



## Project Area Guidance

This guidance is intended to clarify how applicants should define and map their **Project Area** according to Section 102 of the latest [AHSC Program Guidelines](#). Bolded text in this document refers to terms defined in Appendix A of the [AHSC Program Guidelines](#).

The **Project Area** map provides much needed context for reviewers, but also has implications for eligibility, the quantitative policy scoring section, and GHG quantification using the AHSC Benefits Calculator Tool. Use the steps below to create your **Project Area** map. Label all items clearly on the map using a legend or appendix.

### FAAST Uploads

In the FAAST uploads “Transit Service Map” and “Transit Service Schedule”, highlight the service line relevant to **Project Area** type classification in accordance with Section 102 of the latest AHSC Program Guidelines. These uploads will be used to verify if the **Affordable Housing Development** is served by **Qualifying Transit** or **High Quality Transit**.

Applicants are not required to upload multiple **Project Area** maps, though they may submit more than one if they find the map is crowded with information to the point it is difficult to interpret. Any additional **Project Area** maps uploaded to the FAAST portal must begin with the title “Project Area Map”.

### Scoring Using the Project Area Map

The **Project Area** can be defined as a contiguous 1-mile radius around the **Transit Station/Stop** merged with a 1/2-mile buffer around all **Sustainable Transportation Infrastructure (STI)** improvements. The **Project Area** map is used by AHSC staff to score multiple criteria, including all active transportation components, GHG reductions, and access to destinations as well as visualize a cohesive **Project Area** as listed in Sections 107(a), 107(b), 107(e)(2), and 107(m)(2) of the latest [AHSC Program Guidelines](#).

For each of these criteria, the **Project Area** will be defined using the definition at the top of this section. The project example below demonstrates the steps applicants could follow to define their project area. In creating your own map, be sure to label all items clearly using a legend or appendix.

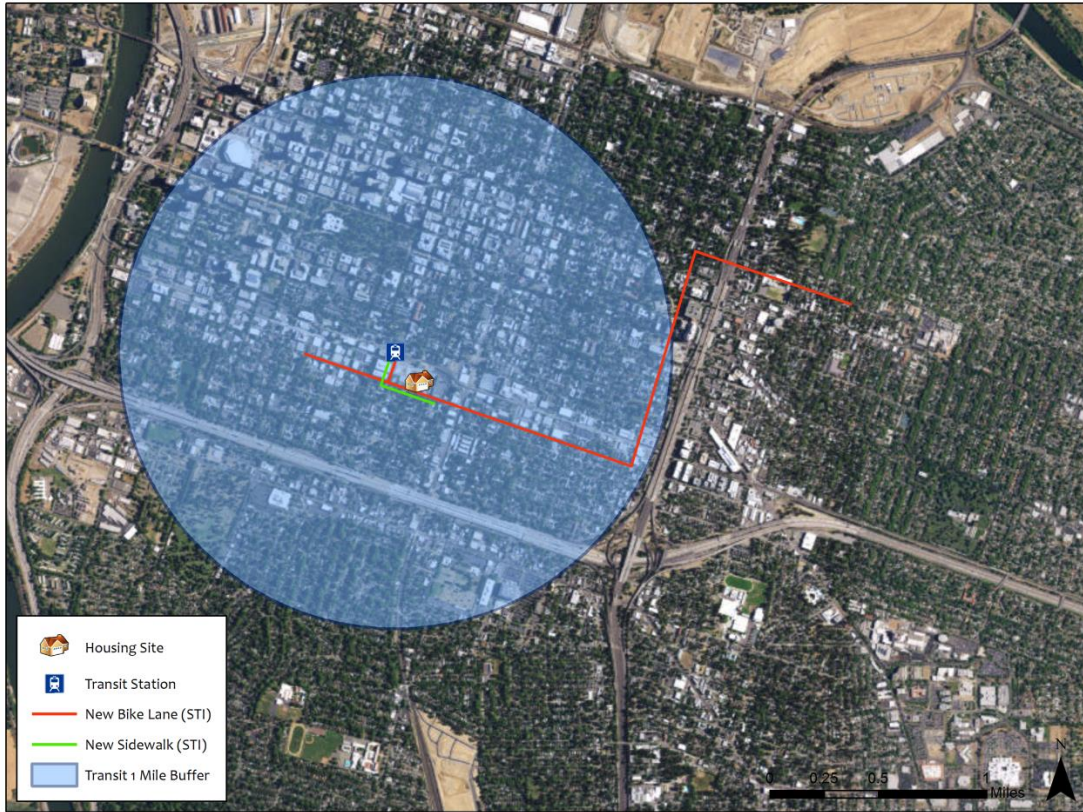
1. Identify the Primary Transit Station/Stop and STI improvements.



