



Project Area Guidance

This guidance is intended to clarify how applicants should define and map their **Project Area**. The **Project Area** map provides much needed context for reviewers, but also has implications for the quantitative policy scoring section and the GHG Quantification Methodology (QM). Required mapping components are separated into these two sections to clearly show the purpose of each component. Please use the steps below to create your **Project Area** map with all items clearly labeled 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.

There are two **Project Area** map uploads listed in the AHSC Application Workbook *Upload Checklist* tab: “Project Area Map Threshold” and “Project Area Map Scoring”. **Applicants are not required to upload two Project Area maps**. More than one **Project Area** map is acceptable as long as all requirements are clearly detailed between them all. Any additional **Project Area** maps uploaded to the FAAST portal should begin with the title “Project Area Map”. The aforementioned does not include other maps requested in the AHSC Application Workbook’s *Upload Checklist* tab.

Quantitative Policy Scoring Section

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. There are five possible quantitative policy scoring points which require plotting on the **Project Area** map:

Section 107(b)(2): 1 Point for the identification of **Key Destinations** within the **Project Area** that will be linked to the **Affordable Housing Development** or any **Qualifying Transit Station or Stop** by bikeways funded by AHSC. The bikeway must have an entry point within one quarter mile of either the **Affordable Housing Development** or a **Qualifying Transit Station or Stop** and an exit point within one quarter mile of the **Key Destination** as detailed on the **Project Area** map.

Section 107(b)(5): 1 Point for the identification of **Key Destinations** within the **Project Area** that will be linked to the **Affordable Housing Development** or any **Qualifying Transit Station or Stop** by walkways funded by AHSC. The walkway must have an entry point within one quarter mile of either the **Affordable Housing Development** or a **Qualifying Transit Station or Stop** and an exit point within one quarter mile of the **Key Destination** as detailed on the **Project Area** Map.

Section 107(e)(2): Up to 3 Points will be given for projects that provide a map highlighting the location of the existing **Key Destinations** within the **Project Area**. Each type of **Key Destination** is worth one half point and may only be counted once.

- Grocery store which meets the [CalFresh Program](#) requirements
- Medical clinic that accepts Medi-Cal payments
- Public elementary, middle or high school
- Licensed child care facility
- Pharmacy
- Park accessible to the general public
- Public Library

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.

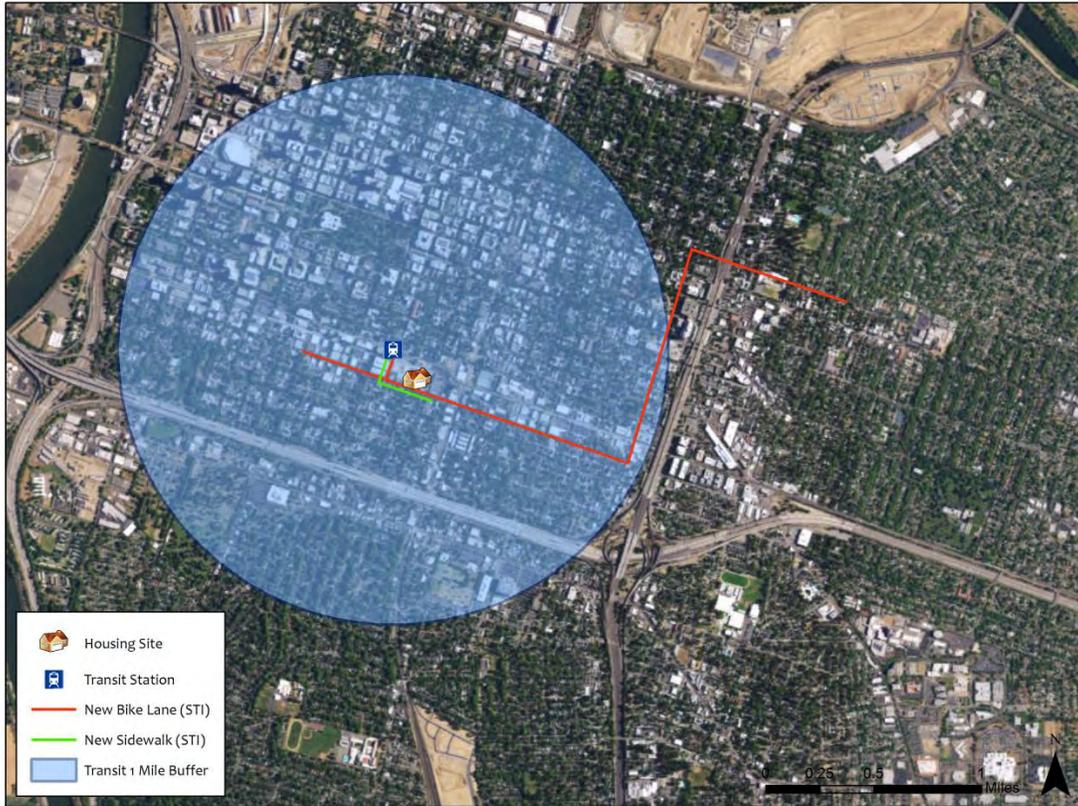
1. Identify the Primary Transit Station/Stop and STI improvements.



