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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 emission reduction 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

Applicants are not required to upload multiple **Project Area** maps, though they may submit more than one image or uploads if they find the map is crowded with information to the point it is difficult to interpret. Any additional **Project Area** map files uploaded to the FAAST portal must begin with the title “Project Area Map”. Please refer to the “Summary of Elements to Include in Project Area Map” section at the end of this document for more information on submitting multiple **Project Area** maps.

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**.

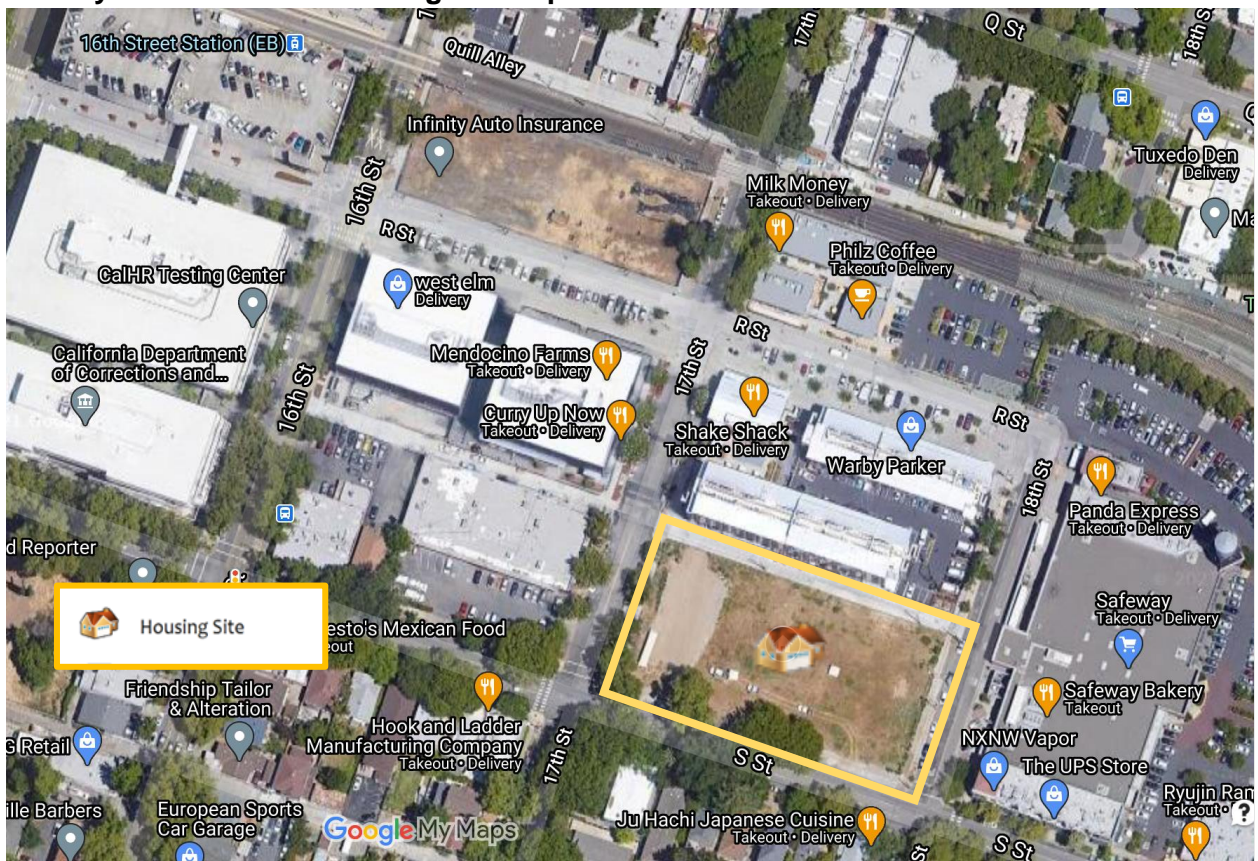
Additionally, SGC requests that applicants submit the mapping layers/data used to create their **Project Area** map through the dedicated section within FAAST. *Submitting these data layers is optional.* SGC would like to evaluate the spatial relationships created through the program, as it looks at further developing its approach to affirmatively furthering fair housing. Acceptable file formats include: ArcGIS--geodatabase (.gdb), layer package (.lpx), map package (.mpk), zipped shapefile (including the .shp, .dbf, .prj and .shx files) ; Google Maps or Google Earth (.kml or .kmz); geojson; and, if non-mapping software is used to produce the project area map, csv files for (single-point) location data—like addresses and latitude/longitude--could also be helpful.

