort to address species conservation, land use, and transportation. The integration of thoughtful conservation planning with urban development and transportation is providing a more efficient, streamlined, cost-effective way of planning for the future. Approximately $2.2 billion has been spent on 25 large transportation projects within the Western Riverside County MSHCP. Through the streamlined permitting process, it is estimated that federal and state agencies, and other non-federal landowners saved between $126 and $278 million on these important infrastructure projects.[26]

***Lower Colorado River MSHCP***

On April 4, 2005, the Secretary of the Interior and representatives from agencies within Arizona, California, and Nevada implemented the Lower Colorado River Multi-Species Conservation Program (LCR MSCP). The LCR MSCP was created to balance the use of the Colorado River water resources with the conservation of native species and their habitats. The program area extends over 400 miles of the lower Colorado River from Lake Mead in Nevada, through southern California, to the southernmost border with Mexico. The HCP calls for the creation of over 8,100 acres of habitat for fish and wildlife species and the production of over 1.2 million native fish to augment existing populations. The Bureau of Reclamation is the implementing agency for the LCR MSCP.[27]

***Orange County Southern Subregion HCP***

The Orange County Southern Subregion HCP was approved in 2007 for a 75-year permit. This HCP is a program that established a permanent habitat reserve and perpetual land management program. This regional HCP covers large tracts of land in the County of Orange and the family-held Rancho Mission

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26 Regional Conservation Authority. *Western Riverside County Multiple Species Habitat Conservation Plan*. Available online at: http://www.wrc-rca.org/about-rca/multiple-species-habitat-conservation-plan/, accessed August 27, 2019.

27 Lower Colorado River Multi-Species Conservation Program. 2005. Overview. Available online at: http://www.lcrmscp.gov/index.html, accessed March 22, 2019.

Viejo. Benefits provided by this HCP include the creation of a subregion habitat reserve program including conservation of coastal California gnatcatcher habitat.[28]

***Orange County Central-Coastal HCP/NCCP***

In the 18 years since the Orange County Central-Coastal HCP/NCCP was completed, numerous regional HCPs have been approved or are in development throughout California. The NCCP program has also expanded to address a broad range of important natural habitats throughout the state.[29]

***Coachella Valley MSHCP***

The Coachella Valley MSHCP was adopted in 2008 and preserves over 240,000 acres of natural habitat in the Coachella Valley. This MSHCP protects 27 sensitive plant and animal species. This plan is managed by the Coachella Valley Conservation Commission.[30]

***Desert Renewable Energy Conservation Plan (DRECP)***

The DRECP, a part of the Bureau of Land Management, was undertaken due to statewide and national concerns regarding habitat fragmentation and loss of habitat for listed and candidate species. The DRECP is a landscape-level plan that streamlines renewable energy development, conserves valuable desert ecosystems and provides outdoor recreation opportunities. The DRECP was developed by the BLM, the U.S. Fish and Wildlife Service, the California Energy Commission and the California Department of Fish and Wildlife, collectively known as the Renewable Energy Action Team (REAT). Revisions to the Final Environmental Impact Statement, released in November of 2015, were made as a result of internal reviews, protests, Areas of Critical Environmental Concern (ACEC) public comments and other public feedback.[31] The DRECP is a proposed multispecies HCP intended to conserve threatened and endangered species and natural communities in the Mojave and Colorado Desert regions of Southern California, while also facilitating the timely permitting of renewable energy projects to help meet the state's goal of providing at least 33 percent of electricity generation through renewable energy by 2020, 50

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28 U.S. Fish and Wildlife Service. *Habitat Conservation Plan Documents - Orange County Southern Subregion HCP*. Available online at: https://www.fws.gov/carlsbad/HCPs/SoOrangeCoSubRegionHCP.html, accessed August 27, 2019.

29 U.S. Fish and Wildlife Service. *Habitat Conservation Plan Documents - Orange County Central-Coastal HCP/NCCP.* Available online at: https://www.fws.gov/carlsbad/HCPs/documents/Central%20Coastal%20OC%20NCCP%20Parts%20I%20&%20II%20-%20Plan.pdf, accessed August 28, 2019.

30 Coachella Valley MSHCP. *Coachella Valley MSHCP,* Available online at: http://www.cvmshcp.org/, accessed August 28, 2019.

31 Bureau of Land Management. *Desert Renewable Energy Conservation Plan Frequently Asked Questions*. Available at: https://www.drecp.org/faqs/DRECP_FAQs.pdf, accessed September 9, 2019.

percent by 2026, and 100 percent by 2045, as well as the federal government's goal of increasing renewable energy generation on public land. As planned, the approved DRECP and associated permits would provide renewable energy developers and entities undertaking DRECP conservation efforts with authorization for the incidental take of certain endangered, threatened, and special-status plant and animal species for covered activities (as defined in the DRECP). Such authorizations would be granted by agencies that are formal participants in the DRECP.[32]

***California Desert Conservation Area Plan***

The California Desert Conservation Area Plan is used to manage BLM-controlled areas. The BLM also implements biological resource management policies through its designation of Areas of Critical Environmental Concern.[33]

**West Mojave Plan.** The West Mojave Plan is an amendment to the Bureau of Land Management's (BLM) California Desert Conservation Area Plan. The West Mojave Plan also has a proposed HCP component that, if and when finalized, would provide a program for complying with the federal ESA on private lands within the West Mojave Plan area. Together, the West Mojave Plan and the proposed HCP component would cover over 9 million acres north of the Los Angeles metropolitan area with a purpose of creating a comprehensive strategy to conserve and protect almost 100 sensitive desert species and natural communities.[34]

## 3.11.2 REGULATORY FRAMEWORK

### 3.11.2.1 Federal

#### *United States Department of Transportation Act, Section 4(f) of 1966 (49 U.S.C. § 303)*

The Department of Transportation Act was enacted to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and waterfowl refuges, and historic sites. Section 4(f) requires a comprehensive evaluation of all environmental impacts resulting from federal-aid transportation projects

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32 California Energy Commission. 2011. Desert Renewable Energy Conservation Plan Environmental Impact Report. December. Available online at: http://www.energy.ca.gov/2011publications/DRECP-1000-2011-001/DRECP-1000-2011-001.pdf, accessed March 22, 2019.

33 U.S. Department of Interior, Bureau of Land Management. *California Desert Conservation Area Plan.* Available online at: https://eplanning.blm.gov/epl-front-office/projects/lup/66949/82080/96344/CDCA_Plan.pdf, accessed August 28, 2019.

34 U.S. Department of Interior, Bureau of Land Management. *California Desert Conservation Area Plan*. Available online at: https://www.blm.gov/ca/pdfs/cdd_pdfs/wemo_pdfs/plan/wemo/Vol-1-Chapter1_Bookmarks.pdf, accessed August 28, 2019.

administered by the Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration that involve the use – or interference with use – of the following types of land.

- Public park lands;
- Recreation areas;
- Wildlife and waterfowl refuges; and
- Publicly or privately-owned historic properties of federal, state, or local significance.

### *Endangered Species Act of 1973 (16 USC 1531 et seq.)*

The Federal Endangered Species Act (FESA) was established by Congress in order to "provide a means whereby the ecosystems upon which endangered species and threatened species depend may be conserved [and] to provide a program for the conservation of such … species." The US Fish and Wildlife Service (USFWS) administers the Federal Endangered Species Act (FESA), which designates critical habitat for Endangered species. This enables USFWS to carry out its mission to conserve, protect, and enhance the nation's fish and wildlife and their habitats for the continuing benefit of people. Critical habitat areas cannot be disturbed without permission from the USFWS and other federal agencies, depending on land ownership. The USFWS also manages a system of land and waters for the conservation of wildlife and associated ecosystems. These National Wildlife Refuges are primarily managed for the preservation and protection of unique or important resources and ecosystems. Habitat Conservation Plans (HCPs), established under Section 10(a)(1)(B) of the ESA, are planning documents that provide for partnerships with non-federal parties to conserve the ecosystems upon which listed (and candidate) species depend, ultimately contributing to their recovery. The USFWS requires HCPs as part of an application for an incidental take permit. HCPs describe the anticipated effects of the proposed taking, how those impacts will be minimized or mitigated, and how the HCP is to be funded. HCPs may be prepared on a project level when projects will require the acquisition of an Incidental Take Permit. Regional HCPs may also be prepared in an effort to protected threatened and endangered species during the land use planning process.

### *Department of Housing and Urban Development Act*

The Department of Housing and Urban Development Act created the U.S. Department of Housing and Urban Development (HUD) as a Cabinet-level agency. HUD is responsible for national policy and programs that address housing needs in the U.S. HUD is responsible for enforcing fair housing laws. HUD plays a major role in supporting homeownership by underwriting homeownership for lower- and moderate-income families through its mortgage insurance programs.

### *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S. Code, § 4601 et seq.), passed in 1970 and amended in 1987, is intended to provide for uniform and equitable treatment for persons displaced through federally-funded or assisted transportation and redevelopment projects that require property acquisition. The act lays out rules for notification, relocation counseling, social services or assistance for disabled residents, and compensation for replacement housing and moving costs. The rules stipulate that replacement housing must be comparable to previous housing in terms of location, size, access to jobs and public facilities, and must be "decent, safe, and sanitary." The rules apply if federal funds are in any phase of the program or project, even if the property acquisition itself is not federally funded.

### *Federal Coastal Zone Management Act*

The Federal Coastal Zone Management Act (CZMA; 16 USC 1451–1464, Chapter 33; Public Law 92-583, October 27, 1972; 86 Stat. 1280), administered by the National Oceanic and Atmospheric Administration (NOAA), provides for the management of the nation's coastal resources, including the Great Lakes. The goal is to "preserve, protect, develop, and where possible, to restore or enhance the resources of the nation's coastal zone." The CZMA outlines three national programs, the National Coastal Zone Management Program, the National Estuarine Research Reserve System, and the Coastal and Estuarine Land Conservation Program (CELCP). The National Coastal Zone Management Program aims to balance competing land and water issues through state and territorial coastal management programs, the reserves serve as field laboratories that provide a greater understanding of estuaries and how humans impact them, and CELCP provides matching funds to state and local governments to purchase threatened coastal and estuarine lands or obtain conservation easements.