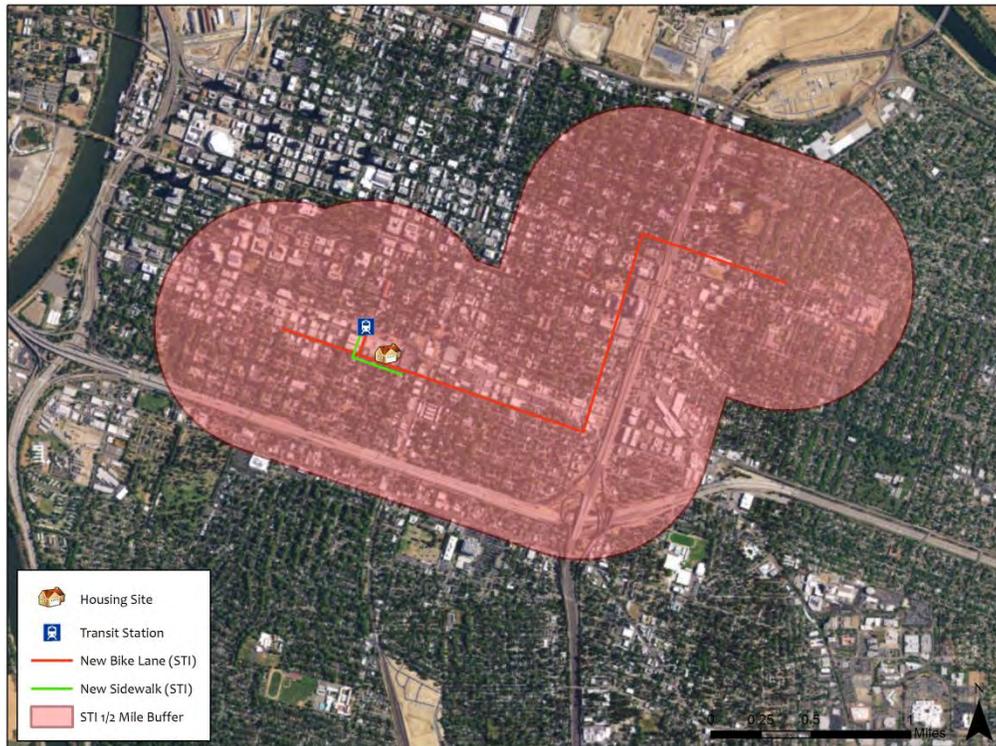
As stipulated in the Program Guidelines, the primary **Transit Station/Stop** must be served by **Qualifying Transit** (if ICP or RIPA project area) or **High Quality Transit** (if TOD project area) and be a half mile or less from the **Affordable Housing Development** (if the project includes one).

Please see the [Quantitative Policy Scoring: Safe and Accessible Walkways](#) memo for detail on measuring length STI improvements.

