



REAP 2.0 Guidance for Mapping Project Areas to meet the Infill Definition

An application for REAP 2.0 funding must provide a description for how the project area meets the definition of infill. The definition of infill along with a guide to the terms used in the definition is provided on page 3 and 4.

The following SCAG REAP 2.0 Programs require a map describing how each proposed project meets the infill definition:

- Subregional Partnership (SRP) 2.0 Program,
- Notice Of Funding Available (NOFA) For Lasting Affordability,
- Regional Utilities Supporting Housing (RUSH) Pilot Program
- Housing Infill on Public and Private lands (HIPP) Pilot Program
- Sustainable Communities Program – Civic Engagement, Equity, and Environmental Justice (SCP CEEJ) for Housing & Land Use projects

Demonstrating a Project Area meets the Infill Definition

The following guidance is for creating and saving a map for a project area to demonstrate compliance with the REAP 2.0 infill definition.

The map can either be visual-based or a written narrative. You are welcome to use the approach you are most comfortable with, provided the map or statement includes the following:

- a. Clear visual depiction or written description of the project area with boundaries clearly delineated or defined.
- b. Major roads identified and named.
- c. Major landmarks (intersections, development patterns, natural features) identified.
- d. Classified agricultural, natural, and working lands identified.
- e. Within and adjoining the boundaries of the project area (see infill definition term sheet for descriptions of all terms in “parentheses”)
 - i. All “destinations”,
 - ii. All “daily services by transit” (note all transit lines serving the project area with vehicle size and frequencies of service)
 - iii. All “developed” areas,
 - iv. All “qualified urban uses”,
 - v. All “parks”,
 - vi. All “urban corridors” and “urban centers”
- f. Provide a statement explaining how the project area meets the infill definition.



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Optional. The following instructions can assist in creating and saving a visual map using google maps and PowerPoint. This is optional.

Instructions for obtaining an aerial image using Google Maps and using it to create a map in Powerpoint.

Google Maps (www.google.com/maps)

1. Access the Google Map program by clicking on the link above.
2. To locate your project area, drag the view or type a location in the search box (located in the upper left-hand corner of the screen).
3. In the lower left-hand corner of the view screen click on the “Layers” icon. This provides visual options for the map.
4. Select “Satellite” to view a satellite image of the area.
5. Take a screen shot of the map (PC, use the “snip” tool. Apple, use <shift><command><4>)
6. Save the screen to your desktop to be Imported into Powerpoint (next step)
7. Next, open PowerPoint
8. Create a new project.
9. Click on the “insert” ribbon.
10. Select “Pictures” (third option from the left side).
11. From the drop-down menu, choose “From a file”.
12. A file window will pop up. Choose “desktop” from the menu on the left-hand side.
13. Select the screen shot you created in the google maps.
14. Click on the “insert” ribbon again.
15. This time, select the “shapes” drop-down menu (six options from the left)
16. Choose the “free-hand tool” to draw the boundaries of your project area (here is a youtube instructional video: <https://www.youtube.com/watch?v=-r6tsHSe8Y0>)
17. Next, add place names and locations using the “text box” tool, which is also located in the “shapes” drop-down menu.
18. Add text boxes, shapes, and lines as needed to identify all the features listed above.
19. Provide a statement, either on the map or on the next presentation slide explaining how the project site meets the infill definition.
20. Save the PowerPoint presentation slide as a pdf.
21. Include the pdf with your application.



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Infill Definition – Descriptions for Terms Used

- “Infill”, for the purposes of the REAP 2.0 Program, means areas where all the following apply:
- (1) the area consists of **unused or underutilized lands** (2) within existing development patterns (3) that is or will be accessible to **destinations** and **daily services by transit**, walking, **or** bicycling and located in either:
 - a. An **urban center, urban corridor, or** area with transit-supportive densities, **or**
 - b. An established community that meets all the following criteria:
 - i. The area consists or previously consisted of **qualified urban uses**
 - ii. The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels that are **developed** or previously developed with **qualified urban uses**. In counting this, perimeters bordering navigable bodies of water and **improved parks** shall not be included, and
 - iii. No parcel within or **adjoining the area is classified** as agricultural or **natural and working lands**.
 - c. Under unique circumstances, applicants may propose an alternative definition of “Infill” subject to approval by the Department and State Collaborative Partners.

Terms used in the definition of Infill	Description
<i>Adjoining the area is classified</i>	No parcel within or sharing a parcel boundary with the area is identified as agricultural or natural and working lands according to the Dept of Conservation’s Farmland Mapping & Monitoring Program (FMMP) and the California Protected Areas Database (CPAD), except in the case of conserved agricultural lands (e.g., Williamson Act Contracts), areas used as urban green space and/or recreation, and areas used for farmlands or grazing within incorporated jurisdictions.
<i>Daily services by transit</i>	Includes fixed routes or Flexible Transit Service, which means a form of transit for the public characterized by flexible routing and scheduling of small/medium vehicles operating in shared-ride mode (with at least two passengers) between pick-up and drop-off locations according to passenger needs. Flexible Transit Service includes vanpool, shuttle, paratransit, and feeder bus systems that reduce vehicle miles traveled.
<i>Destinations</i>	Means vital community amenities and resources including but not limited to banks, post offices, grocery stores meeting the CalFresh program requirements, licensed childcare facilities, medical clinics that accept Medi-Cal payments, office uses, parks accessible to the public, pharmacies, places of worship, public schools, public libraries, public community centers, and colleges or universities medical centers, schools, grocery stores, childcare centers, or mobility hubs. Destinations should be operational or proposed/approved at the time of application.



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<i>Developed</i>	Land that is altered by paving, construction, and/or land use that would typically have required regulatory permitting to have been initiated.
<i>Improved parks</i>	Facilities that provides benefits to the community and include, but is not limited to, places for organized team sports, outdoor recreation, and informal turf play; nonmotorized recreational trails; permanent play structures; landscaping; community gardens; places for passive recreation; multipurpose structures designed to meet the special recreational, educational, vocational, and social needs of youth, Senior citizens, and other population groups; recreation areas created by the redesign and retrofit of urban freeways; community swim centers; regional recreational trails; and infrastructure and other improvements that support these facilities.
<i>Natural and working lands</i>	Includes rangeland, forests, woodlands, wetlands and coastal areas, grasslands, shrubland, farmland (including grazing land) riparian areas, and urban green space.
<i>Qualified urban uses</i>	Any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.” Cal. Code Regs. Tit. 14, § 15191
<i>Unused or Underutilized lands</i>	Land that is vacant, underutilized, or developed in a manner that would allow for greater density or development intensity.
<i>Urban</i>	A place that includes or is predominantly surrounded by residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.
<i>Urban center</i>	An area identified or recognized as a ‘main street’, downtown, central business district, or core area in local planning documents.
<i>Urban corridor</i>	A corridor that includes a mix of uses within one-mile walking distance and/or 3-mile biking distance of each other along a street, roadway, or other path of travel.