Scoring Using the Project Area Map

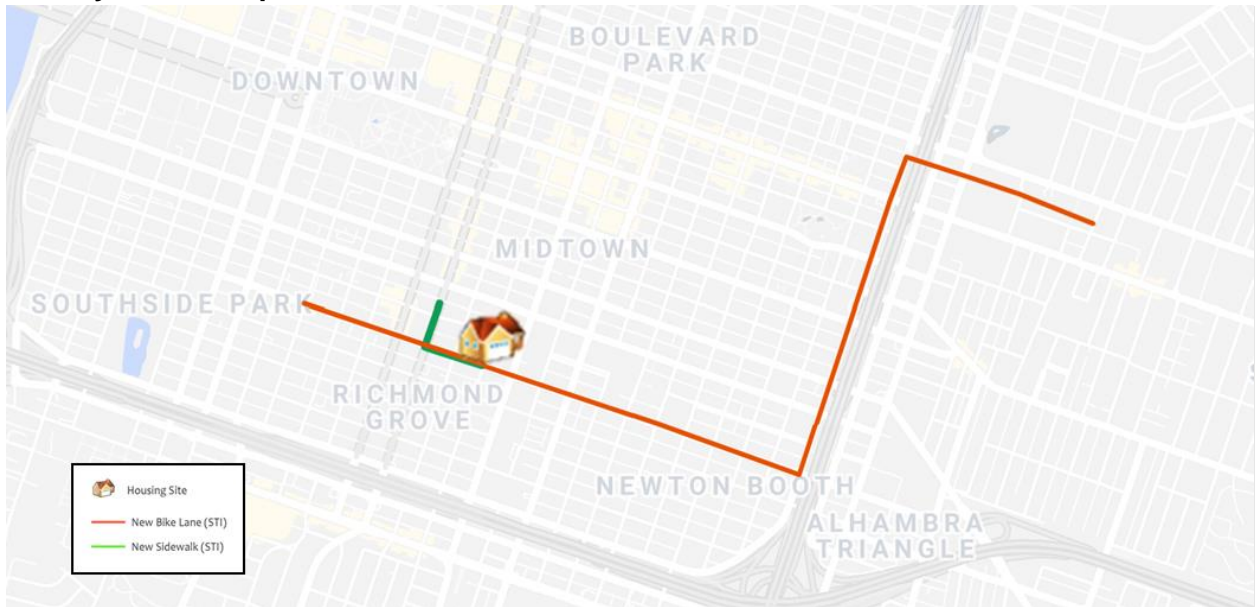
The **Project Area** map is used by AHSC staff to score multiple criteria, including all active transportation components, GHG emission reductions, and access to destinations as well as visualize a cohesive **Project Area** as listed in Sections 107(a), 107(b), 107(e)(2), and 107(m)(2) of the latest [AHSC Program Guidelines](#).

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, as described in Section 102 of the AHSC Guidelines. 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 Affordable Housing Development.



2. Identify the STI Improvements.



If any new sidewalks do not meet the definition of **Safe and Accessible Walkway**, label those sidewalks separately. If any new bike lanes do not meet the definition of **Context Sensitive Bikeway**, label those bike lanes separately.

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.

