



SCAG Data/Map Book



for the Development of 2016-2040 Regional Transportation Plan/
Sustainable Communities Strategy (RTP/SCS)

City of Santa Paula



May 2015

OUR VISION

An international and regional planning forum trusted for its leadership and inclusiveness in developing plans and policies for a sustainable Southern California.

OUR MISSION

Under the guidance of the Regional Council and in collaboration with our partners, our mission is to facilitate a forum to develop and foster the realization of regional plans that improve the quality of life for Southern Californians.

Funding:

The preparation of this document was financed in part through funds from the Federal Highway Administration and Federal Transit Administration. Additional financial assistance was provided by the California Department of Transportation.

Contents

Introduction	1
Land Use.....	2
• General Plan Land Use & Zoning	2
• Existing Land Use	2
Resource Areas & Farmland.....	9
• Open Space and Park	10
• Endangered Species and Plants	10
• Flood Areas	11
• Natural Community & Habitat Conservation Plan.....	12
• Farmland.....	13
Major Transit Stops & High Quality Transit Corridors	15
Transit Priority Area.....	17
Geographical Boundaries.....	18
• City Boundary & Sphere of Influence	18
• Census Tract Boundary.....	18
• Transportation Analysis Zone (TAZ) Boundary	18
Socioeconomic Data.....	19
Appendix 1: Sustainable Communities Project (SCP) Criteria	20
Maps.....	23
• General Plan Land Use (Based on Jurisdiction's General Plan Designations)	
• General Plan Land Use (Based on 2012 SCAG General Plan Land Use Codes)	
• Zoning (Based on Jurisdiction's Zoning Codes)	
• Existing Land Use (Based on 2012 SCAG Existing Land Use Codes)	
• Protected Open Space	
• Endangered, Threatened, and Rare Plant and Animal Species	
• Federally Designated Flood Hazard Zones	
• Natural Community & Habitat Conservation Plans	
• Farmland	
• Major Stops & High Quality Transit Corridors	
• Transit Priority Area	
• City Boundary & Sphere of Influence	
• Census Tract Boundary	
• Transportation Analysis Zone (TAZ) Boundary	

Acknowledgments

Introduction

SB 375 (Steinberg), also known as California's Sustainable Communities Strategy and Climate Protection Act, is a state law that calls for the integration of transportation, land use, and housing planning and the reduction of greenhouse gas (GHG) emissions as one of the main goals for regional planning. Effective on January 1, 2009, the law requires SCAG as the Metropolitan Planning Organization, working together with subregional council of governments and the county transportation commission, to prepare a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP) (or an Alternative Planning Strategy (APS), if necessary). Also, SCAG is required to integrate planning processes to be consistent with the SCS. SB 375 also emphasizes a substantial public participation process involving all stakeholders.

To meet the requirements under SB 375, SCAG prepares and provides a set of GIS maps to subregions and local jurisdictions for their review. These GIS maps are identified in SB 375 as required to be considered in SCS development. It should be noted that all data and maps provided here are to initiate dialogue among stakeholders to address the requirements of SB 375 and its implementation. Maps and datasets have been reviewed and updated through the bottom-up local input process for development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The list of data/GIS maps included in this book:

<u>Land Use</u> General Plan Zoning Existing Land Use <u>Resource Areas & Farmland</u> Open Space and Parks Endangered Species and Plants Flood areas Natural Community & Habitat Conservation Farmland	<u>Major Stops & High Quality Transit Corridors</u> <u>Transit Priority Area</u> <u>Geographical Boundaries</u> City Boundary & Sphere of Influence Census Tract Boundary Transportation Analysis Zone (TAZ) Boundary <u>Socioeconomic Data</u> 2012 Base Year Estimates 2020, 2035 and 2040 Projections
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The SCAG Data/Map Book is designed to help local planners and those who are interested in SCAG's datasets better understand the sources, methodologies, and contents of each dataset. This book is prepared for each jurisdiction in the SCAG region and is used to collect input and comments from subregions and local jurisdictions.

This book begins with the brief descriptions of the datasets. This is followed by the GIS maps for each jurisdiction. Upon request, the maps can be provided in larger sizes for detailed review. SCAG may not be authorized to release certain datasets depending on the access/release constraints applied to each dataset. PDF maps and GIS shapefiles can be downloaded from [ftp://scag-data:\\$cag424@data.scag.ca.gov/Data_Map_Book](ftp://scag-data:$cag424@data.scag.ca.gov/Data_Map_Book). For more information or to request data and/or maps, please contact Frank Wen at (213) 236-1854, or wen@scag.ca.gov.

Land Use

SCAG staff prepared four sets of land use maps at the parcel level as follows:

- Adopted General plan land use based on jurisdiction's general plan codes
- Adopted General plan land use based on 2012 SCAG General Plan Land Use Codes
- Adopted Zoning codes
- Existing land use (2012)

The current version of the land use data reflects each jurisdiction's input received by February 27, 2015. It should be noted that the datasets will be further reviewed and updated as SCAG continue to receive input and comments from subregions and local jurisdictions.

[General Plan Land Use & Zoning](#)

Beginning in March 2013, SCAG communicated with local jurisdictions to collect local general plan and zoning information. Through the process of collecting general plan and zoning documents, SCAG staff made every effort to ensure the data reflects the most current general plan and zoning data. The information included in this book reflects each jurisdiction's input received by February 27, 2015.

The general plan and zoning documents, maps, and/or GIS shapefiles collected were coded into GIS shapefiles at the parcel level. Parcel boundary data were acquired from Digital Map Products (DMP). General plan and zoning data are shown at the parcel level and depict a local agency's adopted documents. However, the data shown in some areas may be generalized, because the parcel level database representing general plan data does not support multiple uses or designations on a single parcel (either splitting the parcel or representing overlays). Due to this limitation, if site specific data is necessary, users should always reference a local agency's adopted documents or field surveys to determine actual land use designations.

At the jurisdiction level, both general plan land use and zoning maps are prepared with local land use or zoning codes, consistent with those used in each local jurisdiction. In addition, another version of the general plan land use map is prepared with SCAG's standardized General Plan codes. For detailed information on the standardized codes, please refer to [Table 1: 2012 SCAG General Plan Land Use Codes Table](#).

[Existing Land Use](#)

The base year of the 2016-2040 RTP/SCS is 2012. To develop the base year existing land use data, SCAG has used property land use information acquired from DMP and SCAG's 2008 existing land use data. Using a correspondence between DMP land use codes and SCAG's standardized 2012 Existing Land Use Codes, DMP land use codes were converted to SCAG's standardized Existing Land Use code system. Beginning in August 2013, the 2012 existing land use maps were

reviewed by local jurisdictions and revised based on the local input and comments. The information included in this book reflects the local inputs received by February 27, 2015.

As noted for General Plan and Zoning data, Existing Land Use data are shown at the parcel level and, in some areas, data may be generalized, because SCAG's parcel level database does not support multiple uses on a single parcel. Due to this limitation, if site specific data is necessary, users should always reference a local agency's adopted documents or field surveys to determine actual land use designations.

The Anderson Land Use Classification was used as the standardized land use code system. For more detailed information on the land use code system, refer to Table 2: 2012 SCAG Existing Land Use Codes Table.

**Table 1:
2012 SCAG General Plan Land Use Codes - Legend**

Legend	Land Use Description
 Single Family Residential	1110 Single Family Residential
 Multi-Family Residential	1120 Multi-Family Residential
 Mobile Homes and Trailer Parks	1130 Mobile Homes and Trailer Parks
 Mixed Residential	1140 Mixed Residential 1100 Residential
 Rural Residential	1150 Rural Residential
 General Office	1210 General Office Use
 Commercial and Services	1200 General Commercial 1220 Retail and Commercial and Services 1221 Regional Shopping Center 1230 Other Commercial 1233 Hotels and Motels
 Facilities	1240 Public Facilities 1250 Special Use Facilities
 Education	1260 Education – K-12 1265 Education – College
 Military Installations	1270 Military Installations
 Industrial	1300 General Industrial 1310 Light Industrial 1311 Light Manufacturing, Assembly, and Industrial Services 1320 Heavy Industrial 1321 Heavy Manufacturing 1340 Wholesaling and Warehousing
 Transportation, Communications, and Utilities	1410 Transportation 1420 Communication Facilities 1430 Utility Facilities
 Mixed Commercial and Industrial	1500 Mixed Commercial and Industrial
 Mixed Residential and Commercial	1600 Mixed Residential and Commercial
 Open Space and Recreation	1810 Golf Courses 1820 Local Parks and Recreation 1830 State and National Parks and Recreation 1840 Cemeteries 1850 Wildlife Preserves and Sanctuaries 1860 Specimen Gardens and Arboreta 1870 Beach Parks 1880 Other Open Space and Recreation
 Vacant	1900 Urban Vacant 3000 Vacant
 Agriculture	2000 Agriculture
 Water	4000 Water

 Specific Plan	7777 Specific Plan
 Undevelopable or Protected Land	8888 Undevelopable or Protected Land
 Unknown	9999 Unknown

**Table 2:
2012 SCAG Existing Land Use Codes - Legend**

Legend	Land Use Description
 Single Family Residential	1110 Single Family Residential 1111 High-Density Single Family Residential 1112 Low-Density Single Family Residential
 Multi-Family Residential	1120 Multi-Family Residential 1121 Mixed Multi-Family Residential 1122 Duplexes, Triplexes and 2- or 3-Unit Condominiums and Townhouses 1123 Low-Rise Apartments, Condominiums, and Townhouses 1124 Medium-Rise Apartments and Condominiums 1125 High-Rise Apartments and Condominiums
 Mobile Homes and Trailer Parks	1130 Mobile Homes and Trailer Parks 1131 Trailer Parks and Mobile Home Courts, High-Density 1132 Mobile Home Courts and Subdivisions, Low-Density
 Mixed Residential	1140 Mixed Residential 1100 Residential
 Rural Residential	1150 Rural Residential
 General Office	1210 General Office Use 1211 Low- and Medium-Rise Major Office Use 1212 High-Rise Major Office Use 1213 Skyscrapers
 Commercial and Services	1200 Commercial and Services 1220 Retail Stores and Commercial Services 1221 Regional Shopping Center 1222 Retail Centers (Non-Strip With Contiguous Interconnected Off-Street Parking) 1223 Retail Strip Development 1230 Other Commercial 1231 Commercial Storage 1232 Commercial Recreation 1233 Hotels and Motels
 Facilities	1240 Public Facilities 1241 Government Offices 1242 Police and Sheriff Stations 1243 Fire Stations 1244 Major Medical Health Care Facilities 1245 Religious Facilities 1246 Other Public Facilities 1247 Public Parking Facilities 1250 Special Use Facilities 1251 Correctional Facilities 1252 Special Care Facilities 1253 Other Special Use Facilities
 Education	1260 Educational Institutions 1261 Pre-Schools/Day Care Centers 1262 Elementary Schools 1263 Junior or Intermediate High Schools 1264 Senior High Schools 1265 Colleges and Universities 1266 Trade Schools and Professional Training Facilities
 Military Installations	1270 Military Installations 1271 Base (Built-up Area) 1272 Vacant Area 1273 Air Field 1274 Former Base (Built-up Area) 1275 Former Base Vacant Area 1276 Former Base Air Field
 Industrial	1300 Industrial 1310 Light Industrial 1311 Manufacturing, Assembly, and Industrial Services 1312 Motion Picture and Television Studio Lots 1313 Packing Houses and Grain Elevators 1314 Research and Development 1320 Heavy Industrial