### *Federal Land Policy and Management Act (FLPMA) of 1976, as Amended*

The FLPMA (Public Law 94-579) governs how public lands administered by the Bureau of Land Management (BLM) are managed. FLPMA provides guiding principles for BLM land management including multiple use, sustained yield, and environmental protection. The intent of FLPMA is to ensure that the BLM manages public lands so that they are utilized in the combination that will best meet the present and future needs of the American people for renewable and non-renewable natural resources.

FLPMA addresses topics such as land use planning, land acquisition, fees and payments, administration of federal land, range management, and right-of-ways on federal land. FLPMA has specific objectives and time frames in which to accomplish these objectives, giving it more authority and eliminating the uncertainty surrounding the BLM's role in wilderness designation and management.

### *Code of Federal Regulations Title 25*

Federally recognized Native American tribes are considered domestic dependent nations. Tribal sovereignty refers to tribes' right to govern themselves, define their own membership, manage tribal property, and regulate tribal business and domestic relations; it further recognizes the existence of a government-to-government relationship between such tribes and the federal government. In general, state and local governments do not have "civil regulatory" jurisdiction (i.e., land use) on Indian Land, which is land held in trust or restricted status for a tribe.

### *Federal Highway Administration (FHWA) National Scenic Byways Program*

The FHWA National Scenic Byways Program, which was established in Title 23, Section 162 of the United States Code under the Intermodal Transportation Efficiency Act of 1991, is a grassroots collaborative effort that designates selected highways as "All American Road" (a roadway that is a destination unto itself), America's Byways or "National Scenic Byway" (a roadway that possesses outstanding qualities that exemplify regional characteristics).

**United States Bureau of Land Management (BLM) Scenic Areas and Back Country Byways**

The BLM designates some of its holdings as Scenic Areas and some roadways in remote areas as Back Country Byways. The BLM Back Country Byways Program was established in 1989 and is a component of the National Scenic Byways Program. The counties of San Bernardino, Riverside, and Imperial in the SCAG region include land with such BLM designations.

**United States Forest Service (USFS) National Scenic Byways Program**

The USFS also has a National Scenic Byways Program, independent from the BLM program, which was established in 1995 under the Intermodal Transportation Efficiency Act of 1991 to indicate roadways of scenic importance that pass through national forests. The SCAG region includes Forest Service Scenic Byways in the counties of San Bernardino, Ventura, Los Angeles, and Riverside.

## 3.11.2.2 State

### *California Coastal Act of 1976*

The California Coastal Act constitutes the California Coastal Management Program for the purposes of the Federal Coastal Zone Management Act (California Coastal Act of 1976, Public Resources Code [PRC] §30000 et seq.). The act established the California Coastal Commission (CCC), identified a designated California Coastal Zone, and established the CCC's responsibility to include the preparation and ongoing

oversight of a Coastal Plan for the protection and management of the Coastal Zone. Each local jurisdictional authority (city or county) with lands within the coastal zone is required to develop, and comply with, a coastal management plan. The Coastal Act requires that any person or public agency proposing development within the Coastal Zone obtain a Coastal Development Permit (CDP) from either the CCC or the city or county having the jurisdictional authority to issue a CDP. New school construction in portions of the Central and South Los Angeles Unified School District (LAUSD) areas could require a CDP. Any construction within the Coastal Zone must conform to the requirements of the California Coastal Act generally, and Chapter 3, Section 6 (Development) specifically. On or near the shoreline, coastal-dependent developments have priority over those uses not dependent on a coastal location (PRC §30255). To comply with the Coastal Zone Management Act, localities develop Local Coastal Plans (LCPs).

### *Natural Community Conservation Planning Act of 1991, as Amended*

The Natural Community Conservation Planning Act of 1991, as amended in 2003 (California Fish and Game Code Section 2800-2835) established the Natural Community Conservation Planning program for the protection and perpetuation of the state's biological diversity. The CDFW established the program in order to conserve natural communities at the ecosystem level while accommodating compatible land use. An NCCP identifies and provides for the regional or area-wide protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. The CDFW provides support, direction, and guidance to participants in order to ensure that NCCPs are consistent with the state ESA.

### *Modernization of Transportation Analysis for Transit- Oriented Infill Projects Senate Bill 743 (SB 743)*

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743. To further the state's commitment to the goals of SB 375 and AB 32, SB 743 adds Chapter 2.7, Modernization of Transportation Analysis for Transit- Oriented Infill Projects, to Division 13 (Section 21099) of the Public Resources Code. Key provisions of SB 743 include reforming aesthetics and parking CEQA analyses for urban infill projects and eliminating the measurement of auto delay, including Level of Service (LOS), as a metric that can be used for measuring traffic impacts in transit priority areas. SB 743 provides that, "aesthetics and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." This means that, effective January 1, 2014, aesthetics and parking will no longer be considered in determining if a project has the potential to result in significant environmental effects provided a project meets all of the following three criteria:

a) The project is in a transit priority area;

b) The project is on an infill site; and

c) The project is residential, mixed-use residential, or an employment center.

### *CEQA Streamlining for Infill Projects Senate Bill 226 (SB 226)*

The CEQA Streamlining for Infill Projects (SB 226) sets forth a streamlined review process for infill projects and includes performance standards that will be used to determine an infill project's eligibility for streamlined review. The purpose of SB 226 and updated *CEQA Guidelines* Section 15183.3 is to streamline the environmental review process by "limiting the topics subject to review at the project level where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies." Residential, commercial and retail, public office buildings, transit stations, and schools are eligible for this streamlining provided they meet the following requirements: (1) are located in an urban area on a site that has been previously developed or adjoins existing qualified urban uses on at least 75 percent of the site's perimeter; (2) satisfy the performance standards provided in Appendix M [of CEQA]; and, (3) are 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, with some exceptions.

Under SB 226, some development and transportation projects assumed as a part of the proposed Plan may be eligible to use a streamlined version of the environmental review process.

### *Housing Element Law*

Enacted in 1969, Housing element law (Government Code Section 65580-65589.8) mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law acknowledges that, in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, housing policy in the State rests largely upon the effective implementation of local general plans and, in particular, local housing elements. Housing element law also requires HCD to review local housing elements for compliance with State law and to report its written findings to the local government.

### *Regional Housing Needs Assessment*

The California Legislature developed the RHNA process (Govt. Code § 65580 *et seq.*) in 1977 to address the serious affordable housing shortage in California. The California Department of Housing and

Community Development (HCD) in consultation with each council of governments determines each region's existing and projected housing need.[35] HCD must meet and consult with each council of governments, including SCAG, regarding the assumptions and methodology to be used by HCD to determine the region's housing need.[36] HCD's determination is based on population projected produced by the Department of Finance and regional population forecasts used in preparing regional transportation plans.[37]

In consultation with HCD, each council of governments must develop and adopt a methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region.[38] The council of government then adopts a final regional housing need plan that allocates a shore of the regional housing need to each city, county, or city and county.[39]

Local government must address their allocated share of housing needs of all economic segments of the community through their housing elements. [40] Local governments must adopt a housing element as part of their general plan. Unlike the rest of the general plan, where updates sometimes occur at intervals of 20 years or longer, under previous law the housing element was required to be updated as frequently as needed and no less than every five years. Under SB 375, this period has been lengthened to eight years and timed so that the housing element period begins no less than 18 months after adoption of the regional transportation plan, to encourage closer coordination between housing and transportation planning. SB 375 also changes the implementation schedule required in each housing element. Previous law required the housing element to contain a program which set forth a five-year schedule to implement the goals and objectives of the housing element. The new law instead requires this schedule of actions to occur during the eight-year housing element planning period, and requires each action have a timetable for implementation.[41]

The purpose of the housing element is to identify the community's housing needs, state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs. In addition, the housing element defines the related policies and programs that the community

35 Govt. Code § 65584(b).

36 Govt. Code § 65584.01(b).

37 Govt. Code § 65584.01(a).

38 Govt. Code § 65584.04.

39 Govt. Code § 65584(b).

40 California Legislative Information. *Article 10.6. Housing Elements [65580 – 65589.11].*

41 California Legislative Information. *Senate Bill No. 375*.

will implement in order to achieve the stated goals and objectives. This would be accomplished through the allocation of regional housing needs consistent with the Plan.[42]

In prior cycles, factors such as household growth and household income distribution were the primary factors considered in determining a jurisdiction's RHNA allocation. For the 6th RHNA cycle, SCAG plans to consider other factors in addition to household growth. These factors include transit accessibility, job accessibility, and indicators that influence a community's environmental, educational, and economic resource accessibility.

As discussed above in the discussion of SB 375, state law requires preparation of a RHNA allocation plan every eight years. SCAG's 6th Cycle RHNA quantifies the regional need for housing and then allocates the regional need to each jurisdiction for a planning period between October 2021 and October 2029. Local jurisdictions are required to plan and zone to accommodate their respective RHNA allocation (housing units) by income categories through the process of updating the Housing Elements of their General Plans. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth and address existing need, so that they can grow in ways that enhance quality of life, improve access to jobs, transportation and housing, and not adversely impact the environment.[43]

This region's 6th Cycle RHNA allocation plan consists of two measurements of housing need: (1) existing need and (2) future need for very-low income, low-income, moderate, and above-moderate income categories.

The existing need assessment is based on data from the most recent US Census to measure ways in which the housing market is not meeting the needs of current residents. These variables include the number of households paying more than 30 percent of their income for housing, as well as overcrowding.

The future need for housing is determined primarily by the forecasted growth in households in a community, based on historical growth patterns, job creation, household formation rates, and other factors to estimate how many households will be added to each community over the projection period. The housing need for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition, and encourage acceptable levels of housing upkeep and repair. The RHNA also accounts for units expected to be lost due to demolition, natural disaster, or conversion to non-housing uses. The sum of these factors including household growth, vacancy need and replacement need form the "projected need" assigned to each community. Per SB 375, the projected

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42 California Legislative Information. *Article 10.6. Housing Elements [65580-65589.11], Section 65580.*

43 SCAG. *Regional Housing Needs Assessment (RHNA) & Housing*. Available online at: https://www.scag.ca.gov/programs/Pages/Housing.aspx, accessed August 29, 2019.

need's portion of the 6th Cycle RHNA will be consistent with the Connect SoCal for the comparable period.

SCAG's RHNA allocation plan considers how each jurisdiction might grow in ways that will decrease the over-concentration of low-income households. The need for new housing is distributed among income groups so that each community moves closer to the county income distribution.