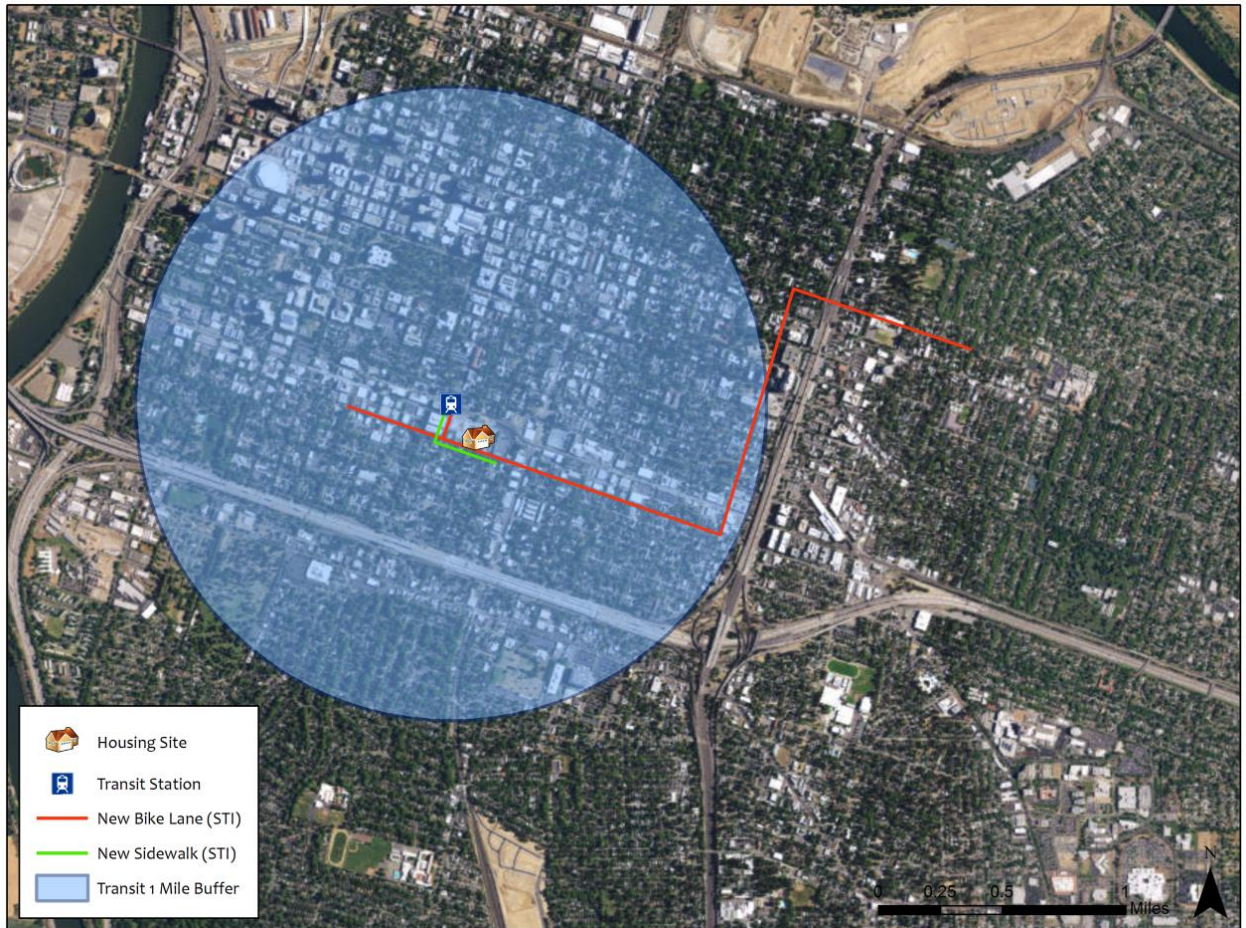
NOTE: **STI** transit expansion projects that include entire transit routes are eligible to expand the AHSC **project area**. If the **project area** significantly expands beyond the location where other AHSC improvements are occurring, staff ask that applicants only display this significantly expanded **project area** once and show a “zoomed in” **project area** when following the other steps in this process.