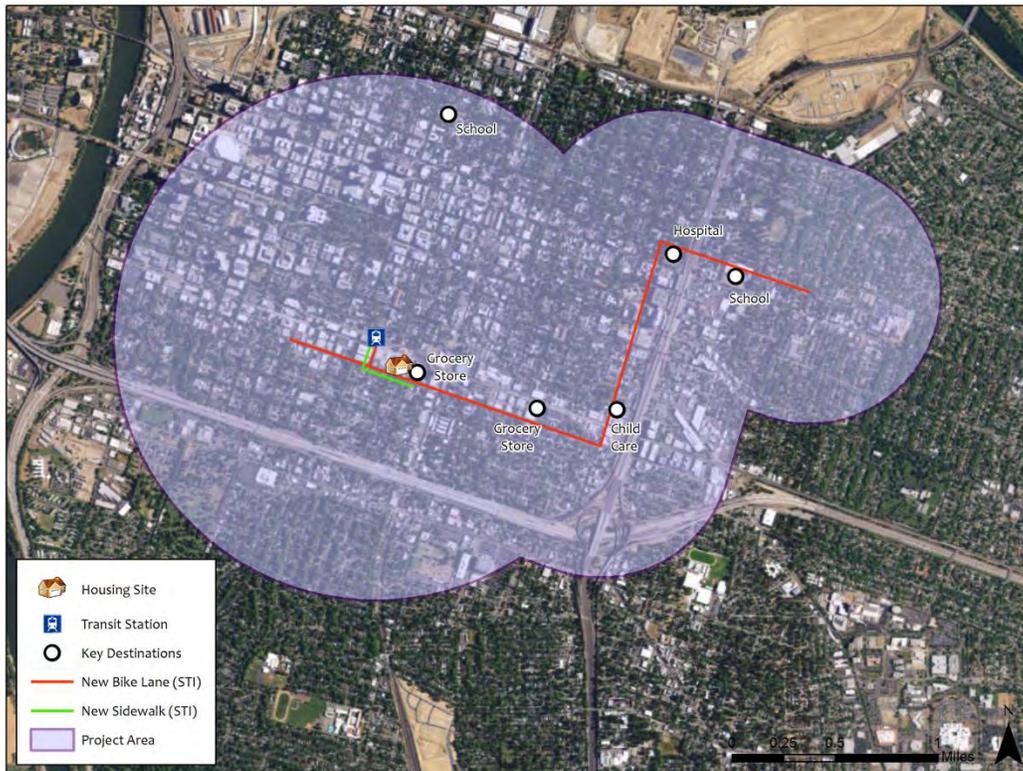
2. Draw a 1-mile Transit Buffer around Primary Transit Station/Stop.



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.



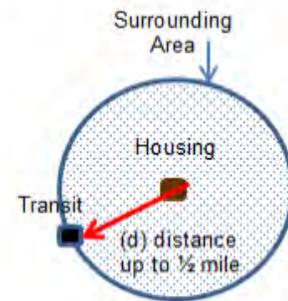
GHG Quantification Methodology Scoring Section

The [GHG Quantification Methodology \(QM\)](#), which can be accessed on the California Air Resources Board (ARB) [website](#), provides guidance for how the **Project Area** impacts GHG reduction estimates.

There are two areas of the QM for which mapping comes into play:

1. PDT-3 “On-street Market Pricing” in CalEEMod and SDT-2 “Provide Traffic Calming Measures” in Step 3.D of using the AHSC Benefits Calculator Tool for FY 2017-18.

For these factors, applicants should only consider the housing development and surrounding area, which can extend a distance (d) from the housing development not to exceed one-half ($\frac{1}{2}$) mile, as shown to the right.



2. Bike / Ped Activity Center Credit (C) in the TAC Inputs tab of the AHSC Benefits Calculator Tool for FY 2017-18.

This credit is included in the TAC Method as an adjustment factor for Bicycle Paths Class 1, Bicycle Paths Class 2, Bikeway Class 4, and Pedestrian Facilities. For this credit, refer to Table 8 on page 28 of the QM (shown below). Applicants should evaluate the transportation improvement and surrounding area which can extend a distance from the Bike / Ped project not to exceed one-half ($\frac{1}{2}$) mile, with the caveat that different credits are applied for activity centers within one-quarter ($\frac{1}{4}$) mile of the Bike / Ped project. Eligible Activity Centers are the examples listed on page 28 of the QM and also include any **Key Destinations**.