Consistent with the state housing law, the primary objectives the 6th Cycle RHNA allocation plan are:

1. Increase the housing supply and mix of housing types, tenure and affordability within each region in an equitable manner

2. Promote infill development and socioeconomic equity, the projection of environmental and agricultural resources, and the encouragement of efficient development patterns

3. Promote an improved interregional relationship between jobs and housing

4. Allocating a lower proportion of housing need in income categories in jurisdictions that have a disproportionately high share in comparison to the county distribution

5. Affirmatively furthering fair housing

On October 15, 2019, SCAG received the Final Regional Determination from HCD. On November 7, 2019, SCAG Regional Council approved a Draft RHNA Allocation Methodology for HCD's review. The Regional Council is scheduled to approve the Final RHNA Methodology in March 2020 and release the Draft RHNA Allocation by jurisdiction prior to adopting Connect SoCal in April 2020.

### *Sustainable Communities and Climate Protection Act of 2008 (SB 375)*

Senate Bill 375 focuses on aligning transportation, housing, and other land uses to achieve regional GHG emission reduction targets established under the California Global Warming Solutions Act, also known as Assembly Bill 32 (AB 32). SB 375 requires California Metropolitan Planning Organizations to develop an SCS as part of the Regional Transportation Plan (RTP), with the purposes of identifying policies and strategies to reduce per capita passenger vehicle-generated GHG emissions. The SCS must:

- identify the general location of land uses, residential densities, and building intensities within the region;

- identify areas within the region sufficient to house all the population of the region;

- identify areas within the region sufficient to house an eight-year projection of the regional housing need;
- identify a transportation network to service the regional transportation needs;
- gather and consider the best practically available scientific information regarding resources areas and farmland in the region;
- consider the state housing goals;
- set forth a forecasted development pattern for the region; and
- allow the regional transportation plan to comply with the federal Clean Air Act (CAA) of 1970 (42 USC § 7401 et seq.).

The development pattern in the SCS, when integrated with the transportation network and other transportation measures and policies, must reduce the GHG from automobiles and light duty trucks to achieve the GHG emission reduction targets approved by the California Air Resources Board (ARB). If the SCS does not achieve the GHG emission targets set by ARB, an Alternative Planning Strategy must be developed to demonstrate how the targets could be achieved. SB 375 also imposes a number of new requirements on the regional housing needs process. Before SB 375, the regional transportation plan and regional housing needs processes were not required to be coordinated.

SB 375 now synchronizes the schedules of the RHNA and regional transportation plan processes. The RHNA, which is developed after the regional transportation plan, must also allocate housing units within the region consistent with the development pattern included in the SCS. Previously, the RHNA determination was based on population projections produced by the Department of Finance. SB 375 requires the determination to be based upon population projections by the Department of Finance and regional population forecasts used in preparing the regional transportation plan. If the total regional population forecasted and used in the regional transportation plan is within a range of three percent of the regional population forecast completed by the Department of Finance for the same planning period, then the population forecast developed by the regional agency and used in the regional transportation plan shall be the basis for the determination. If the difference is greater than three percent, then the two agencies shall meet to discuss variances in methodology and seek agreement on a population projection for the region to use as the basis for the RHNA determination. If no agreement is reached, then the basis for the RHNA determination shall be the regional population projection created by the Department of Finance.

Existing law requires local governments to adopt a housing element as part of their general plan. Unlike the rest of the general plan, where updates sometimes occur at intervals of 20 years or longer, under previous law the housing element was required to be updated as frequently as needed and no less than every five years. Under SB 375, this period has been lengthened to eight years and timed so that the housing element period begins no less than 18 months after adoption of the regional transportation plan to encourage closer coordination between the housing and transportation planning done by local governments and MPOs. SB 375 also changes the implementation schedule required in each housing element. Previous law required the housing element to contain a program which set forth a 5-year schedule of to implement the goals and objectives of the housing element. The new law instead requires this schedule of actions to occur during the eight-year housing element planning period, and requires each action have a timetable for implementation.

### *Regional Conservation Investment Strategy Program*

On September 22, 2016, the Governor signed Assembly Bill 2087 which created CDFW's Regional Conservation Investment Strategy pilot program, and was amended by Senate Bill 103 on July 21, 2017. The program uses a science-based approach to identify conservation and enhancement opportunities that, if implemented, will help California's declining and vulnerable species by protecting, creating, restoring, and reconnecting habitat and may contribute to species recovery and adaptation to climate change and resiliency. The Program consists of three components: regional conservation assessments (RCAs), regional conservation investment strategies (RCISs), and mitigation credit agreements (MCAs). An RCA is a voluntary, non-regulatory, non-binding conservation assessment that includes information and analyses of important species, ecosystems, protected areas, and habitat linkages at the USDA ecoregion scale and may include more than one ecoregion. An RCIS is a voluntary, non-regulatory, and non-binding conservation assessment that includes information and analyses relating to the conservation of focal species, their associated habitats, and the conservation status of the RCIS land base. An RCIS establishes biological goals and objectives at the species level and describes conservation actions and habitat enhancement actions that, if implemented, will contribute to those goals and objectives. An MCA is a mitigation credit agreement developed under an approved RCIS. An MCA is developed in collaboration with CDFW to create mitigation credits by implementing the conservation or habitat enhancement actions identified in an RCIS.[44]

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44 California Department of Fish and Wildlife. *Regional Conservation Investment Strategies Program*. Available at: https://www.wildlife.ca.gov/Conservation/Planning/Regional-Conservation, accessed October 23, 2019.

### *Enhanced Infrastructure Financing Districts*

Enacted on September 29, 2014, the new state law, Enhanced Infrastructure Financing Districts (SB 628; Chapter 2.99 [commencing with Section 53398.50] to Part 1 of Division 2 of Title 5 of the Government Code) allows the legislative body of a city or a county, defined to include a city and county, to establish an infrastructure financing district, adopt and infrastructure financing plan, and issue bonds to finance public facilities upon approval by two-thirds of a jurisdiction's voters. Additionally, a city or county is authorized to issue bonds upon approval by 55 percent of the voters, for which only the district is liable; to finance public capital facilities or other specified projects of communitywide significance, including, but not limited to, brownfield restoration and other environmental mitigation; the development of projects on a former military base; the repayment of the transfer of funds to a military base reuse authority; the acquisition, construction, or rehabilitation of housing for persons of low and moderate income for rent or purchase; the acquisition, construction, or repair of industrial structures for private use; transit priority projects; and projects to implement a sustainable communities strategy. The bill would also authorize an enhanced infrastructure financing district to utilize any powers under the Polanco Redevelopment Act.

## 3.11.2.3 Local

### *General Plans and Land Use Regulations*

The legal framework in which California cities and counties exercise local planning and land use functions is provided in the California Planning and Zoning Law (California Code section 65000 et seq.) Under state planning law, each city and county is required to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning" (California Code section 65300 et seq.).

The general plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private. A general plan consists of a number of elements, including land use, circulation, housing, conservation, open space, noise, and safety; other elements may be included at the discretion of the jurisdiction that relate to the physical development of the county or city. The general plan must be comprehensive and internally consistent. Of particular importance is the consistency between the circulation and land use elements; the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities must be consistent with the general distribution and intensity of land used for housing, business, industry, open space, education, public areas, waste disposal facilities, agriculture, and other public and private uses.

In addition, every local jurisdiction within the region has land use regulations that implement the general plan. The zoning ordinance is the primary land use regulation used to implement the goals and policies of its general plan. Zoning ordinances, which are required to be consistent with the general plan, provide detailed direction related to development standards; permitted, conditionally permitted, and prohibited uses; and other regulations such as parking standards and sign regulations.

Local jurisdictions may also adopt specific plans, which are used to implement the general plan in particular geographic areas (California Code section 65450). Zoning ordinances and land use approvals must be consistent with applicable specific plans as well as the general plan.

Cities and counties are also required to comply with the Subdivision Map Act (California Code section 66410 et seq.). The Subdivision Map Act sets forth the conditions for approval of a subdivision map and requires enactment of subdivision ordinances by which local governments have direct control over the types of subdivision projects to be approved and the physical improvements to be installed.

### *Community Plans, Specific Plans, and Master Plans*

A city or county may also provide land use planning by developing community or specific plans for smaller, more specific areas within their jurisdiction. These more localized plans provide for focused guidance for developing a specific area, with development standards tailored to the area, as well as systematic implementation of the general plan. Counties, cities, and private developers may also choose to partner in the development of a master plan that shows an overall development concept that includes urban design, landscaping, infrastructure, service provision, circulation, present and future land use and built form. It consists of three dimensional images, texts, diagrams, statistics, reports, maps and aerial photos that describe how a specific location will be developed. It provides a structured approach and creates a clear framework for developing an area.

### *Zoning*

City and county zoning codes are the set of detailed requirements that implement the general plan policies at the level of the individual parcel. The zoning code presents standards for different uses and identifies which uses are allowed in the various zoning districts of the jurisdiction. Since 1971, state law has required the city or county zoning code to be consistent with the jurisdiction's general plan.

## 3.11.3 ENVIRONMENTAL IMPACTS

### 3.11.3.1 Thresholds of Significance

For the purposes of this PEIR, SCAG has determined that adoption and/or implementation of the Plan could result in significant adverse impacts to land use, if the Plan would result in either of the following:

- Physically divide an established community.
- Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

### 3.11.3.2 Methodology

The Plan includes transportation projects as well as transportation and land use strategies aimed to increase mobility, promote sustainability, and improve the regional economy. Although land use development is anticipated to occur within the region even without the Plan, the Plan includes policies and strategies that could influence growth, including distribution patterns. To address this, the analysis in the PEIR covers overall impacts of transportation projects and land use strategies described in the Plan and evaluates how conditions in 2045 under the Plan would differ from existing conditions. **Section 2.0, Project Description**, describes the Plan's vision, goals, guiding policies, performance measures, and land use and transportation strategies. A geographic information system (GIS) was used to analyze where major transportation (e.g., freeway, rail, and transit) projects would intersect areas used for residential development and business uses. A 500-foot potential impact zone was drawn around the freeway, rail, and transit projects in Connect SoCal to compute the number of acres that could potentially be affected by the construction and operation of transportation projects included in the Plan. **Table 3.11-6** shows the current land uses that are located within 500 feet of either side of Plan transportation projects.