3. Identify the Primary Transit Station/Stop.

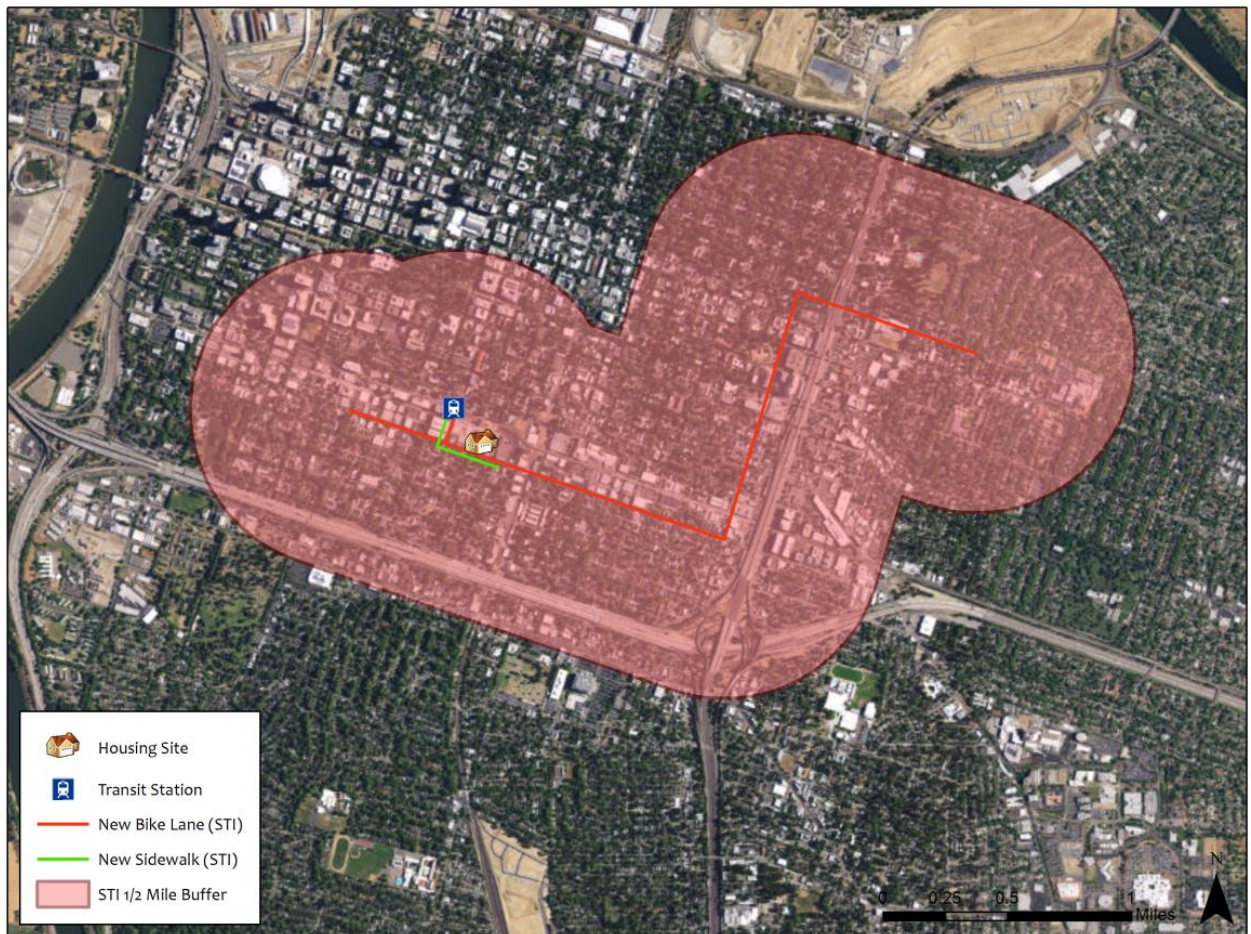


As stipulated in the Program Guidelines, the primary **Transit Station/Stop** must be served by **Qualifying Transit** (if **ICP** or **RIPA Project Area**) or **High Quality Transit** (if **TOD Project Area**) and be a half mile or less from the **Affordable Housing Development**.