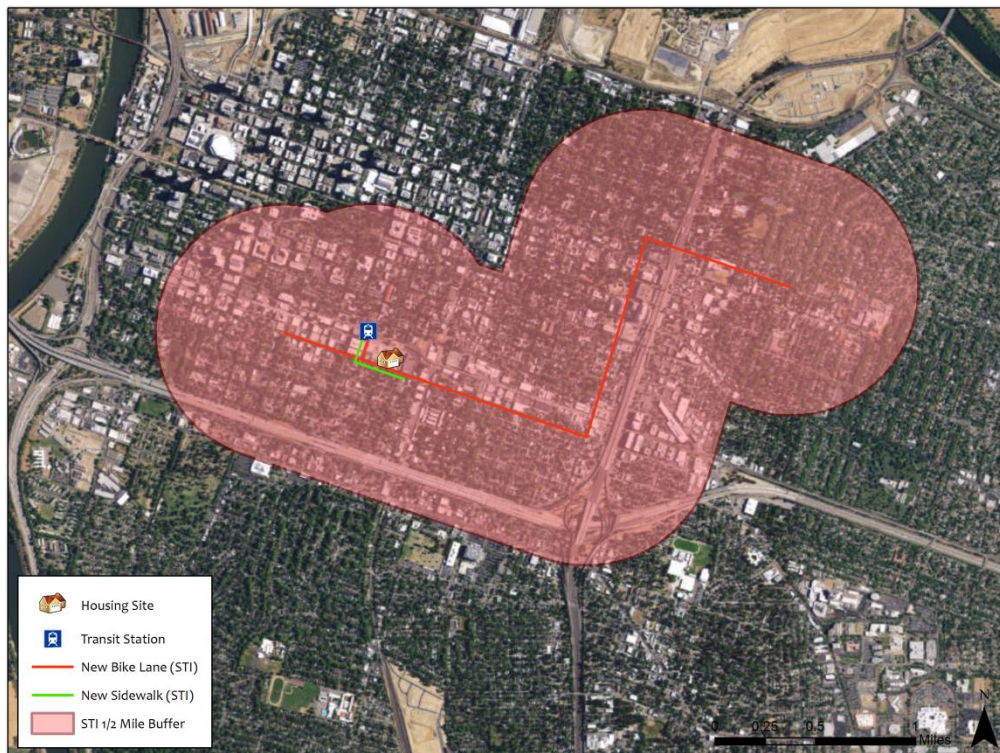
As stipulated in the Program Guidelines, the primary **Transit Station/Stop** must be served by **Qualifying Transit** (if ICP or RIPA **Project Area**) or **High Quality Transit** (if TOD **Project Area**) and be a half mile or less from the **Affordable Housing Development**.

If **STI** improvements include any pedestrian or bicycle network gap closures or safety improvements according to AHSC Guidelines Active Transportation Improvements scoring criteria (107)(b)(2), 107(b)(3), 107(b)(5), or 107(b)(6), clearly label those improvements.