The mitigation measures in the PEIR are divided into two categories: SCAG mitigation and project-level mitigation measures. SCAG mitigation measures shall be implemented by SCAG over the lifetime of the Plan. For projects proposing to streamline environmental review pursuant to SB 375, SB 743, or SB 226 (as described in Section 1.0 Introduction), or for projects otherwise tiering off this PEIR, the project-level mitigation measures described below (or comparable measures) can and should be considered and implemented by Lead Agencies and Project Sponsors during the subsequent, project- or site-specific environmental reviews for transportation and development projects as applicable and feasible. However, SCAG cannot require implementing agencies to adopt mitigation, and it is ultimately the responsibility of the implementing agency to determine and adopt project-specific mitigation.

### 3.11.3.3 Impacts and Mitigation Measures

**Impact LU-1 Potential for the Plan to physically divide an established community**

***Significant and Unavoidable Impact - Mitigation Required.***

Physical division of an established community could occur as a result of real or perceived barriers to pedestrians, bicyclists, and motorists. Short-term construction related impacts could result from disturbances due to construction equipment; these impacts are discussed under other impact categories (e.g., Noise, Aesthetics, and Air Quality). Long-term impacts could result from the completion of new or expanded roadways or transit facilities in existing communities. Also, if freeway routes, particularly those that occur in rural areas, are widened, they can create a real or perceived barrier to pedestrians, bicyclists, and motorists. Freeway segments that would occur in rural areas, such as projects adding express lanes along I-15 in San Bernardino County connecting I-215 to US-395, also have the potential to create physical barriers. Such additions of new roadways or expansion of existing roadways may be perceived as a great distance to cross by a pedestrian (whereas it may not have been perceived as an issue previously), thereby dividing a community. Urban transportation projects, and the Plan's emphasis on expanded transit could expand urban uses into undeveloped areas and has the potential to physically divide established communities. For example, an elevated grade crossing may create a physical barrier in some locations.

The transportation strategies in the Plan, such as emphasis on complete streets and TDM strategies would have less of an ability to divide established communities because they are generally expected to occur in established communities. Further, many of these strategies (i.e., bike lanes, pedestrian access) improve connectivity.

Implementation of the Plan would affect land use patterns and the consumption of currently vacant and open space lands. As described above, the Plan would result in the conversion of 41,546 greenfield acres including 6,732 acres of agricultural land to urban uses. As land gets converted from urban or agricultural uses, there is the potential for infrastructure or land developments to divide existing communities. Anticipated significant impacts include substantial density increases in areas of the region adjacent to transit, or other rights-of-way that could separate residences from community facilities and services, and conversion of vacant lands, including agricultural lands, to transportation infrastructure and residential and commercial development.

A GIS analysis was performed to determine where major transportation projects in the Connect SoCal Plan intersected with different land uses to evaluate the potential for conflicts. For purposes of identifying potential land use conflicts, a 500-foot buffer was used around the Plan's major transportation

projects to identify the number of acres potentially affected. Highway and transit extensions and major interchange projects are assumed to have a higher potential to disrupt or divide existing communities since they would involve the creation of new roadways. Highway widening and other projects along established transportation rights-of-way were assumed to have a lower potential to divide or disrupt existing communities and neighborhoods. The analysis is based on general descriptions of transportation projects listed in the Plan and is regional and programmatic in nature. As shown in **Table 3.11-6, Potential Displacement of Existing Residential and Commercial Land Uses (in Acres**), approximately 10,254 acres of land zoned for residential use (including multifamily and single family) could be affected by projects in the Plan. However, most projects in the Plan are modifications or expansions (e.g., HOV, widening) of existing facilities and would have less potential to divide an existing community than new projects.

**Table 3.11-6**
**Potential Displacement of Existing Residential and Commercial Land Uses (in Acres)**

| Land Use | County | | | | | | Total |
|---|---|---|---|---|---|---|---|
| | Imperial | Los Angeles | Orange | Riverside | San Bernardino | Ventura | |
| Commercial and services | 64 | 1,369 | 635 | 821 | 874 | 532 | 4,295 |
| General office | 6 | 468 | 269 | 284 | 359 | 130 | 1,516 |
| Industrial | 3 | 2,203 | 208 | 719 | 570 | 193 | 3,894 |
| Mixed commercial and industrial | - | 8 | 0.7 | 131 | 30 | 7 | 179 |
| Mixed residential | - | 110 | - | 5 | 34 | 11 | 160 |
| Mixed residential and commercial | - | 237 | 78 | 59 | 75 | 133 | 581 |
| Mobile homes and trailer parks | 13 | 157 | 62 | 199 | 71 | 53 | 555 |
| Multi-family residential | 3 | 697 | 391 | 389 | 222 | 121 | 1,823 |
| Rural residential | - | 208 | - | 301 | 192 | 0.5 | 702 |
| Single-family residential | 35 | 3,258 | 1,018 | 983 | 880 | 260 | 6,434 |
| **Total** | **123** | **8,716** | **2,662** | **3,891** | **3,307** | **1,441** | **20,138** |

*Source: SCAG, 2019*

Nonetheless, because the Plan would result in the location of transportation infrastructure in residential areas, it is possible division of communities would occur. As such, impacts are considered significant.

***Mitigation Measures***

*SCAG Mitigation Measures*

**SMM LU-1:** SCAG shall coordinate with local County Transportation Commissions, Caltrans and other implementing agencies when siting new facilities in residential areas to facilitate minimizing future impacts of transportation projects on established communities, through cooperation, information sharing, and regional program development as part of SCAG's ongoing regional planning efforts to promote best planning practices.

*Project Level Mitigation Measures*

**PMM LU-1:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) Facilitate good design for land use projects that build upon and improve existing circulation patterns

b) Encourage implementing agencies to orient transportation projects to minimize impacts on existing communities by:

- Selecting alignments within or adjacent to existing public rights of way.
- Design sections above or below-grade to maintain viable vehicular, cycling, and pedestrian connections between portions of communities where existing connections are disrupted by the transportation project.
- Wherever feasible incorporate direct crossings, overcrossings, or under crossings at regular intervals for multiple modes of travel (e.g., pedestrians, bicyclists, vehicles).

c) Where it has been determined that it is infeasible to avoid creating a barrier in an established community, consider other measures to reduce impacts, including but not limited to:

- Alignment shifts to minimize the area affected.
- Reduction of the proposed right-of-way take to minimize the overall area of impact.
- Provisions for bicycle, pedestrian, and vehicle access across improved roadways.

*Level of Significance After Mitigation*

As discussed above, regulations and policies would reduce impacts but given the regional scale of the analysis in this PEIR, it is not possible to determine if all impacts would be fully mitigated by existing regulations and policies. Therefore, this PEIR identifies project-level mitigation measures consistent with applicable regulations and policies designed to reduce impacts. Lead Agencies may choose to include project-level mitigation measures in environmental documents as they determine to be appropriate and feasible. However, because of the regional nature of the analysis and the lack of project specific-detail, including project components and locations, and SCAG's lack of authority to impose project-level mitigation measures, this PEIR finds impacts that physically divide a communities could be significant and unavoidable even with implementation of mitigation.

**Impact LU-2** **Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect**

*Significant and Unavoidable Impact - Mitigation Required.*

As part of the Plan, SCAG has developed a population, housing and employment growth forecast, land use and transportation strategies and forecasted land use patterns. The Plan seeks to integrate the forecasted land use patterns with the transportation network, in response to projected growth and housing needs, changing demographics, and transportation demands. Transportation strategies included in the Plan emphasize system preservation, active transportation, transportation safety, electrification, and transportation demand management measures. Land use strategies included in the Plan aim to focus most of the new housing and job growth in high-quality transit areas (HQTAs), with 60 percent of new homes and 73 percent of new jobs being located in these Priority Growth Areas (PGAs) which include existing main streets, downtowns, and commercial corridors. Land use strategies also seek to focus growth in other PGAs such as job centers and neighborhood mobility areas (NMAs) to maximize existing infrastructure and encourage infill development (**Figure 3.11-5, SCAG Region Proposed Job Centers**).

The development patterns encouraged by the Connect SoCal Plan, where implemented by local jurisdictions, would influence the distribution of growth in existing urbanized areas or suburban town centers and opportunity areas such as in HQTAs, including livable corridors and neighborhood mobility areas. As described in **Chapter 2.0, Project Description**, by 2045, the SCAG region is anticipated to add 3.2 million people with or without the Plan. To accommodate the growth, the Plan includes transportation and land use strategies that encourage higher densities in areas with infill potential and existing infrastructure (e.g., HQTAs, NMAs); emphasizes an increase in transportation mode choice such

as transit, walking and biking; promote diverse housing choices; support implementation of sustainability policies, promote a green region, and other benefits. In particular, the policies and strategies in the Plan support the development of local climate adaptation and hazard mitigation plans as well as project implementation that improves community resiliency to climate change and natural hazards; supports local policies for renewable energy production, reduction of urban heat islands and carbon sequestration; encourages the integration of local food production into the regional landscape; promotes more resource efficient development focused on conservation, recycling and reclamation; preserve, enhance and restore wildlife connectivity; reduce the consumption of resource areas, including agricultural lands; and identify ways to improve access to public park space.

In other areas, land use policies and strategies in the Plan would encourage development of underutilized areas (infill, etc.). As stated previously, development patterns, would be supported by transportation investments that emphasize system preservation and enhancement, active transportation, and land use integration, and are generally consistent with local land use plans, goals, and policies calling for higher density, compact, mixed-use development that may be served by high-quality transit, bicycle and pedestrian improvements. The Plan's transportation strategies would have less ability to result in conflicts with general plans as they are generally expected to be implemented in established communities where such strategies are often included at the local level.

The Plan contains strategies to guide anticipated population, households, and employment growth in the region by 2045. The land use strategies were developed as a result of SCAG's bottom-up planning process outlined in the Plan. This process involved extensive outreach to and input from local jurisdictions, including counties, subregions, and local city planners.

While the Plan was developed primarily from assumptions derived from local general plans and input from local governments and transportation agencies, SB 375 does not require local land use policies, regulations or general plans to be consistent with the Plan. Also, although the transportation projects and land use strategies included in the Plan are generally compatible with county- and regional-level general plans, local general plans may have not have been updated since SCAG's last adopted 2016 RTP/SCS. As such, it is likely that there could be incompatibilities with existing general plans in the region.