	1321 Manufacturing 1322 Petroleum Refining and Processing 1323 Open Storage 1324 Major Metal Processing 1325 Chemical Processing 1330 Extraction 1331 Mineral Extraction - Other Than Oil and Gas 1332 Mineral Extraction - Oil and Gas 1340 Wholesaling and Warehousing
 Transportation, Communications, and Utilities	1400 Transportation, Communications, and Utilities 1410 Transportation 1411 Airports 1412 Railroads 1413 Freeways and Major Roads 1414 Park-and-Ride Lots 1415 Bus Terminals and Yards 1416 Truck Terminals 1417 Harbor Facilities 1418 Navigation Aids 1420 Communication Facilities 1430 Utility Facilities 1431 Electrical Power Facilities 1432 Solid Waste Disposal Facilities 1433 Liquid Waste Disposal Facilities 1434 Water Storage Facilities 1435 Natural Gas and Petroleum Facilities 1436 Water Transfer Facilities 1437 Improved Flood Waterways and Structures 1438 Mixed Utilities 1440 Maintenance Yards 1441 Bus Yards 1442 Rail Yards 1450 Mixed Transportation 1460 Mixed Transportation and Utility
 Mixed Commercial and Industrial	1500 Mixed Commercial and Industrial
 Mixed Residential and Commercial	1600 Mixed Residential and Commercial
 Open Space and Recreation	1800 Open Space and Recreation 1810 Golf Courses 1820 Local Parks and Recreation 1830 Regional Parks and Recreation 1840 Cemeteries 1850 Wildlife Preserves and Sanctuaries 1860 Specimen Gardens and Arboreta 1870 Beach Parks 1880 Other Open Space and Recreation
 Agriculture	2000 Agriculture 2100 Cropland and Improved Pasture Land 2110 Irrigated Cropland and Improved Pasture Land 2120 Non-Irrigated Cropland and Improved Pasture Land 2200 Orchards and Vineyards 2300 Nurseries 2400 Dairy, Intensive Livestock, and Associated Facilities 2500 Poultry Operations 2600 Other Agriculture 2700 Horse Ranches
 Vacant	3000 Vacant 3100 Vacant Undifferentiated 3200 Abandoned Orchards and Vineyards 3300 Vacant With Limited Improvements 3400 Beaches (Vacant) 1900 Urban Vacant
 Water	4000 Water 4100 Water, Undifferentiated 4200 Harbor Water Facilities 4300 Marina Water Facilities 4400 Water Within a Military Installation 4500 Area of Inundation (High Water)
 Under Construction	1700 Under Construction

 Undevelopable or Protected Land	8888 Undevelopable or Protected Land
 Unknown	9999 Unknown

Resource Areas & Farmland

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

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

To comply with the guidelines, SCAG prepared the relevant datasets of Endangered species and plants, Flood areas, Natural habitat, Open space and park, and Farmland from various sources.

To provide input on these datasets, please notify SCAG as well as the agencies listed as the primary owner of the database, discussed in detail here.

Open Space and Park

For the 2016-2040 RTP/SCS, “all publicly owned” open spaces need to be considered as prescribed in SB 375. Data on publicly owned open space and parks comes from the California Protected Areas Database (CPAD), a GIS inventory of all publicly owned protected open space lands in the State of California through fee ownership. GreenInfo Network has prepared CPAD by aggregating and cross-checking various open space data from state, local and other agencies.

For a clear understanding of the database, it is important to understand two basic definitions of the database. First, the “protected” status in CPAD does not refer to a specific level of conservation for biodiversity values, but a general commitment to maintain the property for open space uses. Second, by fee ownership mechanism, it means that 1) the lands in CPAD are defined based on the agencies that owns the fee title to the property, not the managing parties, and 2) CPAD is not the database of all public lands, but that of all “publicly owned” open space. The owning agencies include public and non-profits. Private owners are not currently included, except for parkland owned by some home owner associations. For more details on the inclusion criteria, see the CPAD manual from their website at http://www.calands.org/uploads/docs/CPAD-Manual_2014a.pdf

The database is prepared into three feature classes; Holdings, Units, and Super Units. Holdings are the parcel level open space information, which correspond to assessor or tax parcel boundaries. Units and Super Units are the aggregated features for the cartographic representation. (Units: the aggregation of Holdings into specific parks and reserves/ Super Units: the aggregation of federal and state Holdings regardless county boundaries) All classes of data are downloadable through their website at <http://www.calands.org/uses>. For user constraints, refer to the License Agreement. GreenInfo Network has released several versions of the CPAD since March, 2008. The most up-to-date version is CPAD v.2014a, which was released in March, 2014. For more information on CPAD update histories and changes, see their website at <http://www.calands.org/data>

The map included in this book is presented by ownership. The lands in CPAD range from huge national forests to very small urban parks. Federal, state, county, city, special district and non-governmental agency holdings are included and have been mapped at the high levels of accuracy.

Endangered species and plants

SCAG obtained the California Natural Diversity Database (CNDDDB)¹ July 2013 version developed by the California Department of Fish and Wildlife’s Biogeographic Data Branch (BDB). The CNDDDB is a library of the location and condition of species of rare and sensitive plants, animals,

¹ The CNDDDB is a “natural heritage program” and is part of a nationwide network of similar programs overseen by *NatureServe* (formerly part of The Nature Conservancy). All natural heritage programs provide location and natural history information on special status plants, animals, and natural communities to the public, other agencies, and conservation organizations. The data help drive conservation decisions, aid in the environmental review of projects and land use changes, and provide baseline data helpful in recovering endangered species and for research projects.

and natural communities in California. It is updated on a continuous basis to be consistent and current, but cannot be an exhaustive and comprehensive inventory of rare species and natural communities. Field verification for the absence and presence of sensitive species is required by the end users.

The dataset is shown on the map is based on the combination of the three data fields; element type, accuracy and element occurrence count. Other fields in CNDDDB describe the listing status, ranking, location, site description and source references, to name a few.

The types of elements (ELMTYPE) are specified as four categories of plant, animal, terrestrial community, and aquatic community.

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

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

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

The element occurrence count (EOCOUNT) represents how many occurrences share the same spatial feature. An EOCOUNT greater than one indicates the presence of a "multiple."

For more information on the CNDDDB, please refer to their website (<http://www.dfg.ca.gov/biogeodata/cnddb/>). The CNDDDB is offered on a yearly subscription basis, and is prohibited from being distributed to anyone outside the subscribing organizations. The data can be ordered online at <http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp>. Also, the web-based CNDDDB Quick Viewer which shows information only to the 7.5' quadrangle or county level is available at http://imaps.dfg.ca.gov/viewers/cnddb_quickviewer/app.asp.

Flood Areas

The flood area maps are based on the Digital Flood Insurance Rate Map (DFIRM), obtained from Federal Emergency Management Agency (FEMA) in October, 2013. The DFIRM Database is a

digital version of the FEMA Flood Insurance Rate Maps (FIRM)² that is designed for use with digital mapping and analysis software. The FIRM is created by FEMA for the purpose of floodplain management, mitigation, and insurance activities for the National Flood Insurance Program (NFIP).

FEMA prepares the flood maps to show the extent of flood hazard in a flood prone community by conducting engineering studies called "Flood Insurance Studies (FISs). From the study, FEMA delineate Special Flood Hazard Areas (SFHAs), which are subject to inundation by a flood that has a 1 percent or greater chance of being equaled or exceeded during any given year. This type of flood is commonly referred to as 'the 100-year flood' or base flood. The 100-year flood has a 26 percent chance of occurring during a 30 year period, the length of many mortgages. The 100-year flood is a regulatory standard used by Federal and most State agencies to administer floodplain management programs.

The FIRM includes data on the 100-year (1% annual chance of occurring) and 500-year (0.2% annual chance of occurring) floodplains. The flood maps developed by FEMA are primary tools for state and local governments to mitigate the effects of flooding in their communities. The data are available to the public at FEMA's Map Service Center (<http://www.msc.fema.gov>). You may also request the related documents or other maps, such as FIS result report, or a Flood Boundary and Floodway Map (FBFM). For more information on the FIRM, refer to their website at <http://www.fema.gov/hazard/map/firm.shtm>. More details on the DFIRM Database and a detailed database specification are available at: http://www.fema.gov/plan/prevent/fhm/dfm_dfhm.shtm.

The map included in this book is prepared at the county level for better presentation of the flood areas, which is normally not constrained to city limits.

Natural Community & Habitat Conservation Plan

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

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

² The FIRM is the official map of a community on which FEMA has delineated both the special hazard areas and the risk premium zones applicable to the community. Since 1970s, the FEMA has created and updated the flood hazard maps for National Flood Insurance Program (NFIP). NFIP was created by the US Congress in 1968 to reduce future damage and to provide protection for property owners from potential loss through an insurance mechanism.

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

Farmland

Farmland information was obtained from the Farmland Mapping & Monitoring Program (FMMP) in the Division of Land Resource Protection in the California Department of Conservation. Established in 1982, the FMMP is to provide consistent and impartial data and analysis of agricultural land use and land use changes throughout the State of California.⁴

The FMMP releases the Important Farmland Map by county every two years and SCAG obtained the most up-to-date version (2012), which was released in 2014 and 2015. The study area is in accordance to the soil survey developed by NRCS (National Resources Conservation Service) in the United States Department of Agriculture. Important Farmland Map is biennially updated based on a computer mapping system, aerial imagery, public review, and field interpretation.

The minimum land use mapping unit is 10 acres. The classification system of the map was developed by combining technical soil rating and current land use. For more information, refer to the website at <http://www.consrv.ca.gov/dlrp/fmmp/overview/Pages/index.aspx>.