4. Draw a 1-mile Transit Buffer around the Transit Station/Stop that is served by Qualifying Transit.



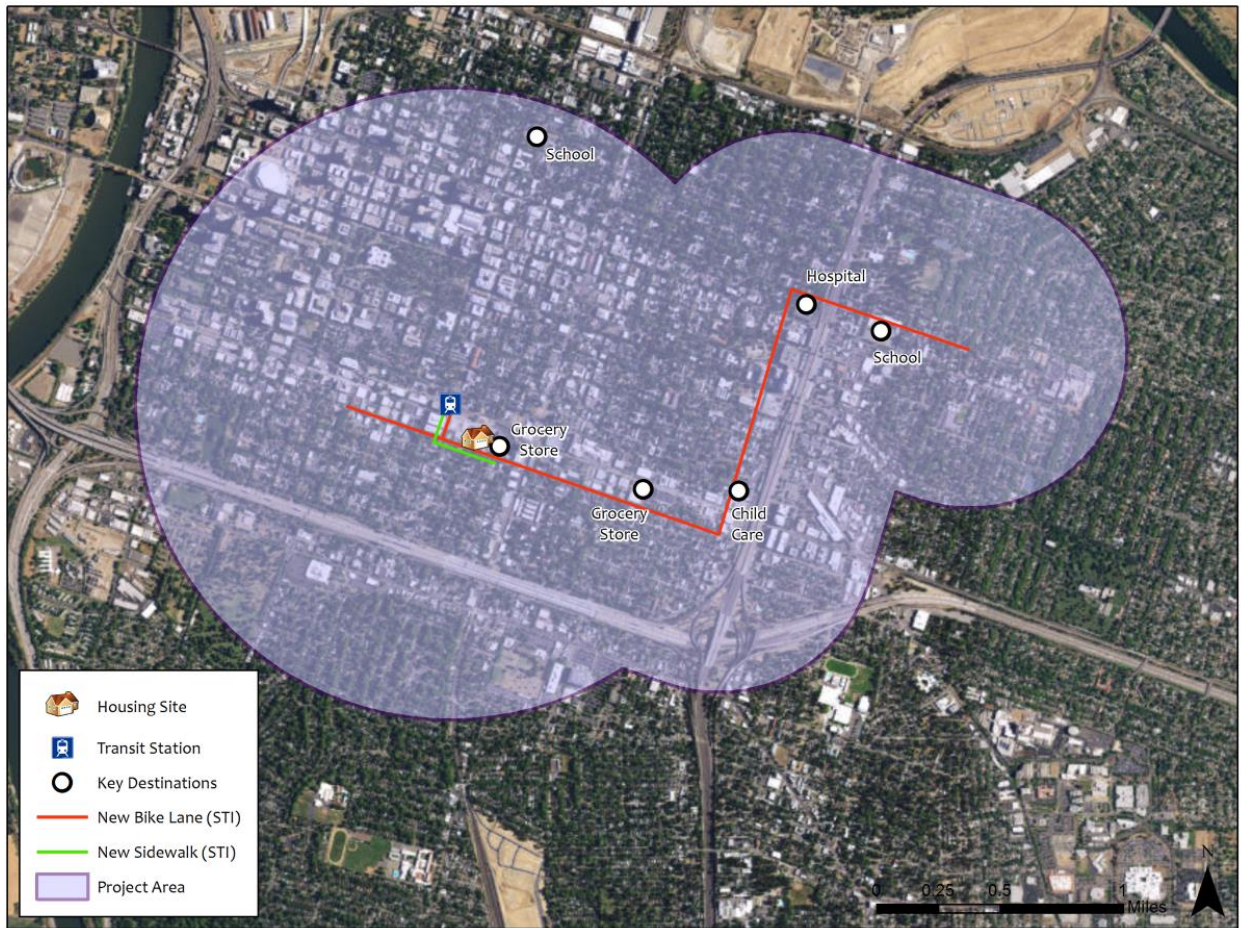
5. Draw a 1/2-mile STI Buffer Around all Sustainable Transportation Infrastructure.