SCAG has no authority to adopt, approve, implement, or otherwise regulate local land use plans or projects that are listed in the Connect SoCal Plan. SB 375 specifically provides that a regional transportation plan does not supersede the land use authority of cities and counties. In addition, cities and counties are not required to change their land use plans and policies, including general plans, to be consistent with the Plan. Rather, SB 375 requires the projections of a regional land use pattern integrated with the transportation network and the provision of strategies and recommended policies to reduce per

capita GHG emissions from automobiles and light trucks. Local governments reserve their land use authority and may incorporate, as appropriate, the recommended land use strategies, guiding principles, and policies include in the Plan.

In addition, it is possible that many general plans do not include similar regional policies as they are focused on land uses within the local jurisdiction. For example, while the Plan includes strategies for compact development and higher densities as a means to accommodate increased population in an efficient manner, many jurisdictions are planning for smaller individual numbers and may assume smaller densities. The growth pattern in the Plan assumes 21 percent of new housing would be urban infill and 63 percent would be compact (walkable). It is possible that local general plans have not been updated to reflect the land use assumptions within the Plan, despite SCAG's outreach and bottom up planning process for the reasons stated above. As a result, there exists the potential for a local general plan to conflict with SCAG's projected land use pattern. While this conflict would not result in a direct physical impact, physical impacts could occur indirectly as other pressures for increased densities grow in the region. As density increases, consistent with SCAG's land use policies and strategies, these policies and strategies could facilitate higher density in areas not currently planned for such densities (at the local level). As such, there is the potential for inconsistencies between SCAG's land use strategies and local planning documents that could potentially lead to physical environmental impacts.

Implementation of the Plan would also have a potential to result in conflicts with the provisions of applicable adopted HCPs, NCCPs as well as other open space/parklands. The Plan's land use strategies seek to reduce conflicts with applicable HCPs, NCCPs and open spaces by focusing new growth in existing urban areas and urban opportunity areas to help preserve natural habitat areas. In addition, parklands are usually zoned as open space and SCAG does not allocate growth to lands designated for open space/parks. However, because some planned major transportation projects could occur in or adjacent to lands protected under these plans, there is the potential for a significant impact (See **Section 3.4, Biological Resources,** for further analysis of the Plan's potential to conflict with provisions of an adopted HCP or NCCPP).

As previously discussed, there are areas subject to general plans that would be impacted by transportation projects. In addition, since the Plan's planning horizon year is beyond the timeline of many of the most recent general plans, implementation of the Plan's transportation projects and land use strategies could potentially result in changes in the land use patterns in the region. Therefore, there is potential for inconsistencies with general plans as well as regional conservation plans, constituting potentially significant effects requiring the consideration of mitigation measures.

***Mitigation Measures***

*SCAG Mitigation Measures*

**SMM LU-2:** SCAG shall continue to promote the Intergovernmental Review (IGR) Program as an internal and external informational tool by reviewing and monitoring all projects submitted to SCAG for review and working with local jurisdictions to ensure that submitted projects support the most currently adopted Connect SoCal Plan. SCAG shall provide comment letters on regionally significant projects to recommend additional resources to help the lead agency support or develop a projects that are consistent with the Plan, as appropriate. The IGR Mapping Tool can also be utilized by local jurisdictions to assess regional impacts. To visit the IGR Mapping tool, please go to: https://maps.scag.ca.gov/IGR/. For more information on SCAG's IGR Program, please visit: http://www.scag.ca.gov/programs/Pages/IGR.aspx.

**SMM LU-3:** SCAG shall encourage cities and counties in the region to provide SCAG with electronic versions of their most recent general plan (and associated environmental document) and any updates as they are produced.

**SMM LU-4:** SCAG shall continue to provide targeted technical services such as GIS and data support for cities and counties to update their general plans at least every ten years, as recommended by the Governor's Office of Planning and Research.

**SMM LU-5**: SCAG shall provide technical assistance and regional leadership to encourage implementation of the Plan goals and strategies that integrate growth and land use planning with the existing and planned transportation network.

*Project Level Mitigation Measures*

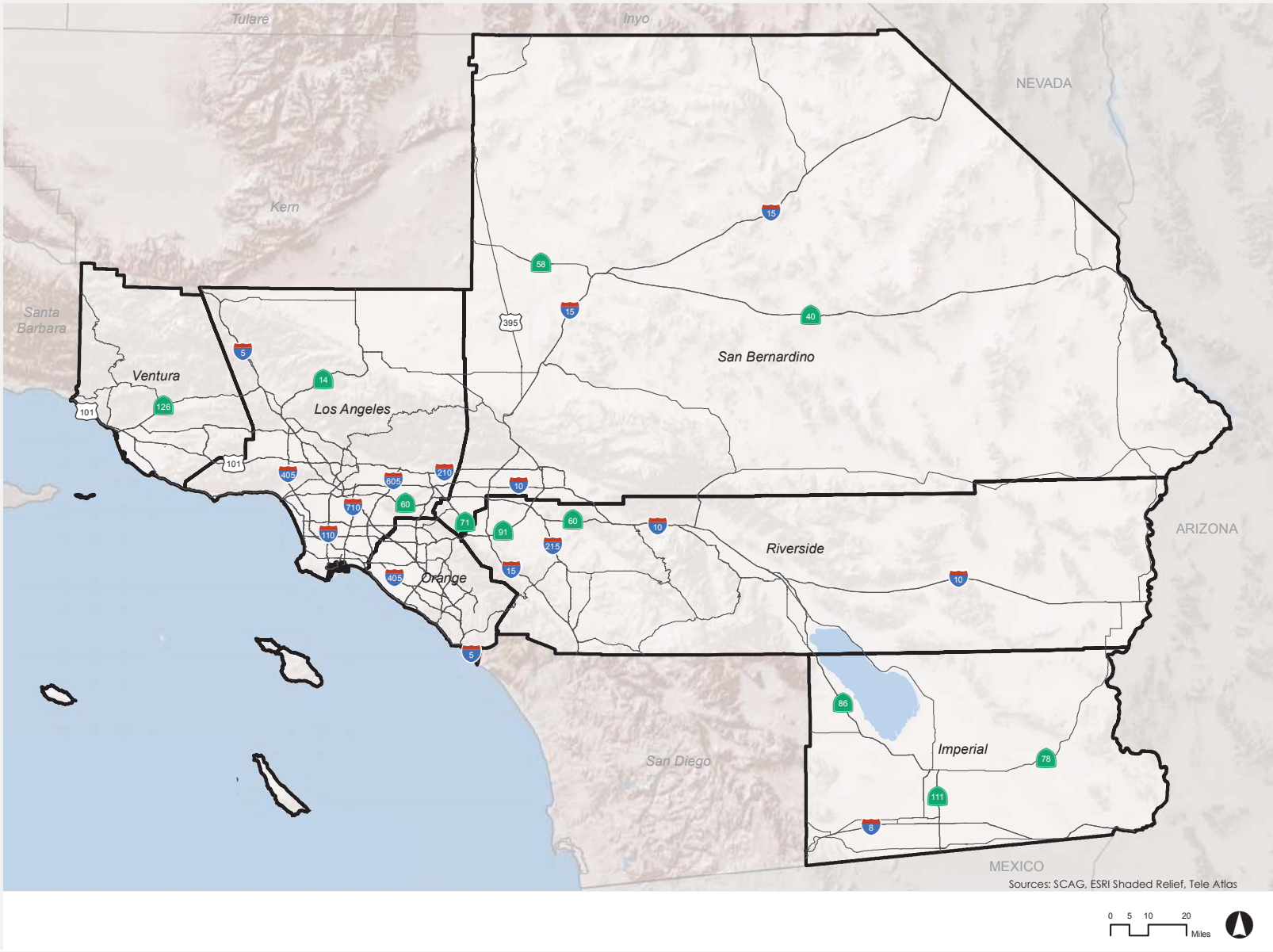
**PMM LU-2:** In accordance with provisions of sections 15091(a)(2) and 15126.4(a)(1)(B) of the *State CEQA Guidelines*, a Lead Agency for a project can and should consider mitigation measures to reduce substantial adverse effects that physically divide a community, as applicable and feasible. Such measures may include the following or other comparable measures identified by the Lead Agency:

a) When an inconsistency with the adopted general plan policy or land use regulation (adopted for the purpose of avoiding or mitigating an impact) is identified modify the transportation or land use project to eliminate the conflict;

or, determine if the environmental, social, economic, and engineering benefits of the project warrant an amendment to the general plan or land use regulation.

***Level of Significance After Mitigation***

As discussed above, regulations and policies would reduce impacts but given the regional scale of the analysis in this PEIR, it is not possible to determine if all impacts would be fully mitigated by existing regulations and policies. Therefore, this PEIR identifies project-level mitigation measures consistent with applicable regulations and policies designed to reduce impacts. Lead Agencies may choose to include project-level mitigation measures in environmental documents as they determine to be appropriate and feasible. However, because of the regional nature of the analysis and the lack of project specific-detail, including project components and locations, and SCAG's lack of authority to impose project-level mitigation measures, this PEIR finds impacts related to potential lack of consistency with land use plans, policies and regulations and potential to result in environmental impact could be significant and unavoidable even with implementation of mitigation.