PRIME FARMLAND (P)	Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
FARMLAND OF STATEWIDE IMPORTANCE (S)	Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
UNIQUE FARMLAND (U)	Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
FARMLAND OF LOCAL IMPORTANCE (L)	Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
GRAZING LAND (G)	Land on which the existing vegetation is suited to the grazing of

³ Department of Fish and Game sponsors two grant programs for NCCP/HCPs; Local Assistance Grants (LAG) with the state funds for urgent tasks associated with implementing approved NCCPs or NCCPs anticipated to be approved within 12 months of grant application, and ESA SECTION 6 GRANTS program through the federal grant from the U.S. Fish and Wildlife Service (FWS).

⁴ The FMMP was signed by the Legislature in 1982, and the first Important Farmland Maps were produced in 1984, covering 30.3 million acres. Through 12 biennial mapping cycles, data has expanded to 48.1 million acres as modern soil surveys were completed by USDA.

	livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
URBAN AND BUILT-UP LAND (D)	Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
OTHER LAND (X)	Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.
WATER (W)	Perennial water bodies with an extent of at least 40 acres.
NOT SURVEYED (Z)	Large government land holdings, including National Parks, Forests, and Bureau of Land Management holdings are not included in FMMP's survey area.

The map included in this book is prepared based on the guidelines in (b) of Section 65080.01.

(b) "Farmland" means farmland that is outside all existing city spheres of influence or city limits as of January 1, 2008, and is one of the following:

- (1) Classified as prime or unique farmland or farmland of statewide importance.*
- (2) Farmland classified by a local agency in its general plan that meets or exceeds the standards for prime or unique farmland or farmland of statewide importance.*

Major Transit Stops & High Quality Transit Corridors

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

The bill specifically states that the transit priority project should:

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

A transit priority project, which meets all the requirements of subdivision (a) and (b), and one of the requirements of subdivision (c) in Section 21155.1, can be declared by the legislative body of the jurisdiction, after conducting a public hearing, to be a Sustainable Communities Project (SCP). Once the project is designated as SCP, it can benefit from CEQA streamlining. For detailed information on SCP, refer to [Appendix 1: Sustainable Communities Project \(SCP\) Criteria](#).

To assist in identifying transit priority project areas, SCAG identifies major transit stops and high quality transit corridors, and their surrounding areas in one-half mile radius distance, as specified in Section 21155.(b)(3), for year 2012. Major transit stops and high quality transit corridors are extracted from draft 2016-2040 RTP/SCS 2012 base year transit network data and updated by inputs received from transit operators and local jurisdictions.

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

Major transit stop

A site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3). It also includes major transit stops that are included in the applicable regional transportation plan.

High quality transit corridor

A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

Please note that this map is still in draft form and may undergo changes as SCAG continues to update its transportation network. Updates to this information will be forthcoming as information becomes available.

Transit Priority Area (Defined by SB 743)

Senate Bill (SB) 743, signed into law on 9/27/2013, provides opportunities for California Environmental Quality Act (CEQA) exemption and streamlining to facilitate transit-oriented development. Specifically, certain types of projects within the “transit priority areas” could benefit from a CEQA exemption if it is also consistent with an adopted specific plan and the regional Sustainable Communities Strategy. In addition, aesthetic and parking impacts of certain infill projects within a transit priority area shall not be considered significant impacts on the environment. The State Office of Planning and Research (OPR) is required to develop guidelines for streamlined CEQA analysis for transportation impacts of projects within transit priority areas (draft by July 1, 2014). Finally, SB 743 also provides congestion management plan relief for a larger infill opportunity zone. SB 743 focuses the CEQA exemption and other streamlining opportunities in areas with good transit access, i.e. “Transit Priority Areas (TPAs).”

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

To assist in identifying the transit priority areas, SCAG identifies the major transit stops and their surrounding areas in one-half mile radius distance for year 2012. Major transit stops are extracted from draft 2016-2040 RTP/SCS 2012 base year transit network data.

The definition of major transit stops is as follows:

Major transit stop

A site containing a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (CA Public Resource Code Section 21064.3). It also includes major transit stops that are included in the applicable regional transportation plan.

Please note that this map is still in draft form and may undergo changes as SCAG continues to update its transportation network. Updates to this information will be forthcoming as information becomes available.

Geographical Boundaries

City Boundary & Sphere of Influence

City boundary and sphere of influence information are originally from each County's Local Agency Formation Commissions (LAFCO). The information included here are as of July 2012, the base year for the 2016-2040 RTP/SCS, and reflect each jurisdiction's input received by February 27, 2015. For inaccuracy or changes in city boundaries or sphere of influences, local jurisdictions need to contact LAFCO to reflect the most accurate city and sphere boundaries.

Census tract Boundary (For Information Only)

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

Transportation Analysis Zone (TAZ) Boundary

SCAG developed the Transportation Analysis Zones (TAZ) for the SCAG Region, based on the 2000 Tiger Census Block. This is used to facilitate Travel Demand and Land Use Modeling needs at SCAG.

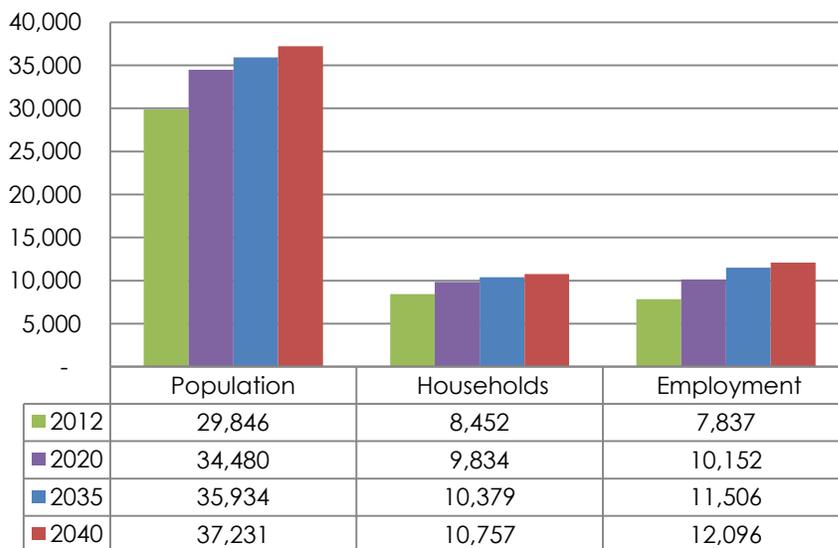
Socioeconomic Data

SCAG prepares the integrated growth forecasts at multiple geographic levels and for multiple years. By refining and maintaining the regional and small area socioeconomic forecasting/allocation models, the Forecasting Section at SCAG is responsible for producing the small area socioeconomic estimates and projections, used for the federal and state mandated long-range planning effort.

The jurisdictional level socioeconomic data presented in this document is prepared for the 2016-2040 RTP/SCS. The data includes base year estimates for 2012 and projections for 2020, 2035 and 2040. This data has been reviewed and updated through the bottom-up local input process for development of the 2016-2040 RTP/SCS.

The chart below shows jurisdictional level socioeconomic data.

Growth Forecast for City of Santa Paula



Definitions:

Population - Population includes persons living in conventional housing units as well as group quarters (e.g., correctional institutions, nursing homes, dormitories, military barracks)

Household - A household consists of all the people who occupy a housing unit regardless of relationship. There is one household per occupied housing unit.

Employment - Employment is the number of total jobs counted by place of work. Employment includes wage and salary jobs and self-employment (e.g., independent contractors).

Appendix 1: Sustainable Communities Project (SCP) Criteria

(Extracted from Senate Bill No. 375 Chapter 728)

Chapter 4.2. Implementation of the Sustainable Communities Strategy

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

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

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

(2)

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

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

(C) For the purposes of this paragraph:

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

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

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

- (3) The site of the transit priority project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.
- (4) The site of the transit priority project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.
- (A) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.
- (B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.
- (5) The transit priority project does not have a significant effect on historical resources pursuant to Section 21084.1.
- (6) The transit priority project site is not subject to any of the following:
- (A) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.
- (B) An unusually high risk of fire or explosion from materials stored or used on nearby properties.
- (C) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.
- (D) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.
- (E) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.
- (7) The transit priority project site is not located on developed open space.
- (A) For the purposes of this paragraph, "developed open space" means land that meets all of the following criteria:
- (i) Is publicly owned, or financed in whole or in part by public funds.
- (ii) Is generally open to, and available for use by, the public.
- (iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.
- (B) For the purposes of this paragraph, "developed open space" includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired with public funds dedicated to the acquisition of land for housing purposes.
- (8) The buildings in the transit priority project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.

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

- (1) The site of the transit priority project is not more than eight acres in total area.
- (2) The transit priority project does not contain more than 200 residential units.
- (3) The transit priority project does not result in any net loss in the number of affordable housing units within the project area.
- (4) The transit priority project does not include any single level building that exceeds 75,000 square feet.
- (5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the transit priority project.
- (6) The transit priority project is determined not to conflict with nearby operating industrial uses.
- (7) The transit priority project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high-quality transit corridor included in a regional transportation plan.

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

- (1) The transit priority project meets both of the following:
 - (A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.
 - (B) The transit priority project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.
- (2) The transit priority project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).
- (3) The transit priority project provides public open space equal to or greater than five acres per 1,000 residents of the project.