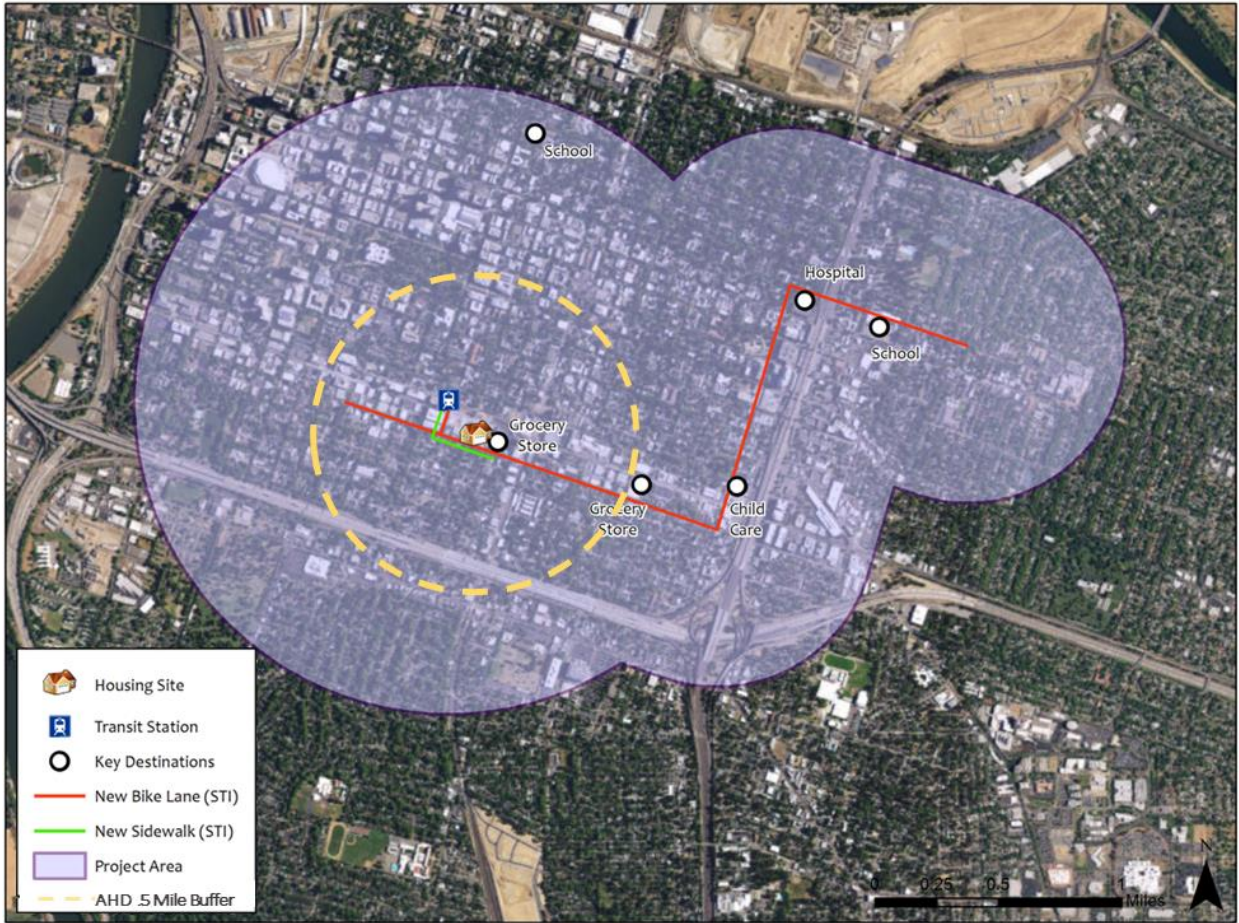
6. Merge the Buffers from Steps 4 and 5 to create the complete Project Area. The project area must be contiguous, meaning there must be at least some overlap between the merged buffers.