Table 8. Activity Center (C) Lookup for Eq. 34

Count your Activity Centers. If there are...	Within 1/2 mile of Project Area	Within 1/4 mile of Project Area
3	.0005	.001
More than 3 but fewer than 7	.0010	.002
7 or more	.0015	.003

Activity Center examples: Bank, church, hospital or HMO, light rail station (park & ride), office park, post office, public library, shopping area or grocery store, university, or junior college. These metrics should be evaluated for the project location site and surrounding area which can extend a distance from the housing development not to exceed one-half ($\frac{1}{2}$) mile.

5. Identify the Affordable Housing Development, bike improvements, and pedestrian improvements.

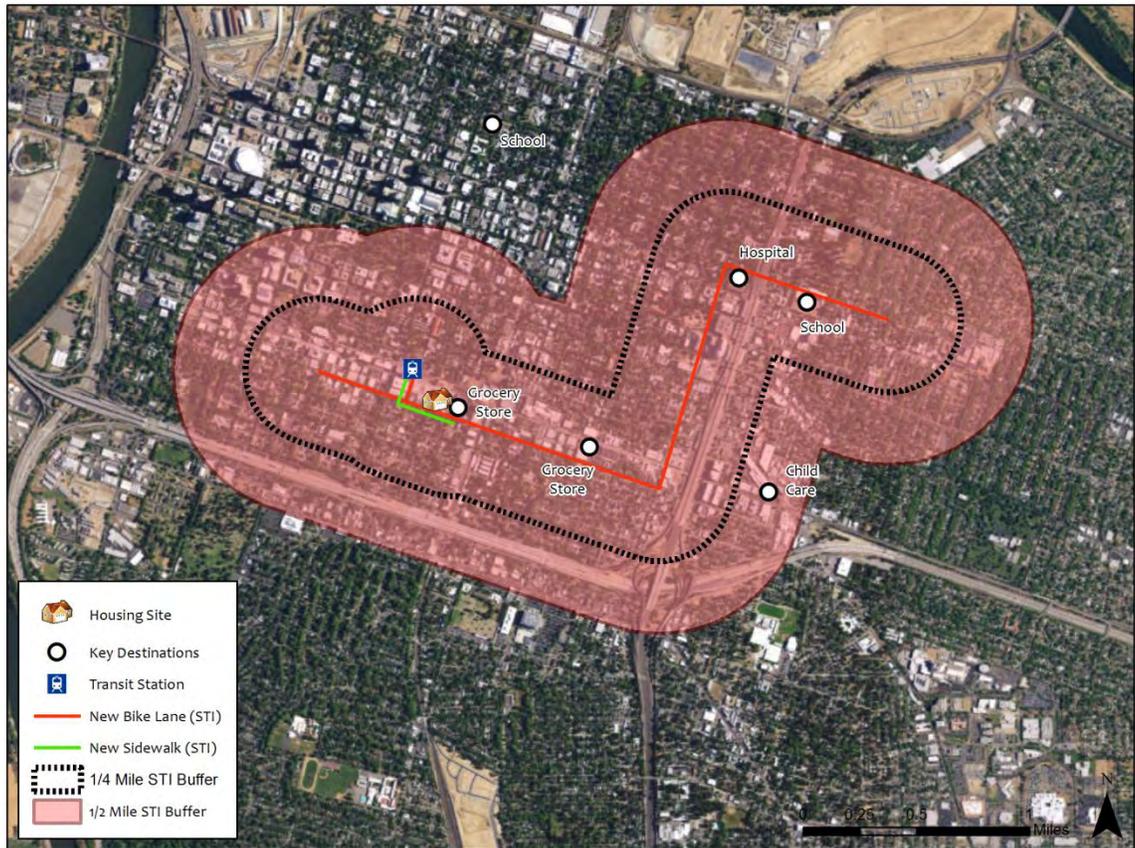


6. Draw a 1/2-mile Buffer around the Housing Development.



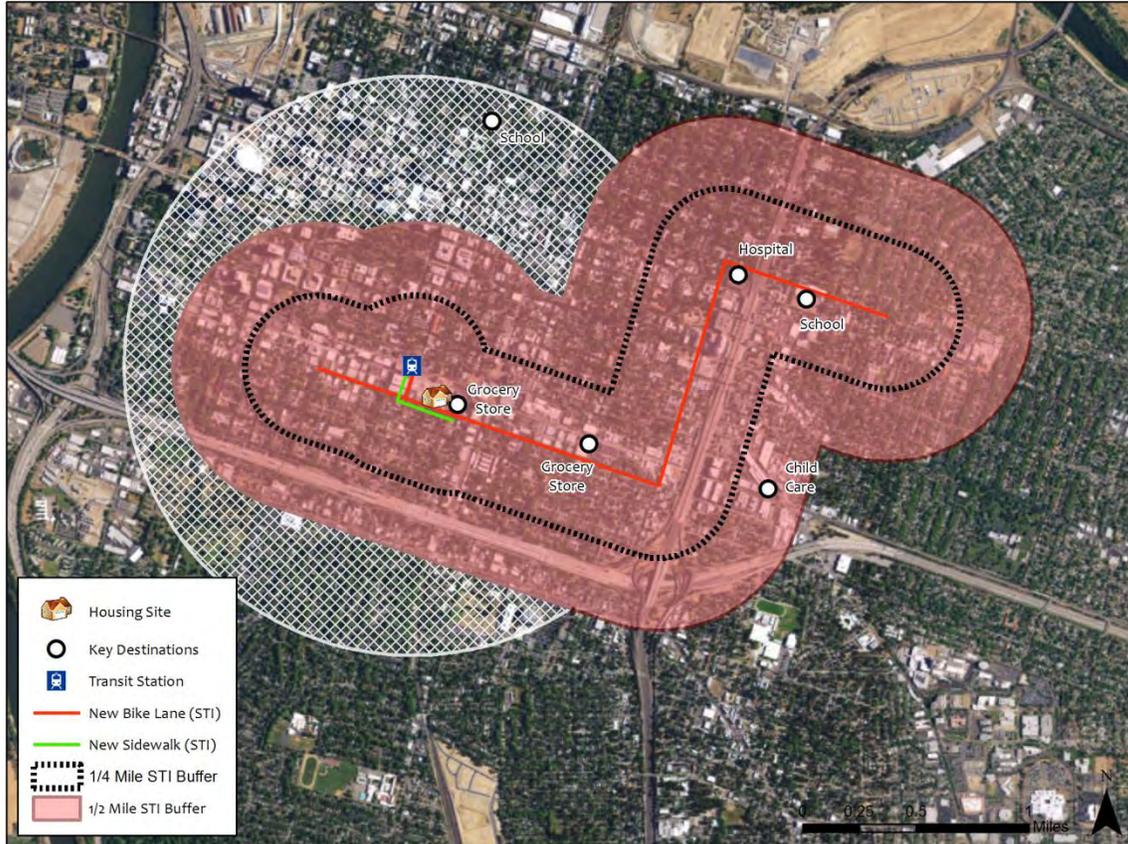
The green buffer outlines the existing project area as defined by the QM as within one-half ($\frac{1}{2}$) mile of the **Affordable Housing Development**. For quantification purposes, measures PDT-3 and SDT-2 must be within $\frac{1}{2}$ mile of the housing development.

7. Draw a one-half (1/2) mile and one-quarter (1/4) mile buffer around all Sustainable Transportation Infrastructure.



For quantification purposes, Activity Centers within both one-half (1/2) mile buffer (red bubble) and one-quarter (1/4) mile buffer (black dashed lines) of the **STI** improvements may be counted for the Activity Center Credit factor for Bike /Ped projects.

8. **Merge Buffers from steps 6 and 7 for Project Area.** The project area must be contiguous, meaning there must be at least some overlap between the merged buffers.



While the white hashed area is included in the AHSC **Project Area**, it **would not** be considered within for QM purposes. In the QM, measures PDT-3 and SDT-2 must be within one-half ($\frac{1}{2}$) mile of the housing development as identified by the red buffer.

In this example, there are five (5) activity centers within one-half ($\frac{1}{2}$) mile, four (4) of which are within one-quarter ($\frac{1}{4}$) mile, and one (1) of which is within one-half ($\frac{1}{2}$) mile, but outside of one-quarter ($\frac{1}{4}$) mile of the housing site. For quantification purposes, applicants would use the credit .002 for “more than three (3), but fewer than seven (7)” instead of .0015 for “seven (7) or more”.