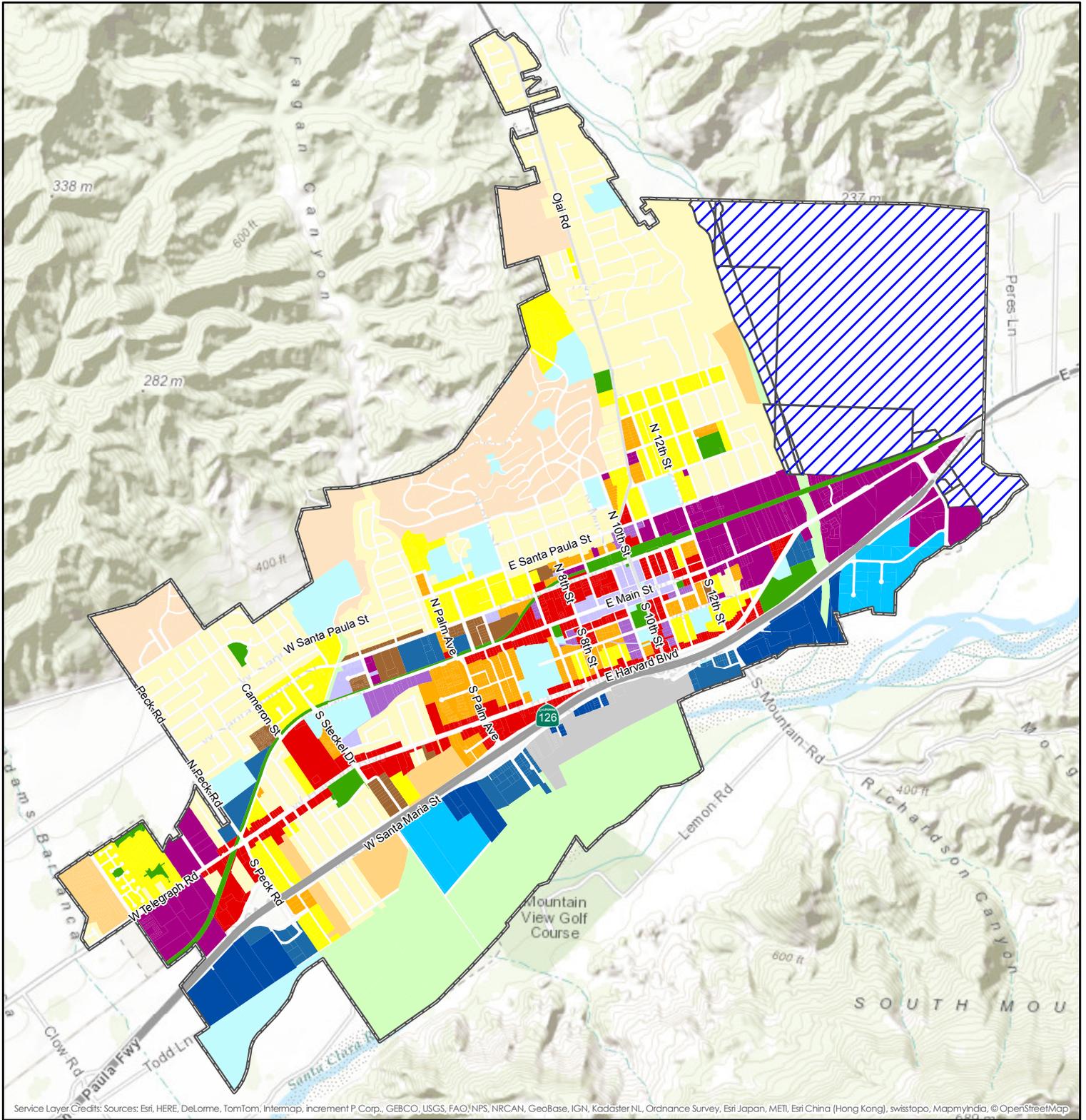
Maps

The list of GIS maps included:

- General Plan Land Use (Based on Jurisdiction's General Plan Land Use Designations)
- General Plan Land Use (Based on 2012 SCAG General Plan Land Use Codes)
- Zoning
- Existing Land Use (Based on 2012 SCAG Existing Land Use Codes)
- Protected Open Space
- Endangered, Threatened, and Rare Plant and Animal Species
- Federally Designated Flood Hazard Zones
- Natural Community & Habitat Conservation Plans
- Farmland
- Major Transit Stops and High Quality Transit Corridors
- Transit Priority Areas
- Jurisdiction Boundary and Sphere of Influence
- Census Tract boundary
- Transportation Analysis Zone (TAZ) boundary

General Plan Land Use in City of Santa Paula

(Jurisdiction's General Plan Land Use Designations)



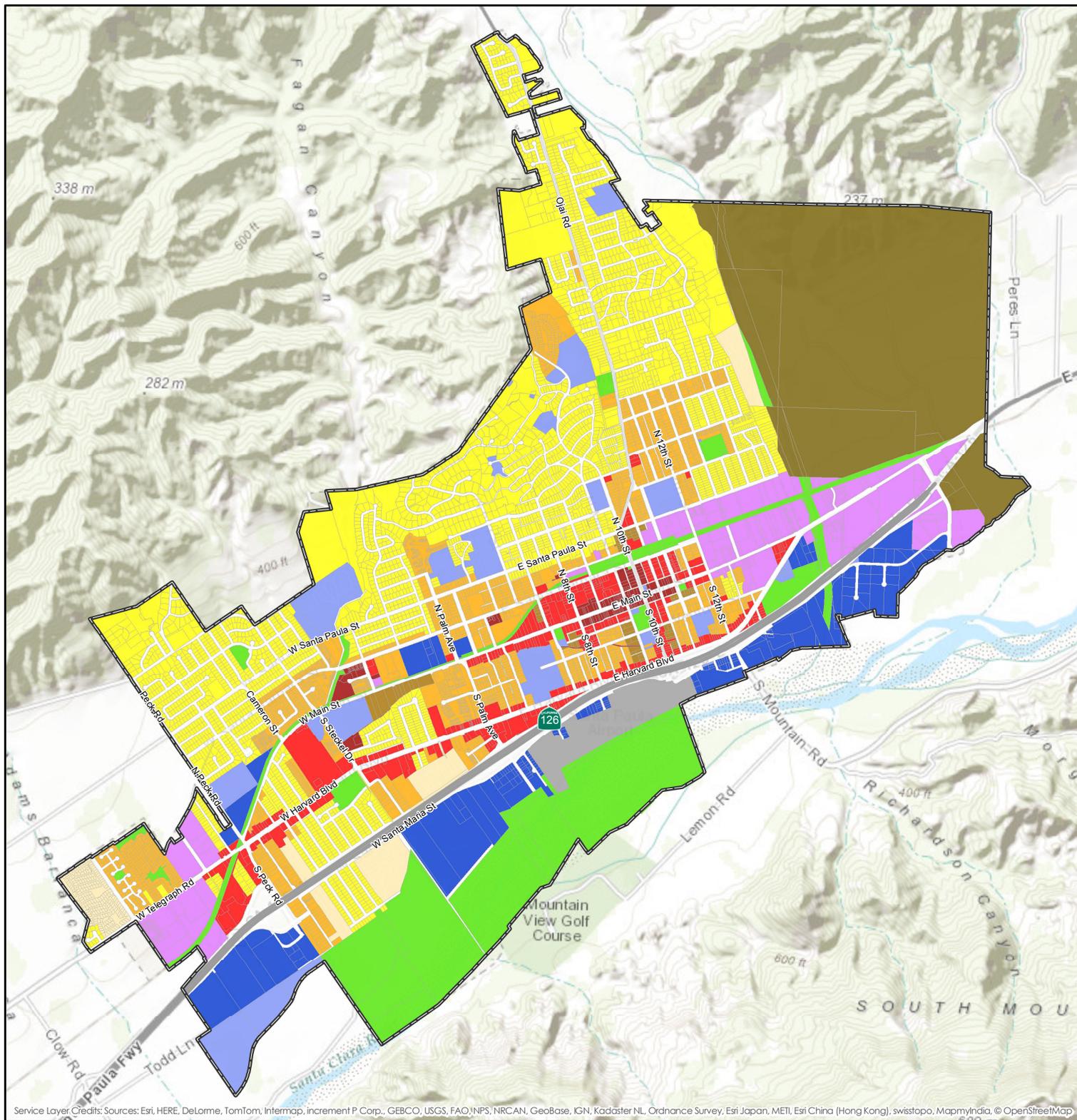
Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap

General Plan Land Use Designations of the City of Santa Paula

O Open Space - Passive and Golf Course	R-3 Medium-High Density Residential	C-G Commercial	I Industrial
OPR Open Space - Parks and Recreation	R-4 High Density Residential	O-R Mixed Use: Office / Residential	APO Airport Operational
RH Hillside Residential	MHP Mobile Home Park	C-LI Mixed Use: Commercial / Light Industrial	P Institutional and Civic
R-1 Single Family Residential	C-N Neighborhood Commercial	IP Industrial Park	SP Specific Plan
R-2 Medium Density Residential	C-O Commercial Office	LI Light Industrial	

General Plan Land Use in City of Santa Paula

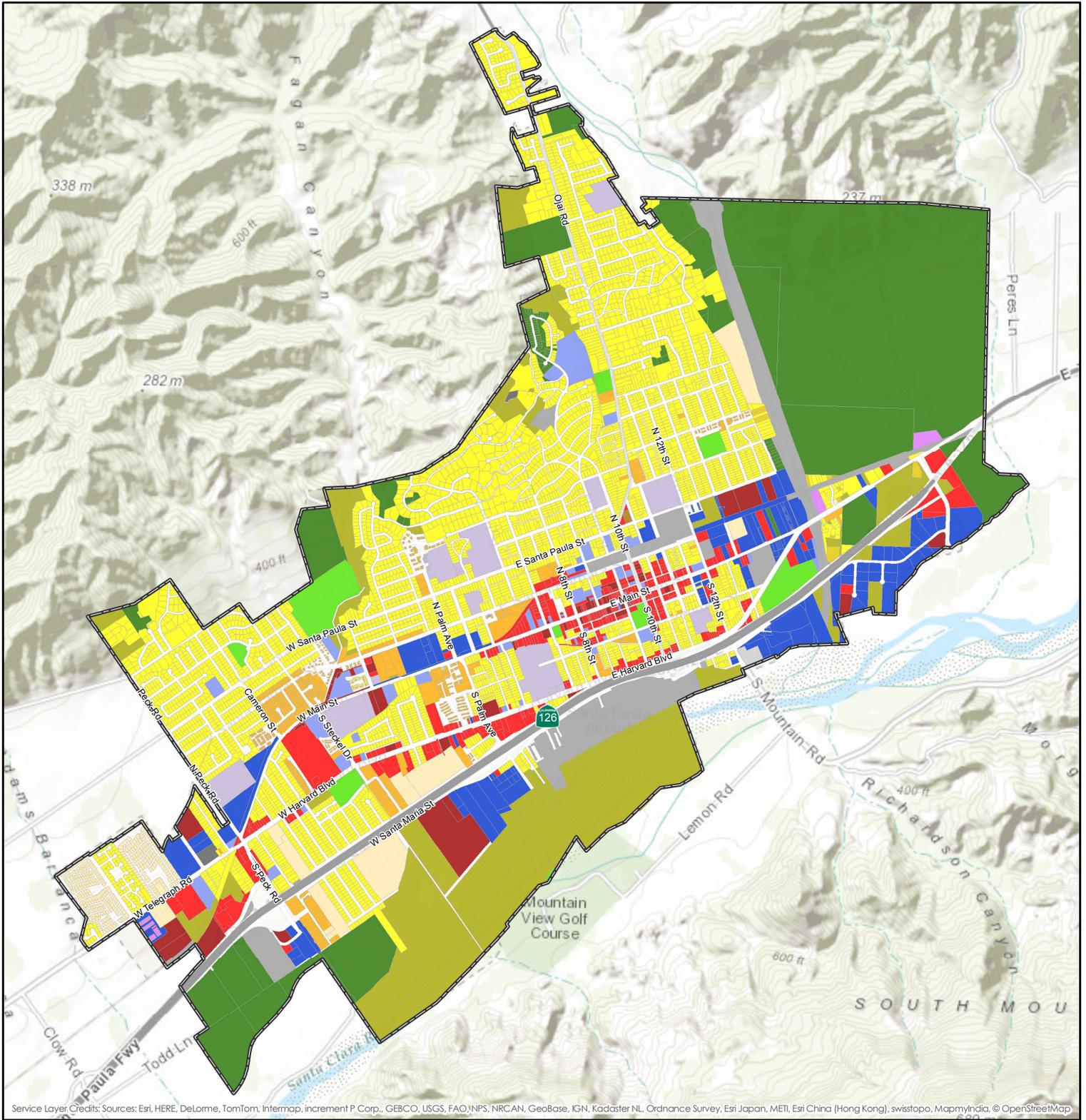
(2012 SCAG General Plan Land Use Codes)



Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap

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

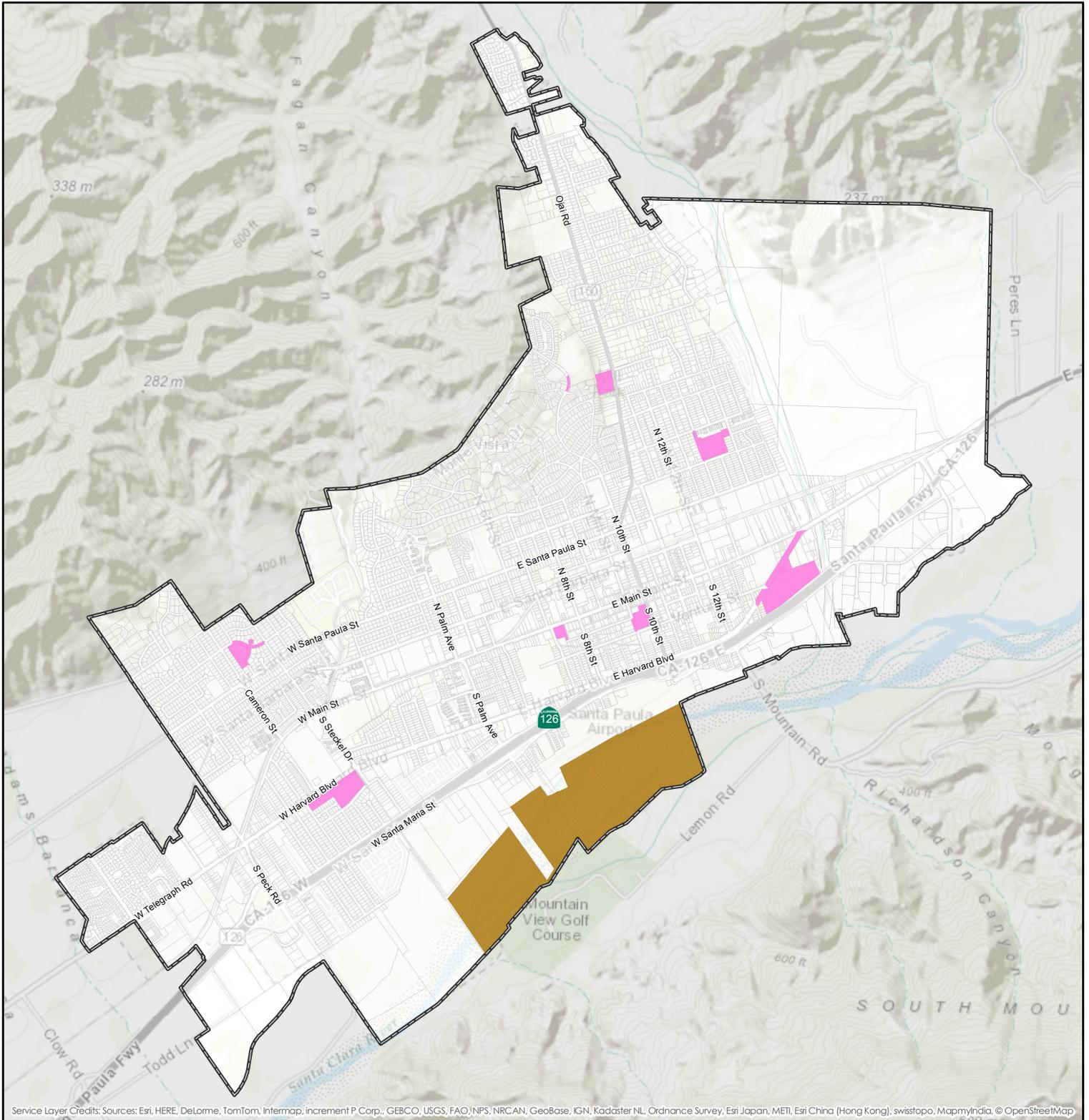
Existing Land Use in City of Santa Paula (2012 SCAG Existing Land Use Codes)



Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap

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

Protected Open Space in City of Santa Paula



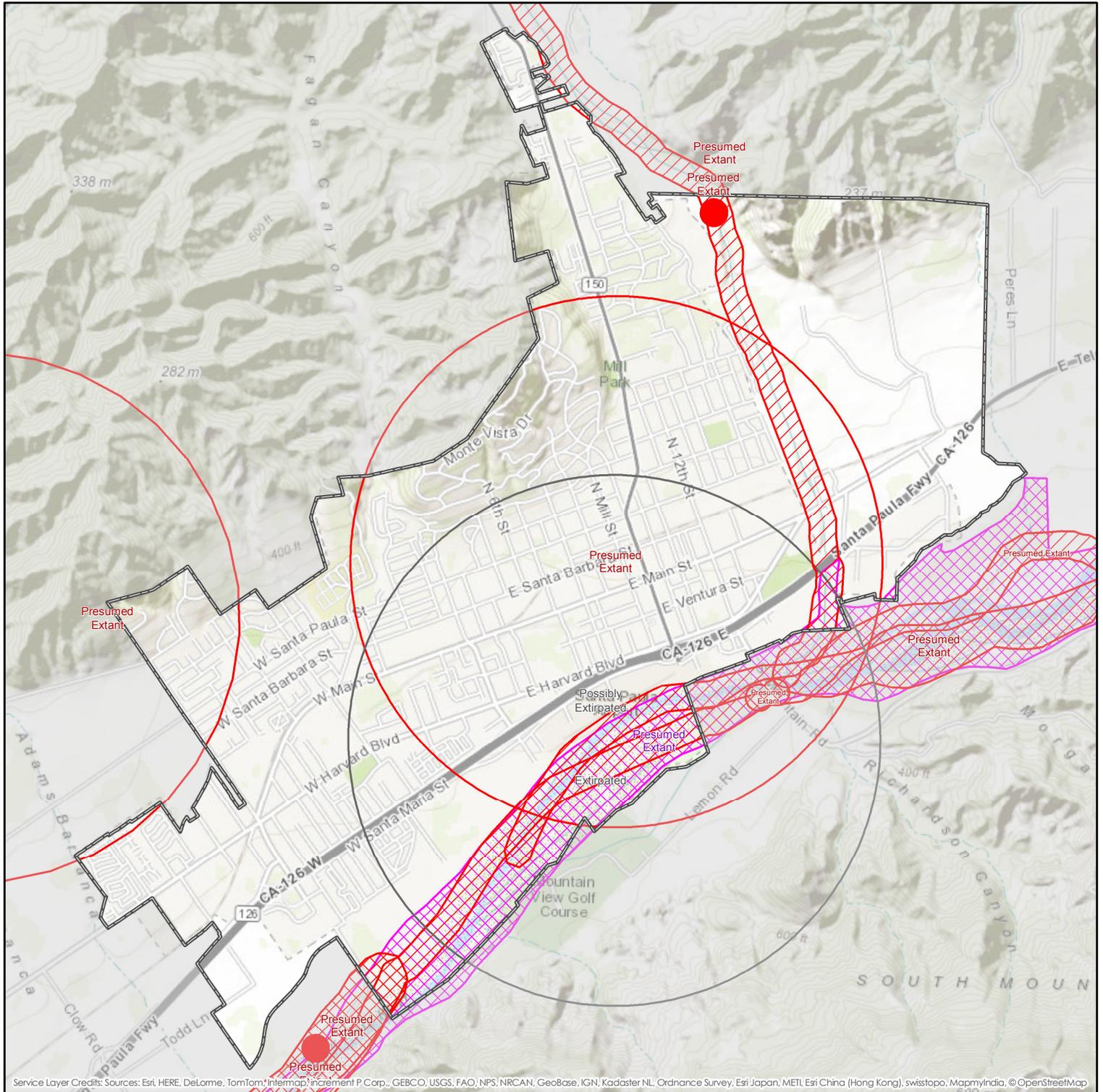
Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap

By Ownership

- | | | |
|---|---|---|
|  US Forest Service |  California Department of Parks and Recreation |  Non Governmental Organization |
|  US Bureau of Land Management |  California Department of Fish and Wildlife |  Special District |
|  National Park Service |  Other State |  US Military/Defense |
|  US Fish and Wildlife Service |  County |  Private* |
|  Other Federal |  City | |

* Private owners are not currently included in CPAD, except for parkland owned by some home owner associations.