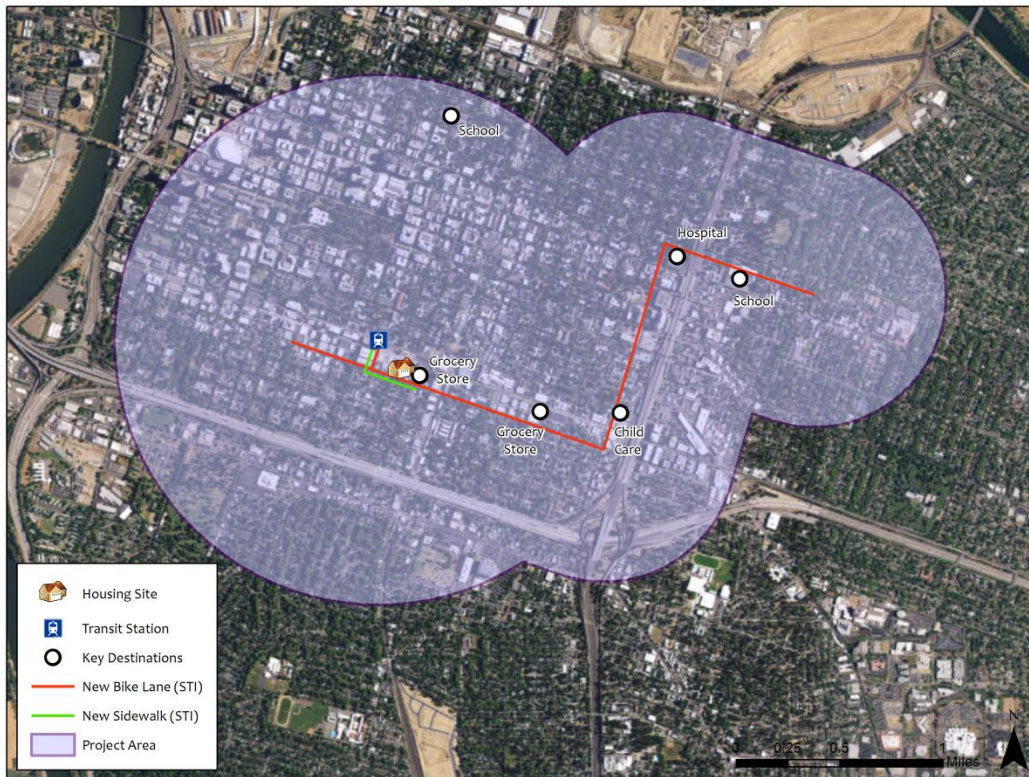
2. Draw a 1-mile Transit Buffer around Primary Transit Station/Stop.