**SOURCE:** SCAG, 2019

FIGURE **3.11-1**

SCAG Region

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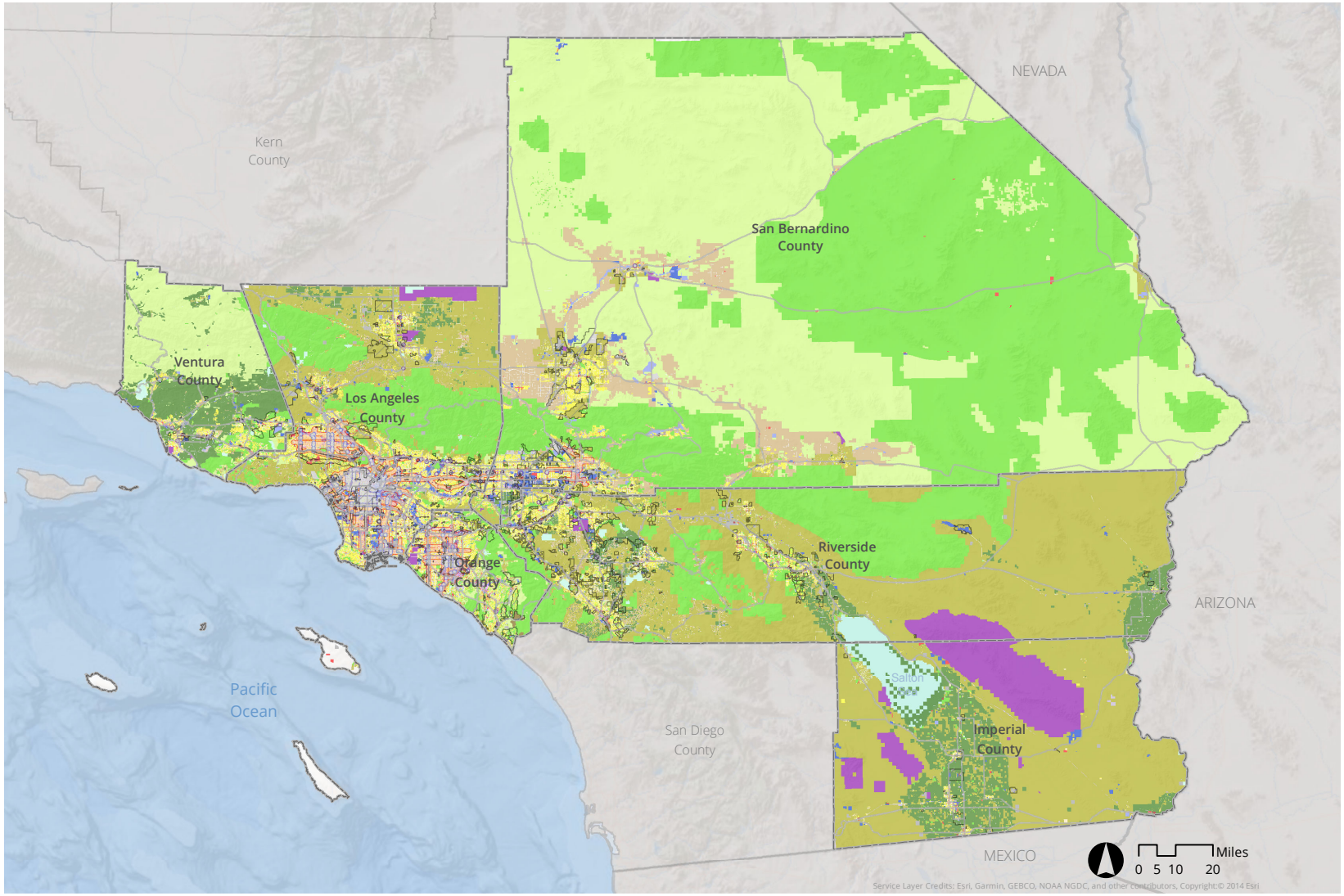


**SOURCE:** SCAG, ESRI Shaded Relief, Tele Atlas, 2012

FIGURE **3.11-2**

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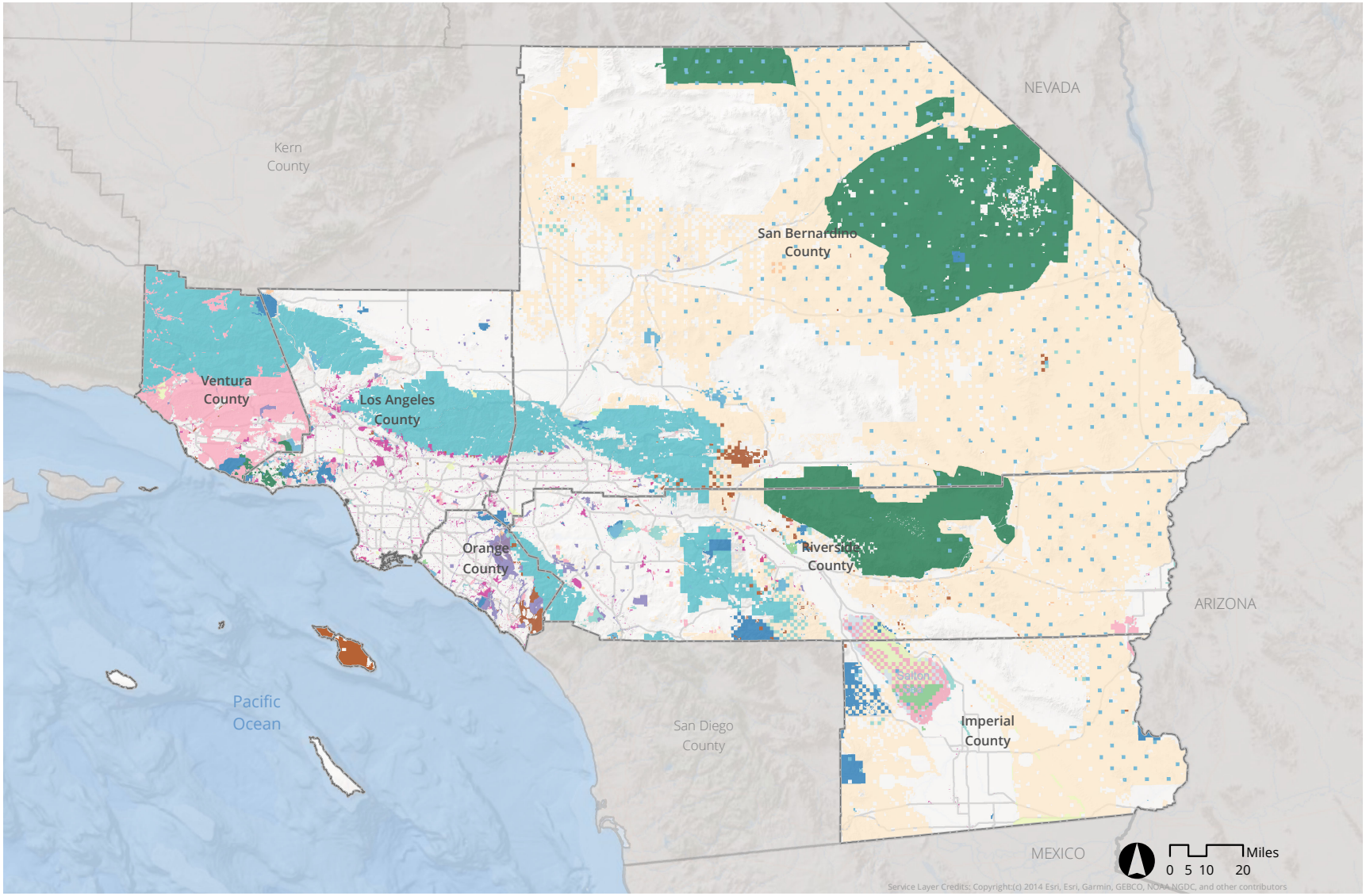
Existing Land Use




**SOURCE:** SCAG, California Protected Areas Database, 2017; California Conservation Easement Database, 2016

FIGURE **3.11-3**

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Protected Areas in the SCAG Region

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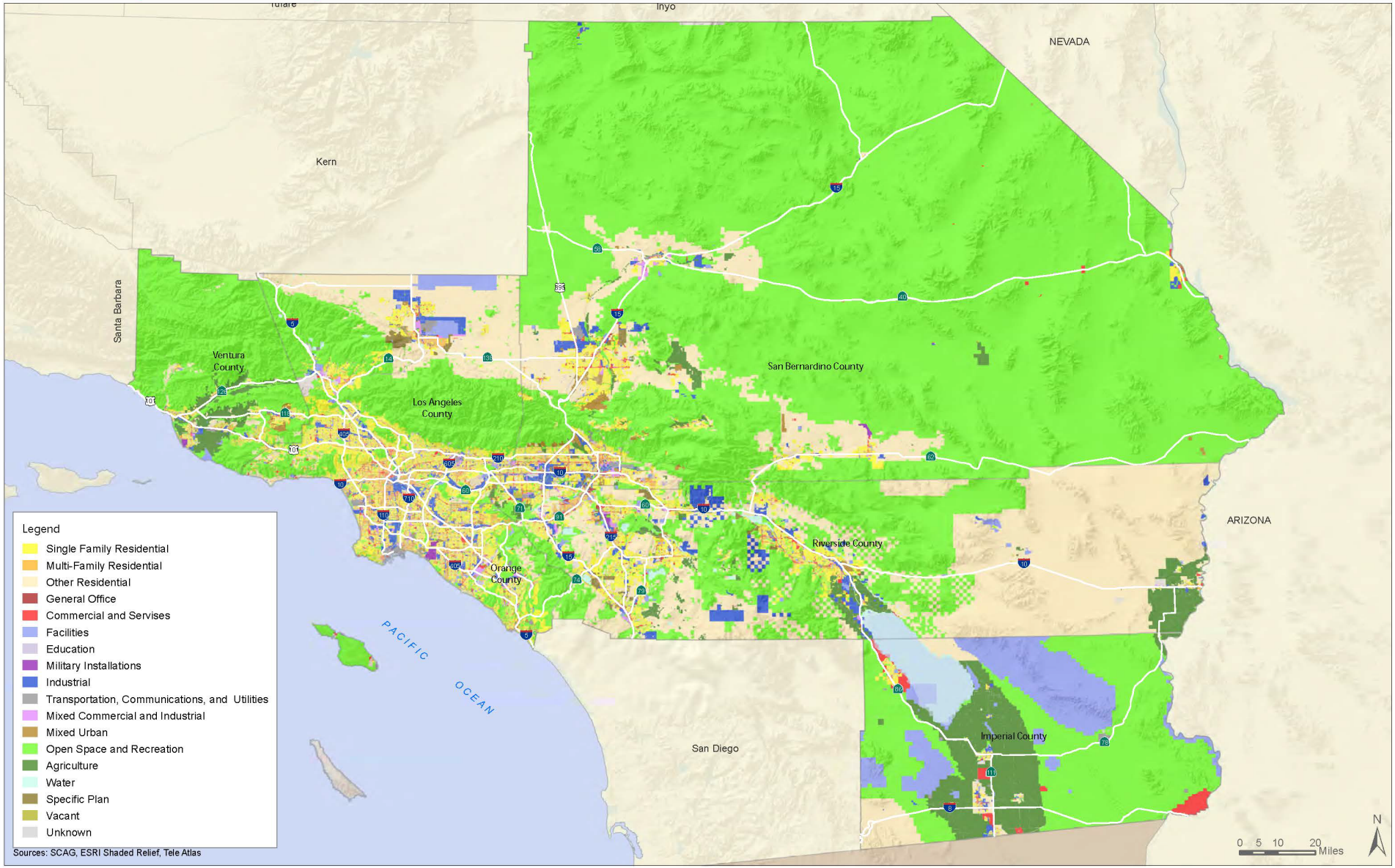