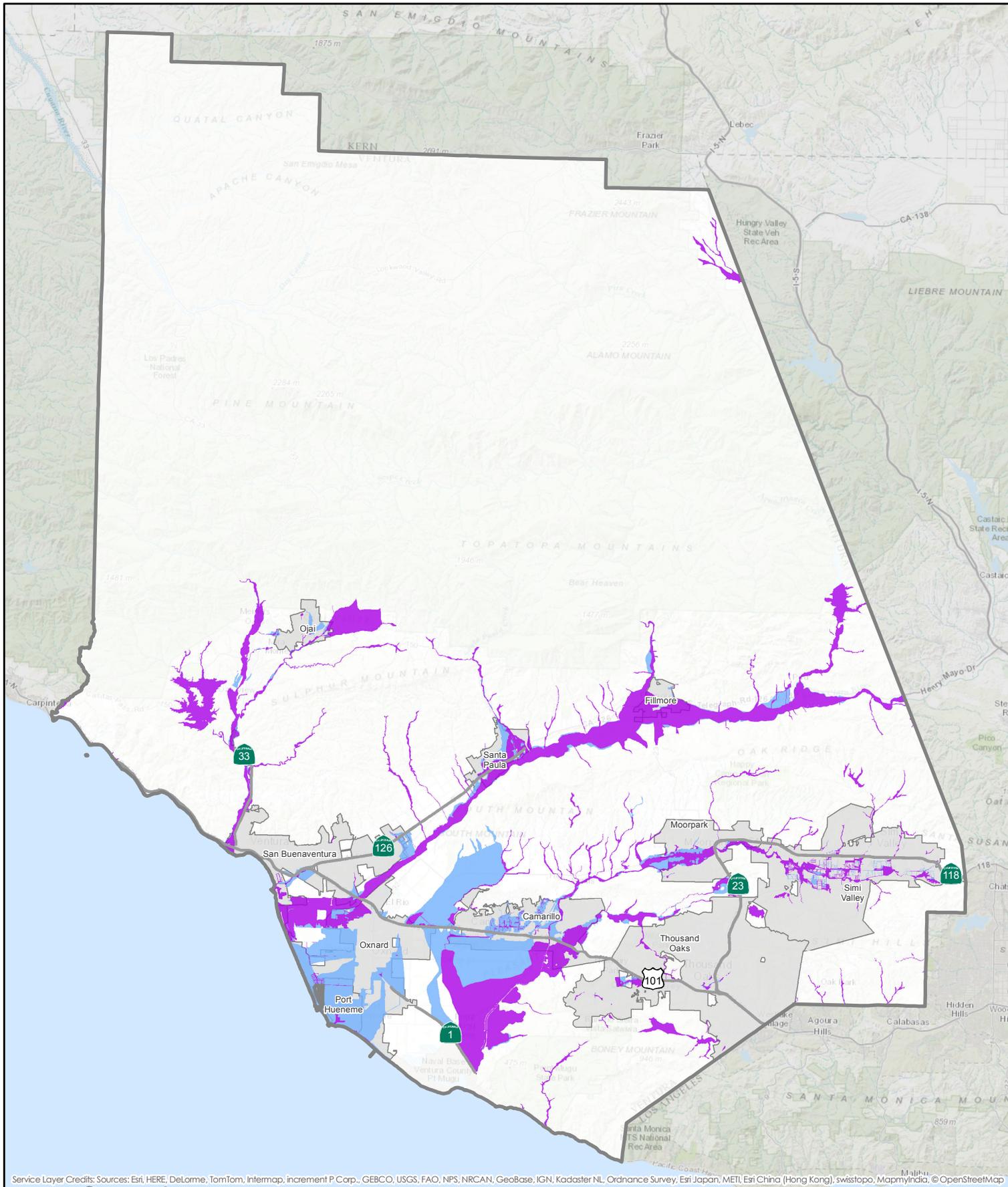
Known Sightings of Endangered, Threatened, and Rare Plant and Animal Species in City of Santa Paula



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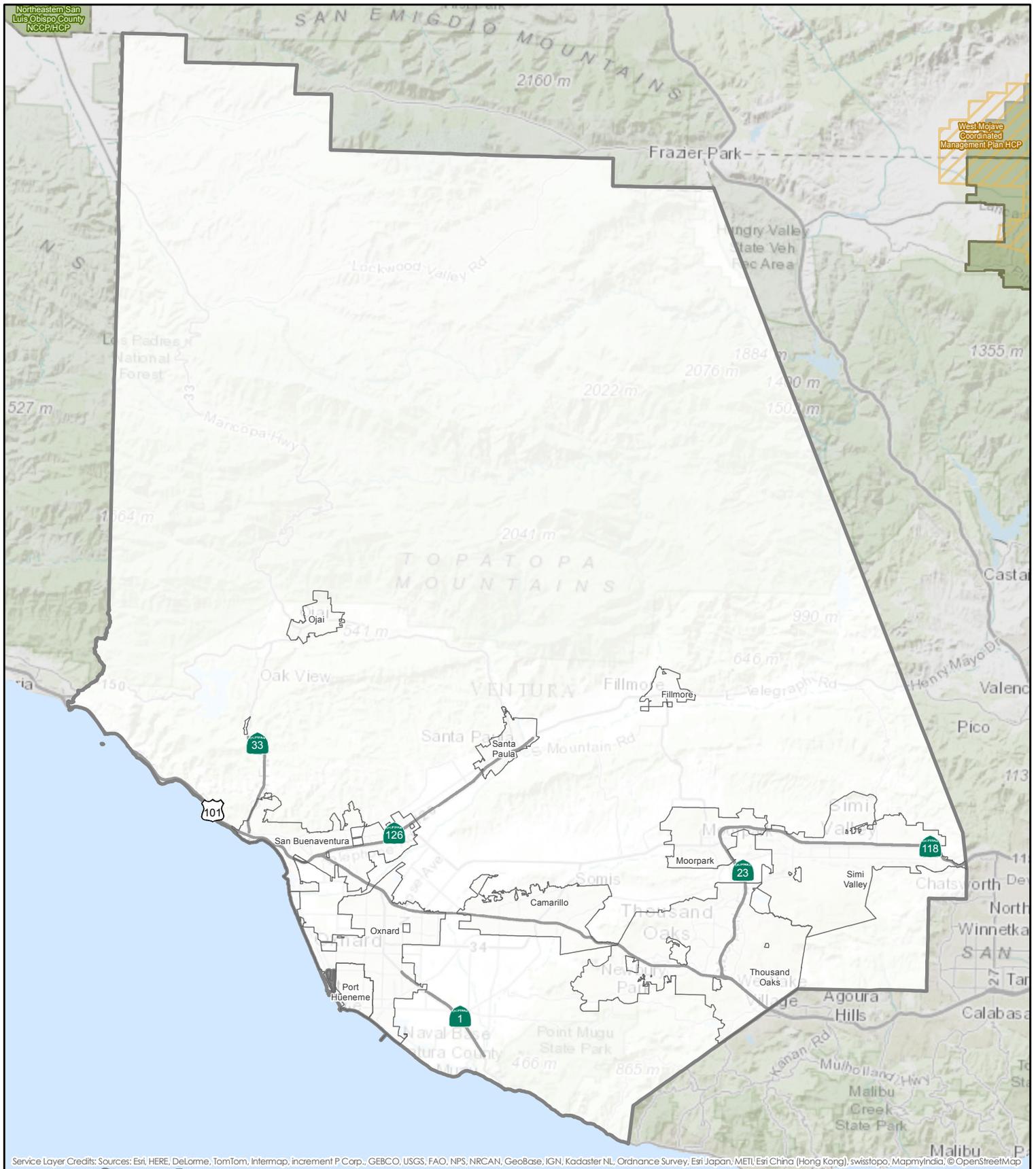
- | | | |
|-----------------------|----------------------------------|------------------------------|
| Plant (80m) | Animal (circular) | Aquatic Comm. (non-specific) |
| Plant (specific) | Terrestrial Comm. (80m) | Aquatic Comm. (circular) |
| Plant (non-specific) | Terrestrial Comm. (specific) | Multiple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

Federally Designated Flood Hazard Zones in Ventura County



County Boundary
 City Boundary
 100-year Flood Hazard Zone
 500-year Flood Hazard Zone