7. Add Key Destinations.



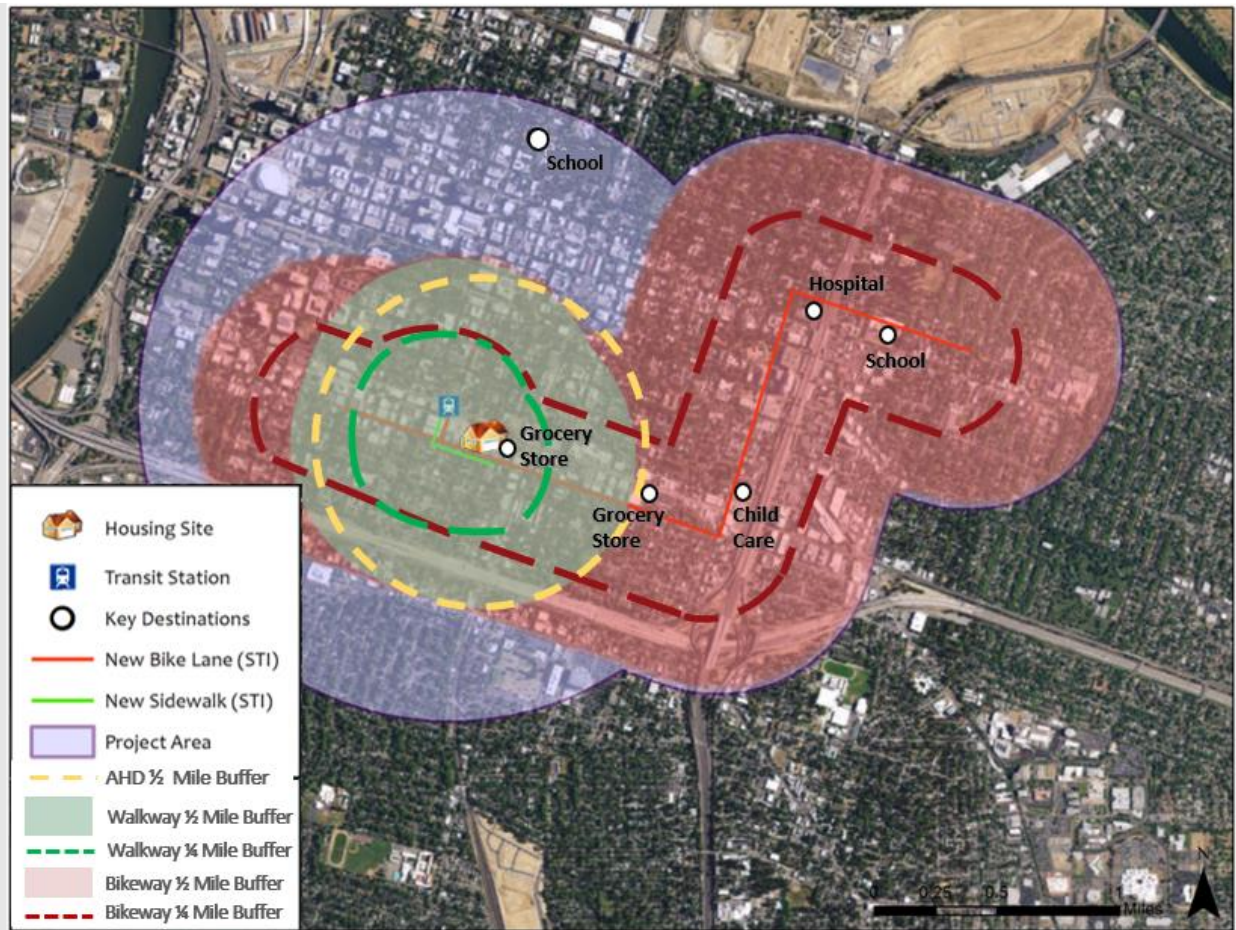
8. Draw a one-half (1/2) mile buffer around the Affordable Housing Development. This buffer will be used for Location Efficiency and Access to Destinations scoring in Section 107(e) of the AHSC Guidelines.