**SOURCE:** SCAG, ESRI Shaded Relief, TeleAtlas, 2012

FIGURE **3.11-4**

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General Plan Land Use Designations

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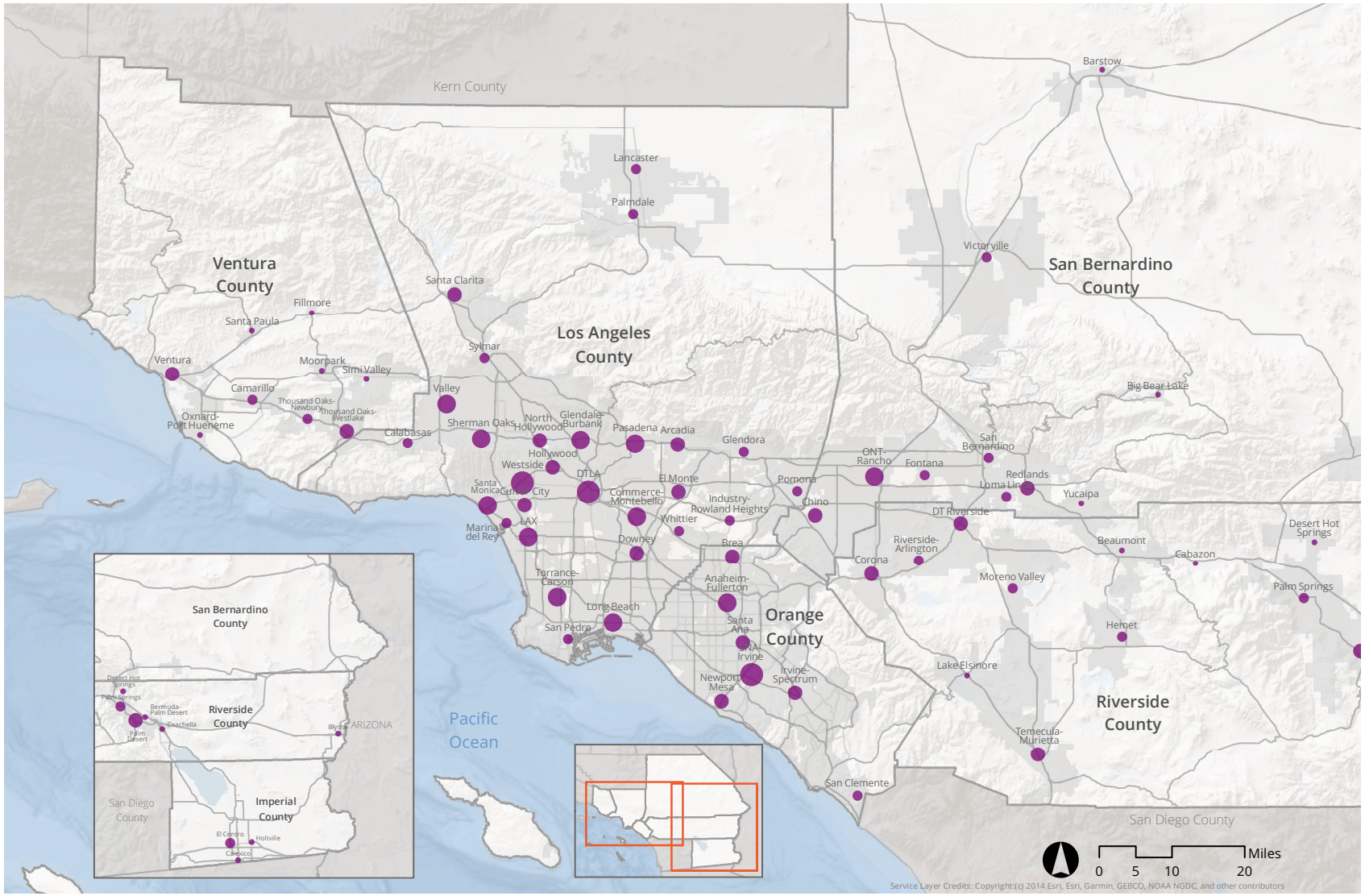


SCAG Region Proposed 2020 RTP/SCS Job Centers (Total Employment)

- Less than 10,001 (17)
- 10,001 - 25,000 (22)
- 25,001 - 50,000 (19)
- 50,001 - 150,000 (11)
- More than 150,000 (3)

Notes:
(1) Centers are areas with denser employment than their surroundings.
(2) Dots represent the total employment in each center, not center boundaries.
(3) Names are intended to be illustrative and may not reflect all the jurisdictions in which a center fully lies.

**SOURCE:** SCAG, 2019

FIGURE **3.11-5**

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SCAG Region Proposed Job Centers

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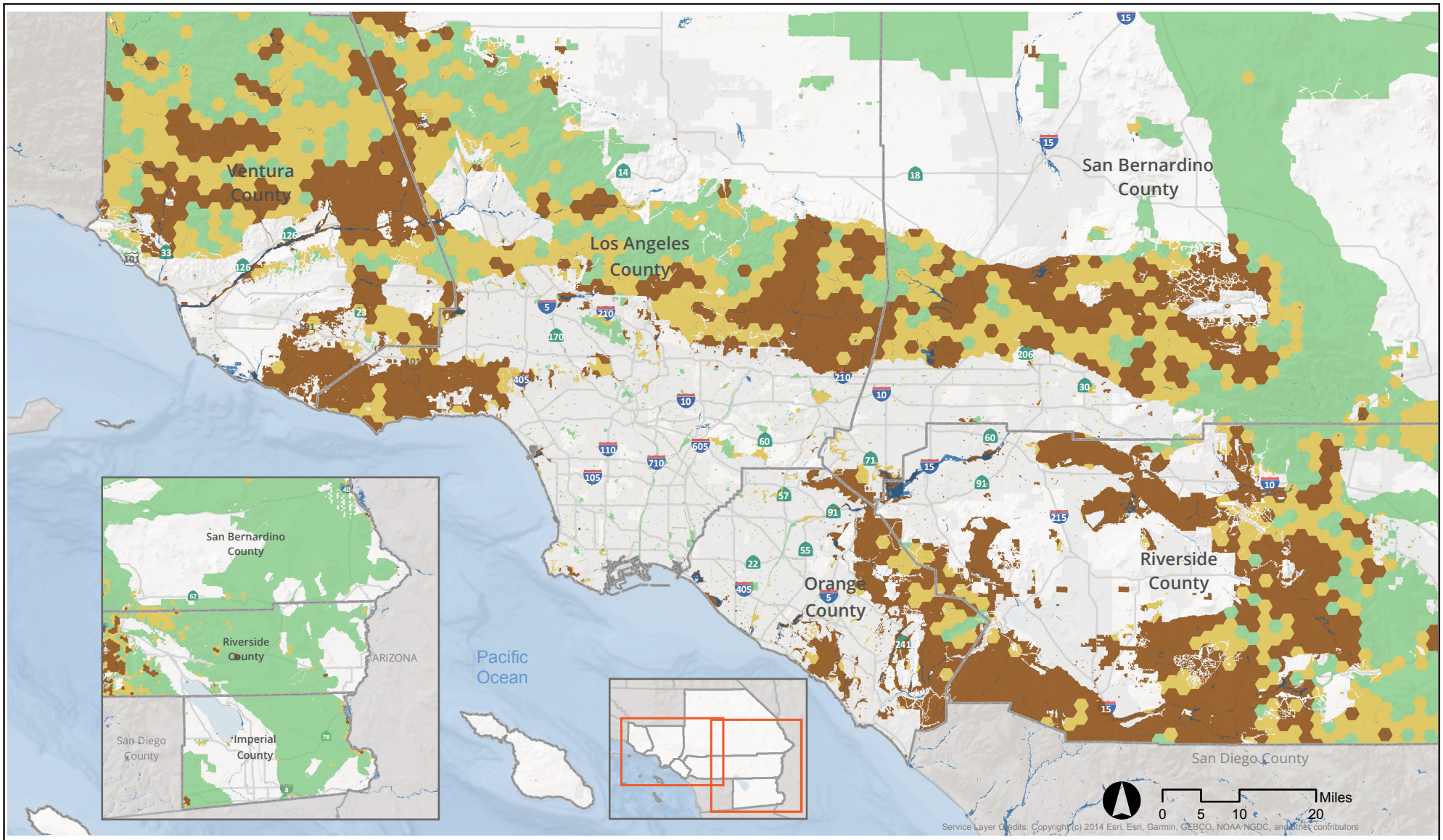
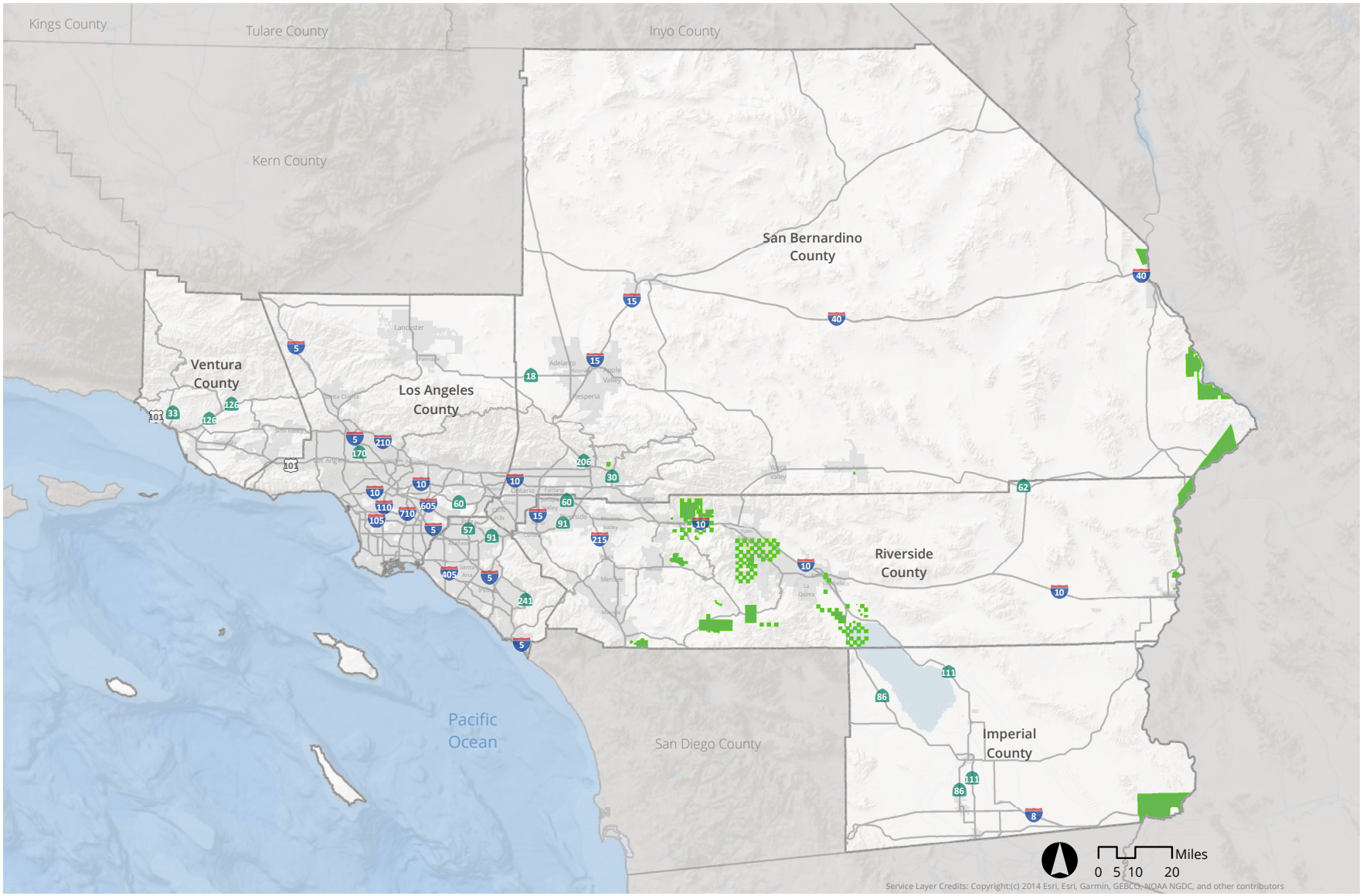