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



Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap

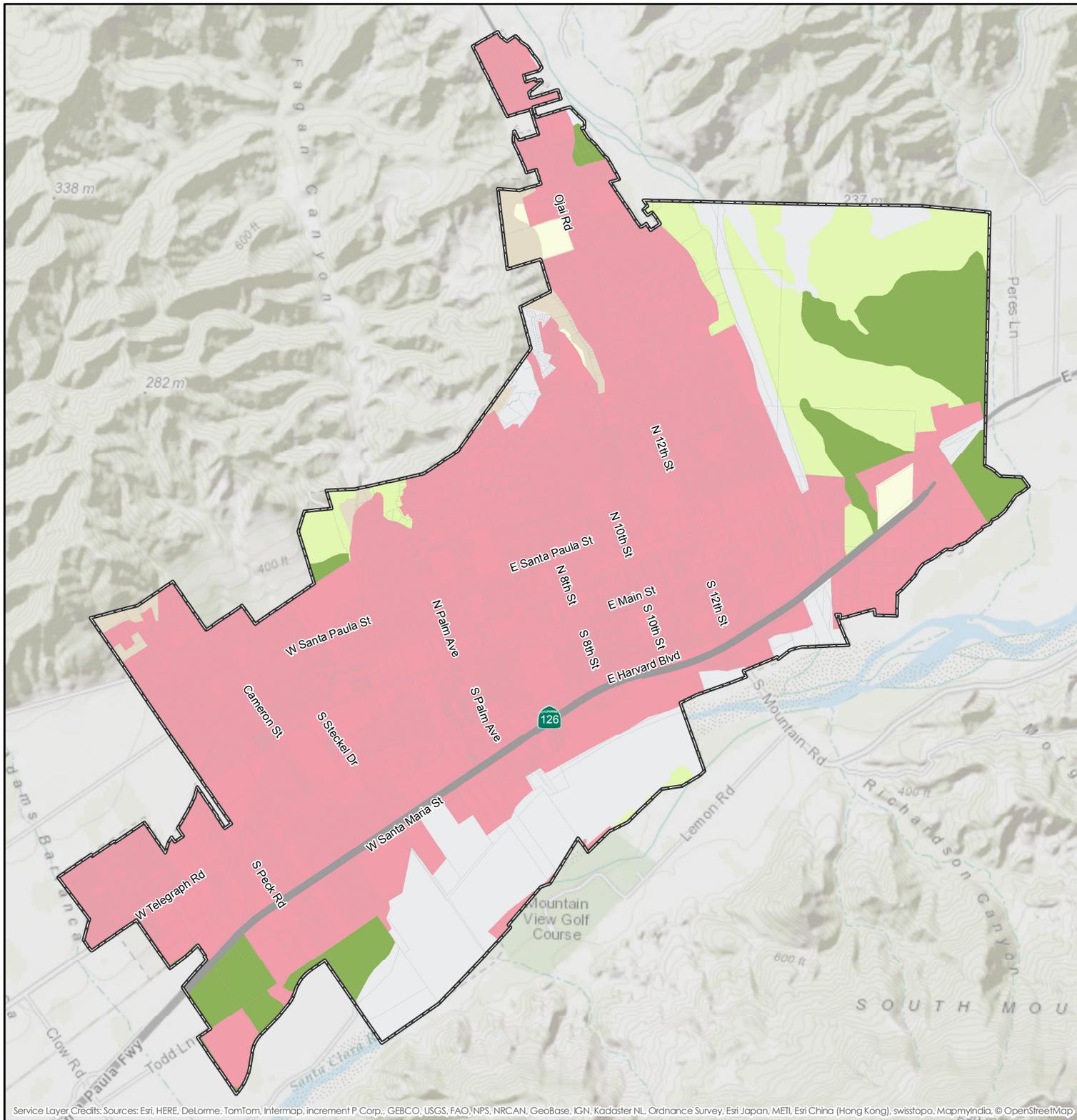
County Boundary

City Boundary

NCCP / HCP

HCP

Farmland in City of Santa Paula

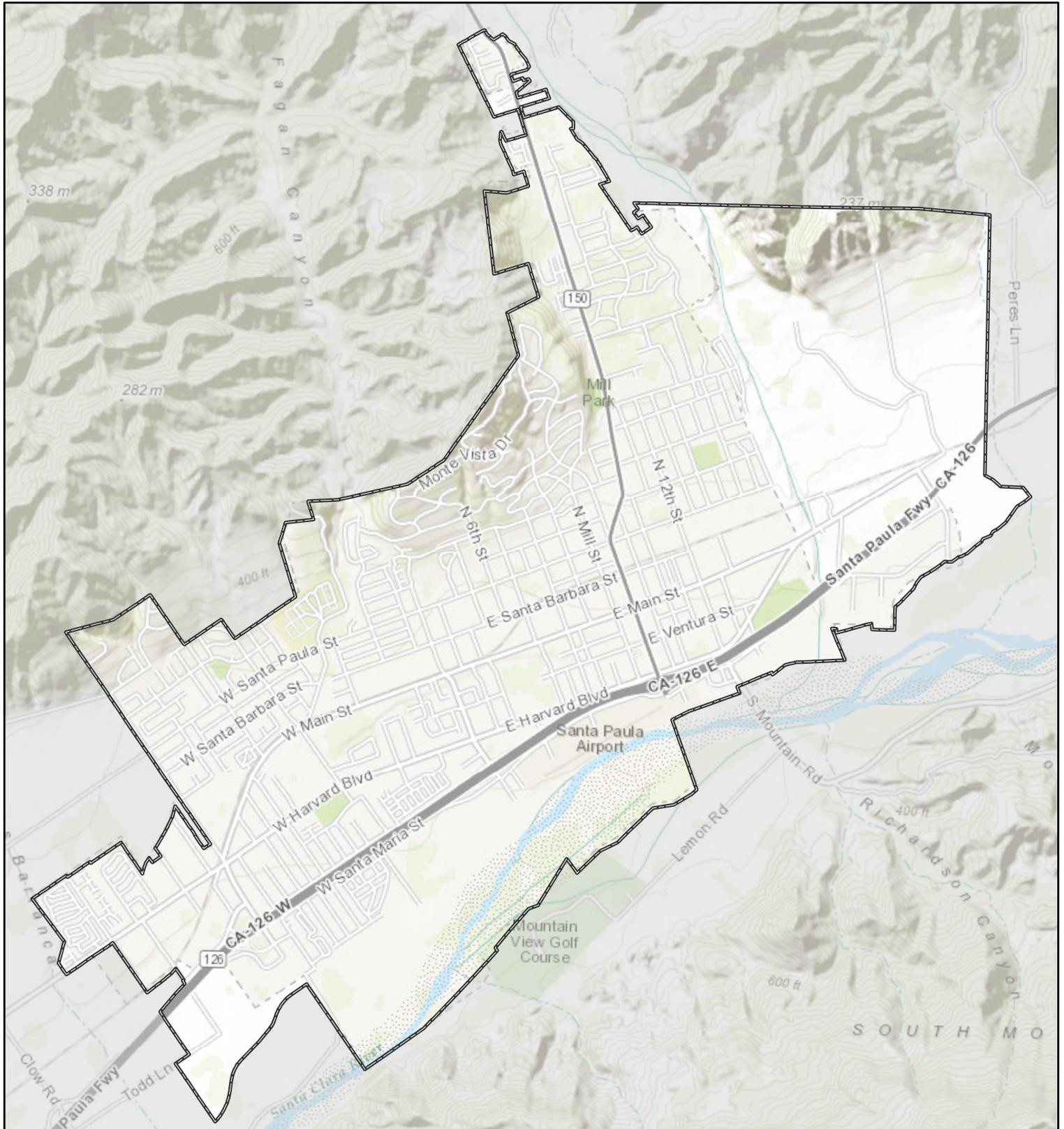


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- | | | |
|----------------------------------|---|-----------------------|
| Prime Farmland | Confined Animal Agriculture | Water Area |
| Farmland of Statewide Importance | Nonagricultural or Natural Vegetation | Irrigated Farmland |
| Unique Farmland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



Major Transit Stops and High Quality Transit Corridors in City of Santa Paula [Year 2012] (Draft)

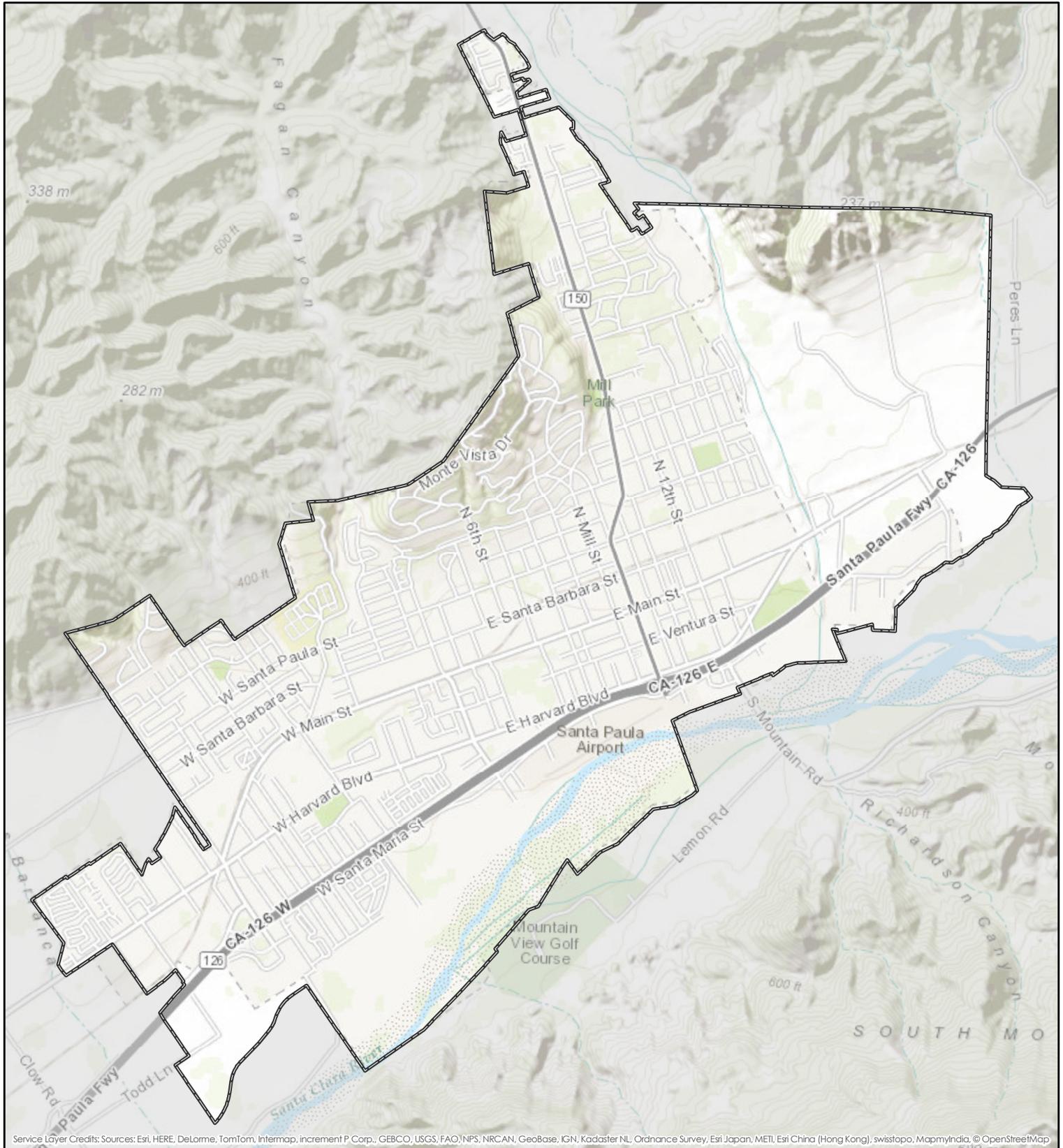


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- City Boundary
- Major Transit Stops
- High Quality Transit Corridors (HQTC)
- High Quality Transit Area (HQTA)

Note: To assist in identifying transit priority project areas, SCAG identifies Major Transit Stops and High Quality Transit Corridors (HQTC), and their surrounding areas in one-half mile radius distance, as specified in Section 21155.(b)(3). Major transit stops and high-quality transit corridors are extracted from the draft 2016-2040 RTP/SCS 2012 base year data and modified by inputs from transit operators and local jurisdictions. High Quality Transit Area (HQTA) is within one-half mile from Major Transit Stops and High Quality Transit Corridors (HQTC).