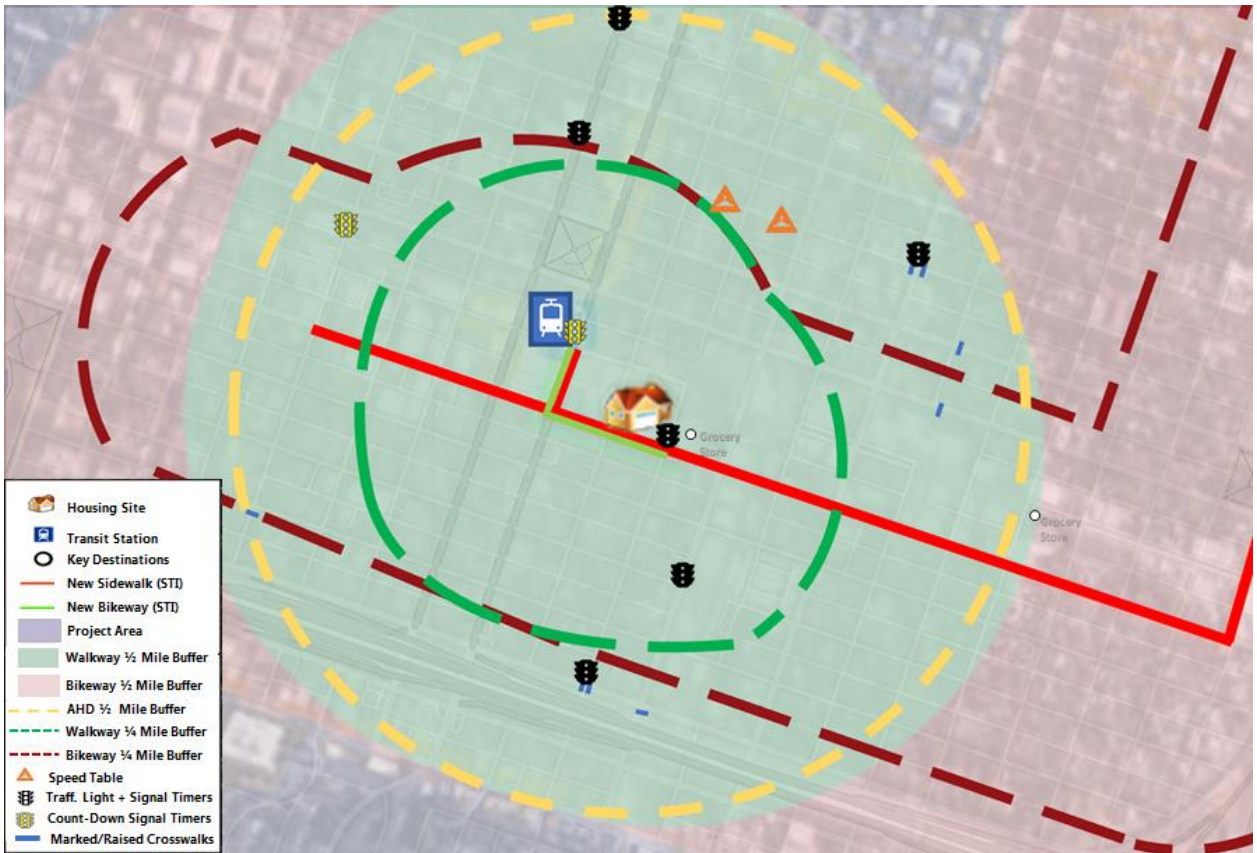
GHG Emissions Reductions Scoring Section

Applicants need to take the following steps on their **project area** map in order to display project components that generate their GHG reduction estimates. The [AHSC Quantification Methodology](#) (with additional context provided by the [AHSC User Guide](#)) which can be accessed on the [California Air Resources Board \(CARB\) website](#), provides guidance for how the **Project Area** impacts GHG emission reduction estimates as calculated by the AHSC Benefits Calculator Tool.

- 9. Draw a one-quarter (¼) mile buffer around all bike and pedestrian infrastructure** [in addition to the one-half (½) mile STI buffer created in step 5]. **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.



10. Add Traffic Calming Measures within one-half (1/2) mile of the affordable housing development. Refer to page 8 of the User Guide (available via a link in the AHSC Benefits Calculator Tool) for details on traffic calming measures.



Summary of Elements to Include in Project Area Map:

Applicants may submit multiple **project** area maps to convey all the information requested in this document. Many create an additional **project area** map solely for the purpose of displaying aspects of their project used to quantify their GHG emission reduction estimates.

If an applicant chooses to submit multiple **project area** maps, *every project area* map must include the following components:

- Housing (AHD) Site/Location [Added in Step 1]
- Qualifying Transit Stop [Added in Step 3]
- Project Area [Added in Step 6]
- Appendix or legend

If an applicant chooses to submit separate multiple **project area** maps for bicycle or pedestrian facilities, the following components must all be displayed *on the same map*:

- STI Improvements--New Transit Route, Bikeway, Sidewalk, etc. [Added in Step 2]
- Key Destinations [Added in Step 7]
- ½ Mile Bikeway buffer [Added in Step 5]
- ½ Mile Sidewalk buffer [Added in Step 5]
- ¼ Mile Bikeway buffer [Added in Step 9]
- ¼ Mile Sidewalk buffer [Added in Step 9]

If an applicant chooses to submit separate **project area** maps for traffic calming measures, the following components must all be displayed *on the same map*:

- ½ Mile AHD buffer [Added in Step 8]
- Traffic Calming Measures [Added in Step 10]