**SOURCE:** SCAG, ESRI Shaded Relief, TeleAtlas, 2015

FIGURE **3.11-6**

IMPACT SCIENCES

SCAG Region Open Space, Recreation, and Agricultural Uses




**SOURCE:** TeleAtlas/TomTom, US Census Bureau, 2016

FIGURE **3.11-7**

IMPACT SCIENCES

Tribal Lands in the SCAG Region

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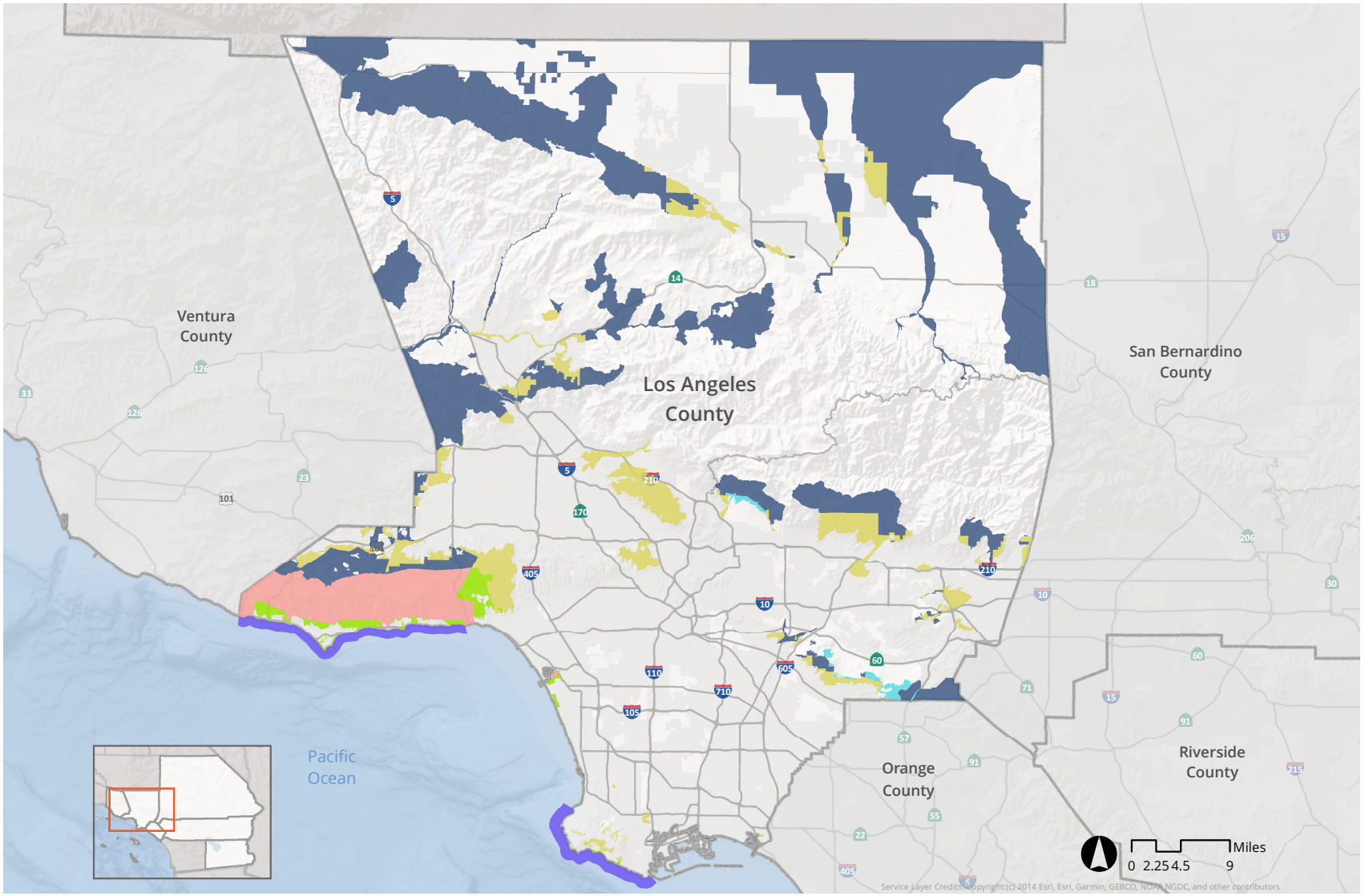


**SOURCE:** County of Los Angeles Department of Regional Planning, 2019

FIGURE **3.11-8**

IMPACT SCIENCES

Los Angeles County Significant Ecological Areas

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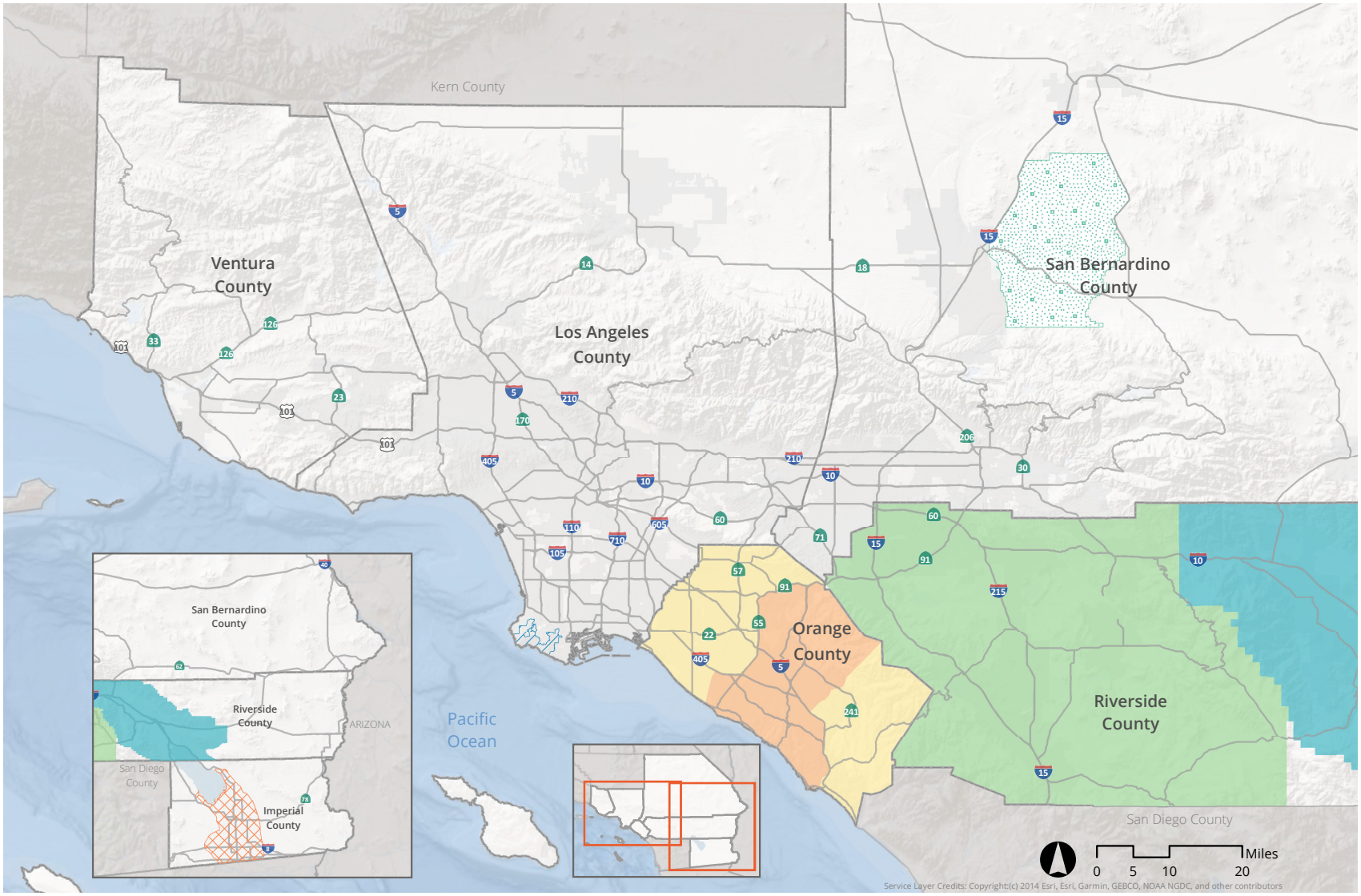


**SOURCE:** California Department of Fish and Wildlife, 2019

FIGURE **3.11-9**

IMPACT SCIENCES

Regional Conservation Plans in the SCAG Region

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