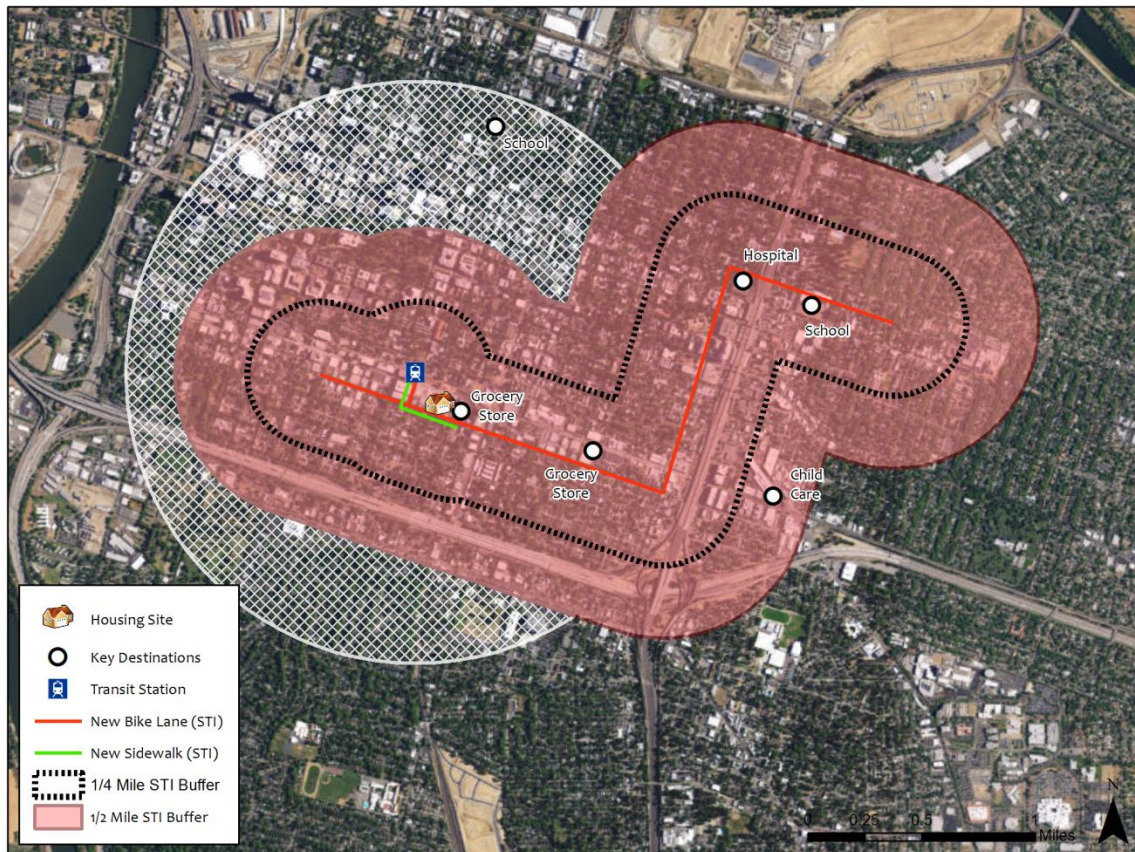
3. Draw a 1/2-mile STI Buffer Around all Sustainable Transportation Infrastructure.



4. **Merge Buffers from steps 2 and 3 for Project Area and add Key Destinations.** The project area must be contiguous, meaning there must be at least some overlap between the merged buffers.



5. **Draw a one-half ( $\frac{1}{2}$ ) mile and one-quarter ( $\frac{1}{4}$ ) mile buffer around all Sustainable Transportation Infrastructure.**



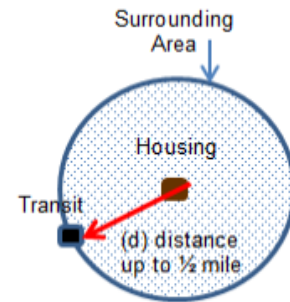
Note that for quantification purposes, **Key Destinations** must be counted within separate one-half ( $\frac{1}{2}$ ) mile and one-quarter ( $\frac{1}{4}$ ) mile buffers of each STI improvement entered on the Active Transportation Inputs tab of the AHSC Benefits Calculator Tool. Applicants should not combine buffers around all **STI** improvements and should not count Key Destinations that are within one-half ( $\frac{1}{2}$ ) mile of a transit station or housing site but not a new STI improvement entered on the Active Transportation Inputs tab.

## GHG Emissions Reductions Scoring Section

The [AHSC Quantification Methodology](#), which can be accessed on the [California Air Resources Board \(CARB\) website](#), provides guidance for how the **Project Area** impacts GHG reduction estimates as calculated by the AHSC Benefits Calculator Tool.

There are two areas of the AHSC Benefits Calculator Tool for which mapping comes into play:

1. “On-street Parking Price Increase” and “Traffic Calming Measures” on the Affordable Housing Inputs tab of the AHSC Benefits Calculator Tool must be evaluated within a one-half (½) mile radius of the affordable housing development, as shown to the right. Refer to page 7 and 8 of the User Guide (available via a link in the AHSC Benefits Calculator Tool) for details on the parking and traffic calming measure inputs.



2. **Key Destinations** for bicycle facilities and walkways on the Active Transportation Inputs tab of the AHSC Benefits Calculator Tool must be counted within separate one-quarter (1/4) and one-half (1/2) mile buffers around each facility. Refer to pages 10 and 24 of the User Guide (available via a link in the AHSC Benefits Calculator Tool) for details on evaluating **Key Destinations** near active transportation facilities.