

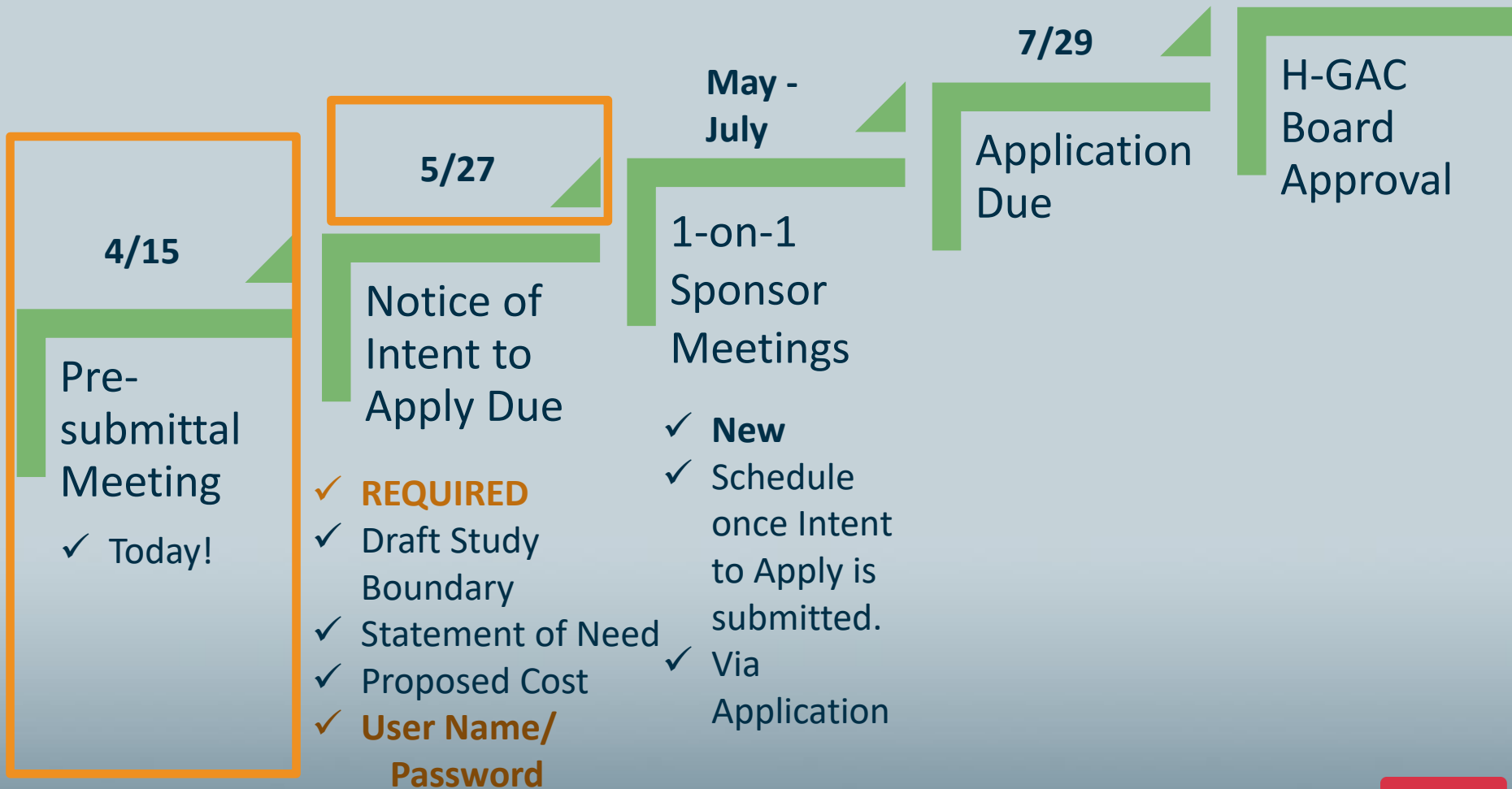
LIVABLE CENTERS

CALL FOR STUDY SPONSORS



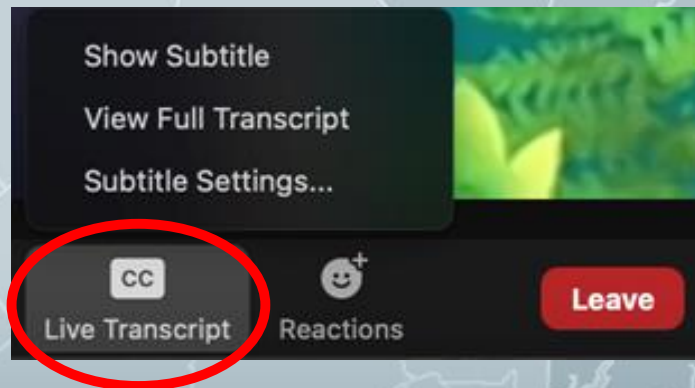


Key Dates



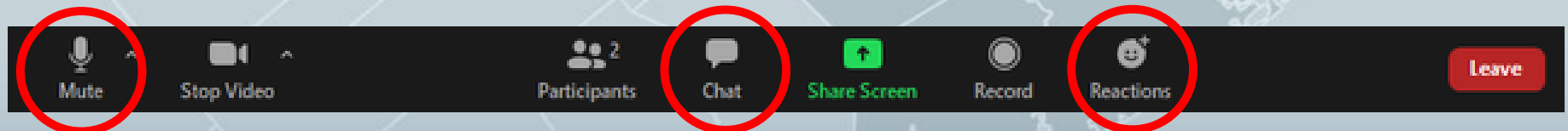
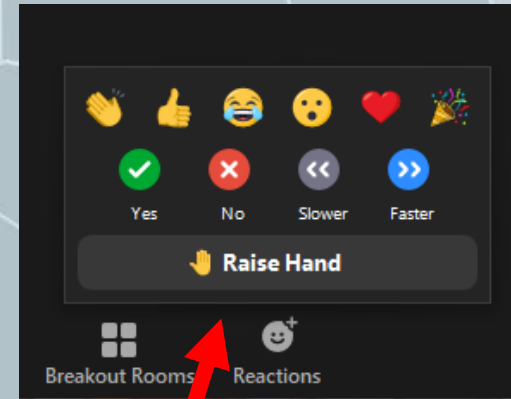
Online Meeting Tips & Etiquette

- Meeting is recorded
- Automated closed captioning is available for this event.
- Click on live transcript for options



Online Meeting Tips & Etiquette

- Place questions in Chat Box.
- Questions for Clarification.
 - Click on the Reactions button
 - Access those controls from the pop up



3

1

2

H-GAC, Livable Centers



About Livable Centers

Livable Centers are places where people can live, work, and play with less reliance on their cars. They encourage a complementary mix of land uses that are designed to be walkable, connected, and accessible by multiple modes of transportation, including bus, bike, foot, or vehicle (multi-modal). Established in 2008, the Program works with local communities to reimagine auto-focused infrastructure, policies, and programs to be more multi-modal friendly.



Livable Centers Call for Planning Study Partners	Livable Centers Workshops	Livable Centers Implementation
Publications	Livable Centers Planning Studies	Livable Centers RFP Notification
Livable Centers on Mobility NOW	Livable Centers Tools	Economic Development Toolbox

Livable Center Study Areas

Complimentary
Mixed Use



Walkable



Connected +
Accessible



- ✓ Transportation improvements (multimodal)
- ✓ Market analysis
- ✓ Develop Concepts
- ✓ Implementation Plan
- ✓ Public Engagement



Enhance Existing Community

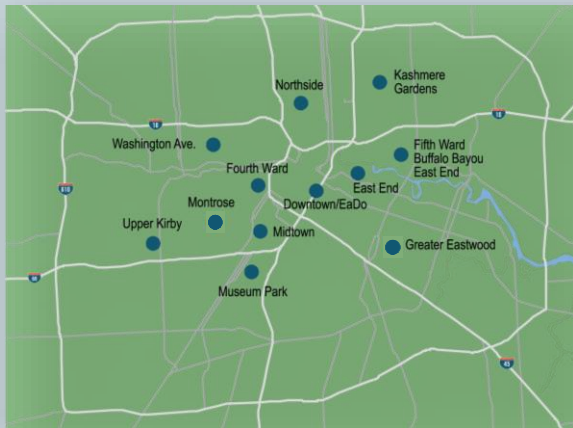
- ✓ Housing Diversity
(age in place, affordable)
- ✓ Quality Space/
Public Space
- ✓ Flooding
- ✓ Economic
Development &
Reinvestment
- ✓ Parking/Transit