Transit Priority Areas in City of Santa Paula [Year 2012] (Draft)

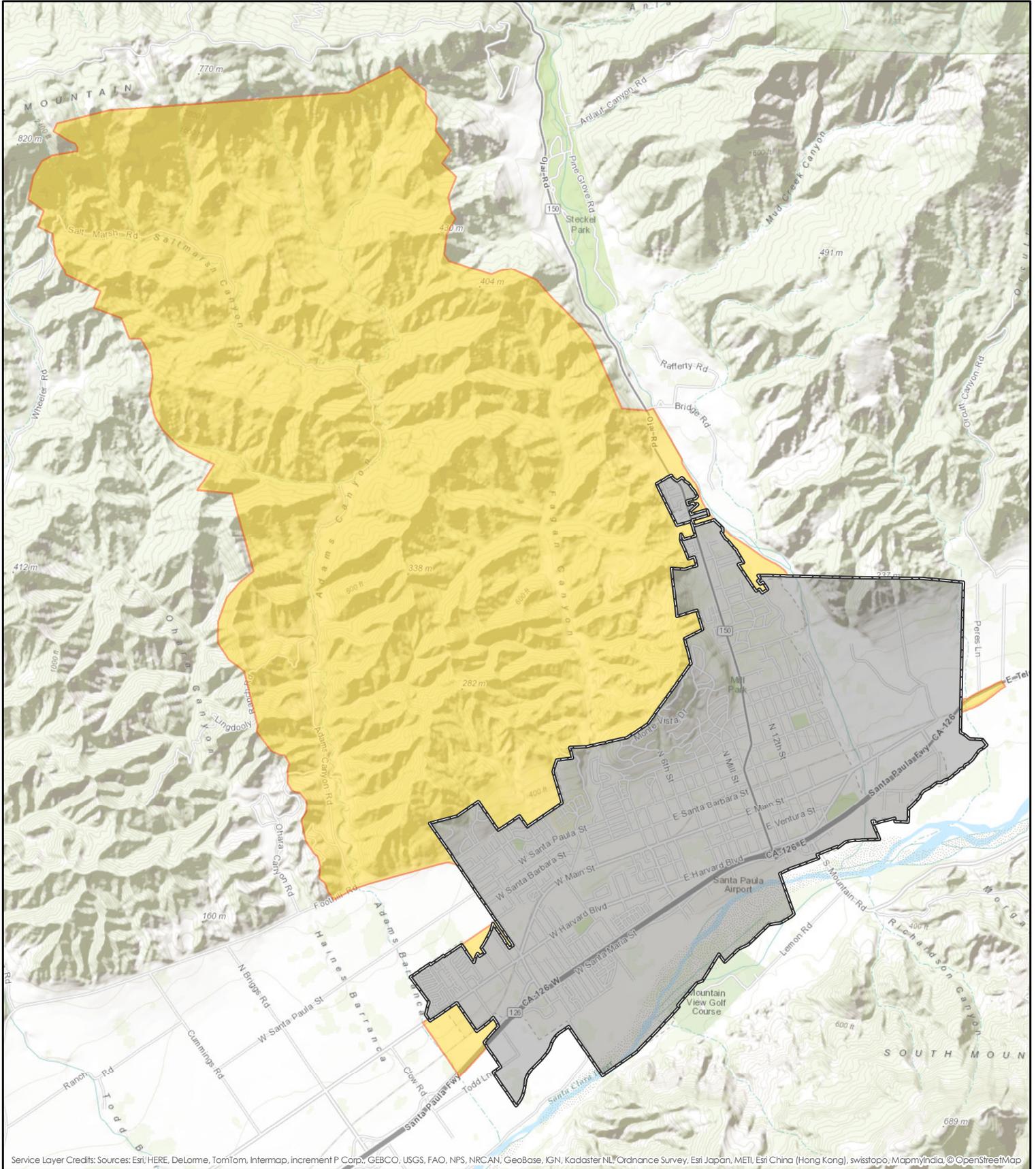


Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap

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

(Note: As defined in SB 743, "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations. Please note that this map is still in draft form and may undergo changes as SCAG continues to update its transportation network. Updates to this information will be forthcoming as information becomes available.)

2012 City Boundary and Sphere of Influence for City of Santa Paula

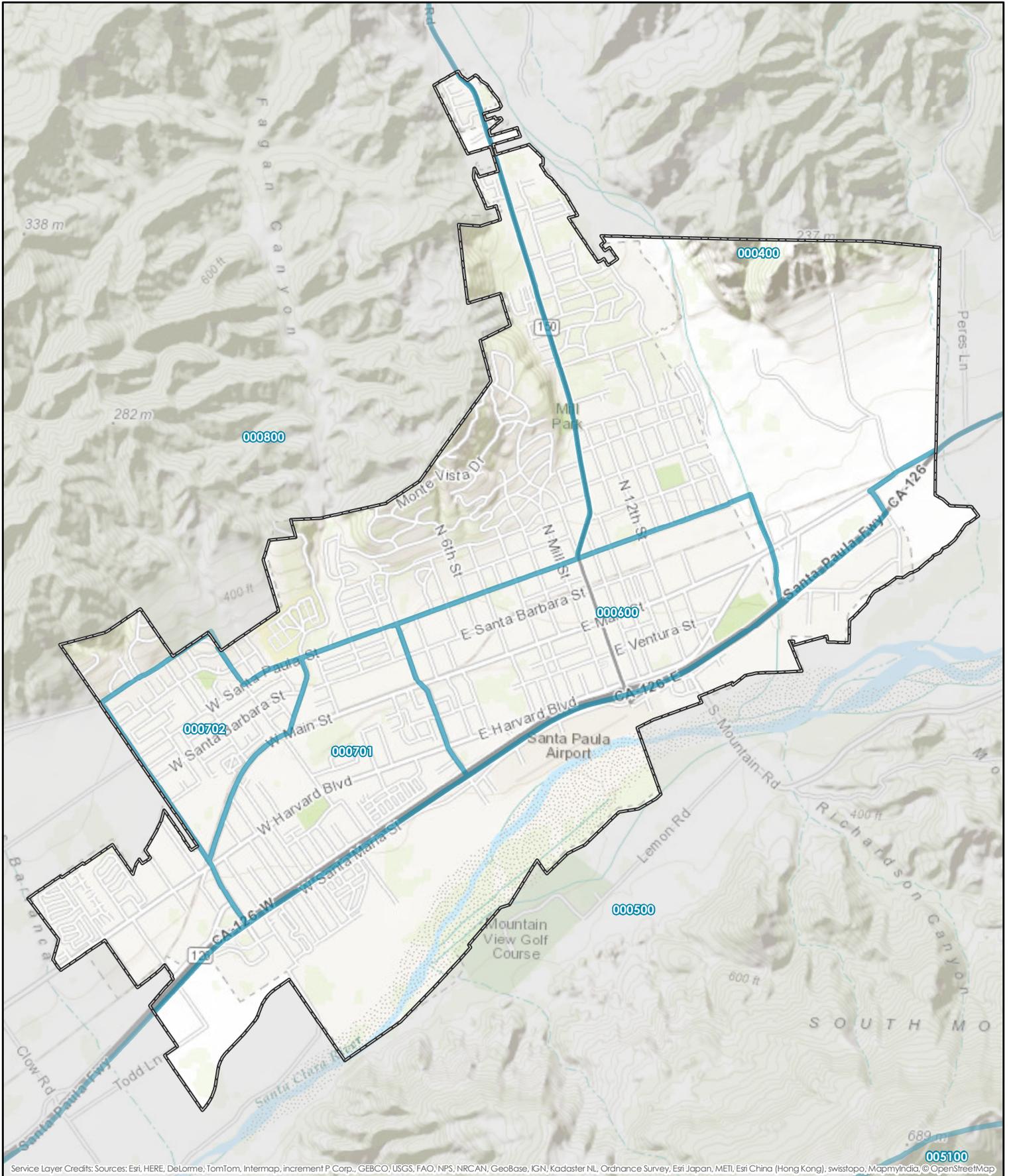


Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap

 City Boundary

 Sphere of Influence

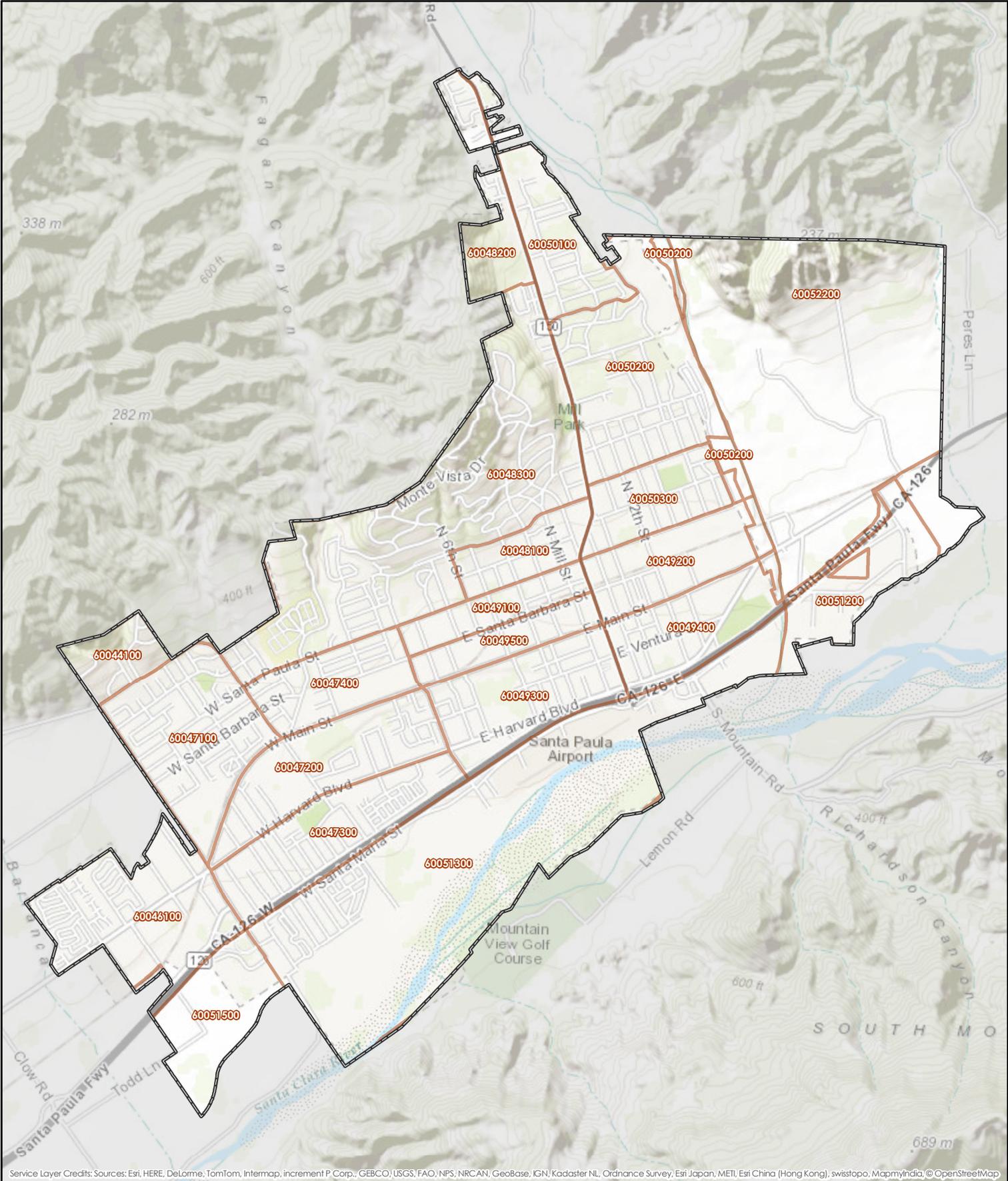
Census Tracts in City of Santa Paula



Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap

-  City Boundary
-  2010 Census Tracts

Transportation Analysis Zones in City of Santa Paula



Service Layer Credits: Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap

 City Boundary

 Transportation Analysis Zones (TAZ)

Acknowledgments

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