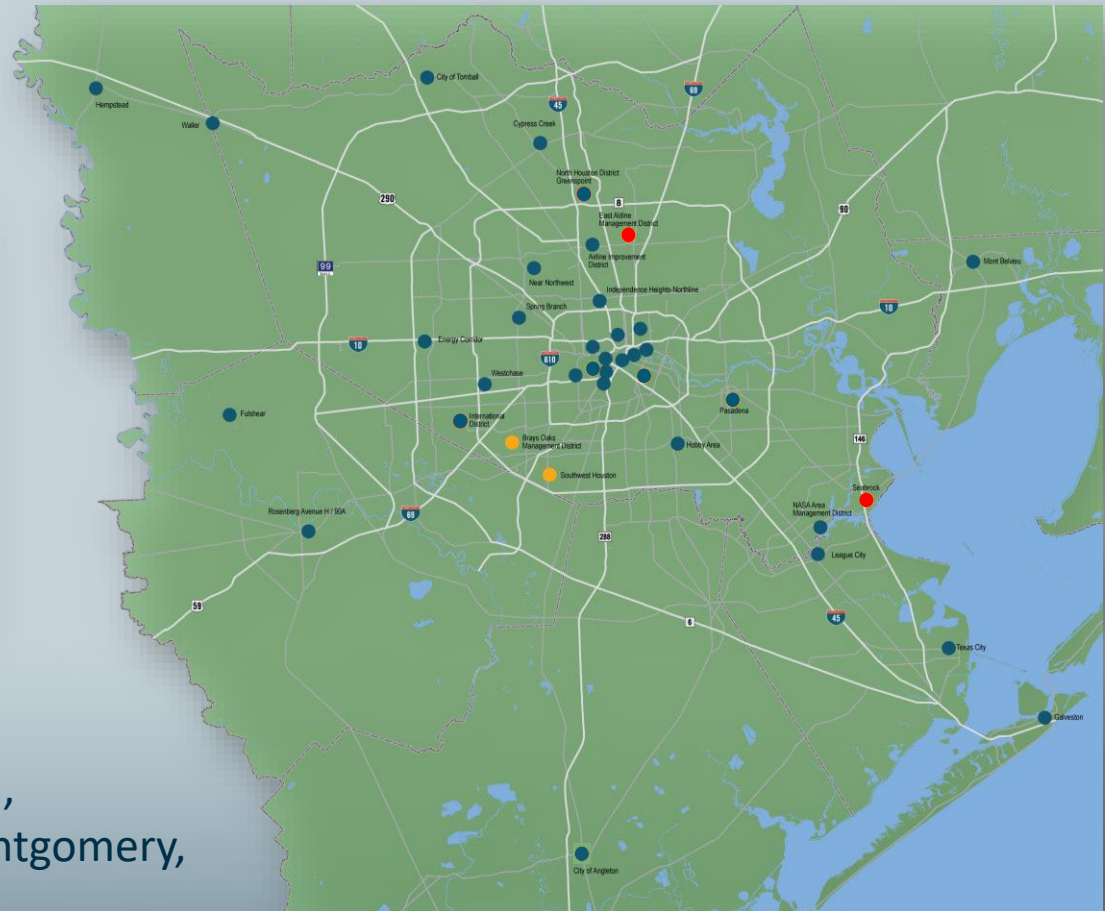
Livable Center Study Areas

- Completed Studies
- Current Studies
- Planned Studies



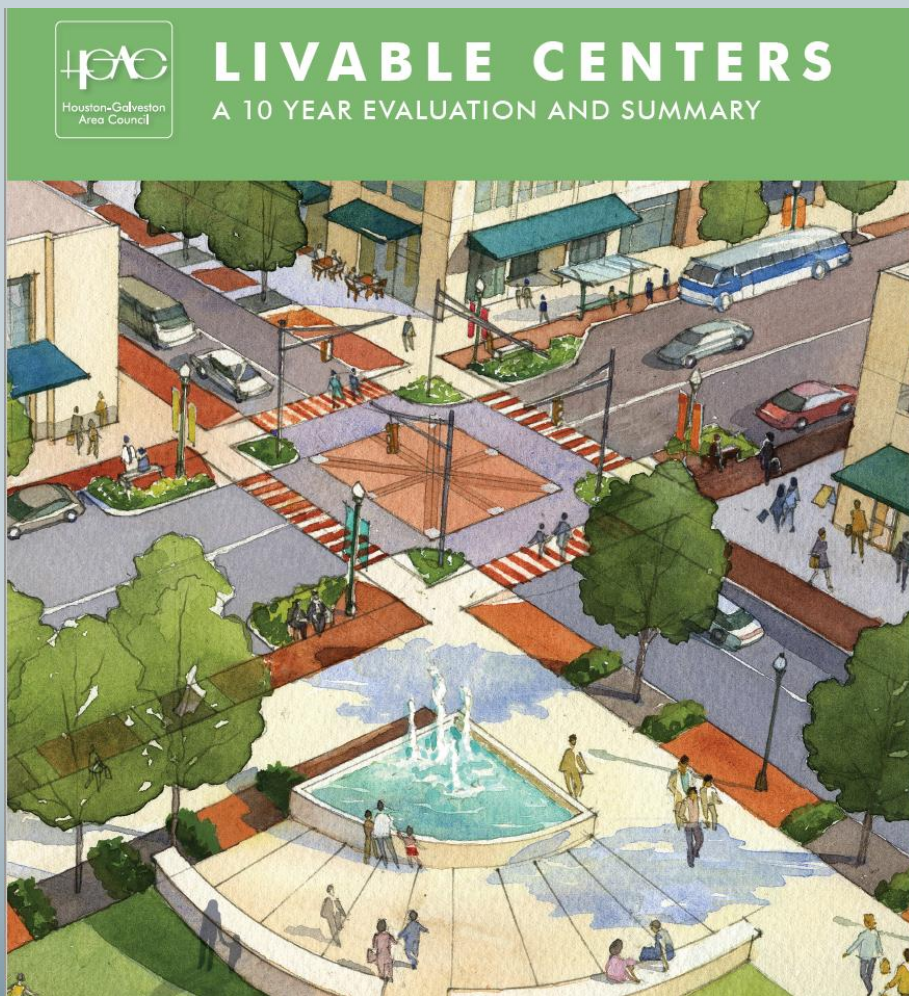
8-County MPO:

Brazoria, Chambers, Fort Bend,
Galveston, Harris, Liberty, Montgomery,
and Waller counties





10 Years - Do Not Sit On Shelves



- **\$467 million** in local improvements implemented
- **\$575.7M** in Regional Transportation Plan
- **75% of Studies on track to full implementation**
- **700,000** SOV trips reduced daily
- GIS/Maps of Recommendations
- Program Tracker

H-GAC, Livable Centers



About Livable Centers

Livable Centers are places where people can live, work, and play with less reliance on their cars. They encourage a complementary mix of land uses that are designed to be walkable, connected, and accessible by multiple modes of transportation, including bus, bike, foot, or vehicle (multi-modal). Established in 2008, the Program works with local communities to reimagine auto-focused infrastructure, policies, and programs to be more multi-modal friendly.

Livable Centers Call for Planning Study Partners

Publications

Livable Centers on Mobility NOW

Livable Centers Workshops

Livable Centers Planning Studies

Livable Centers Tools

Livable Centers Implementation

Livable Centers RFP Notification

Economic Development Toolbox



2021 Call for Sponsors

- **Full Livable Centers Studies** - Aims to create walkable live, work, play environments at a **community-wide scale** as defined by study sponsors and may span a larger neighborhood or series of neighborhoods in a single service area, such as a district or other sponsor-defined boundary. A study area may **define multiple locations or nodes of interest**, including identified areas for future land use improvements.
- **Focused Livable Centers Studies (New!)** - Target small areas such as a **community-node** or specific neighborhood **origin or destination**, or focus on a specific livable **centers goal** and include:
 - Evaluation of equitable infrastructure,
 - Promotion of or advance concept plan of economic generators
 - Promotion of or advance concept plan of housing choice.

Examples: Last-mile connection system planning, safe routes to school, transit-oriented planning, and housing feasibility analysis.

Full vs. Focused



Criteria Summary:

Full Study

Criteria 1: Description/Scope	20%
Criteria 2: Capacity to Implementation	20%
Criteria 3: Fulfilling Program Goals	60%
Goal 1: Create multi-modal travel choices	30%
Goal 2: Create resilient quality places	10%
Goal 3: Promotes equitable infrastructure	10%
Goal 4: Promote economic development and housing	10%

100 %

OVERALL SCORE (100 POINTS)

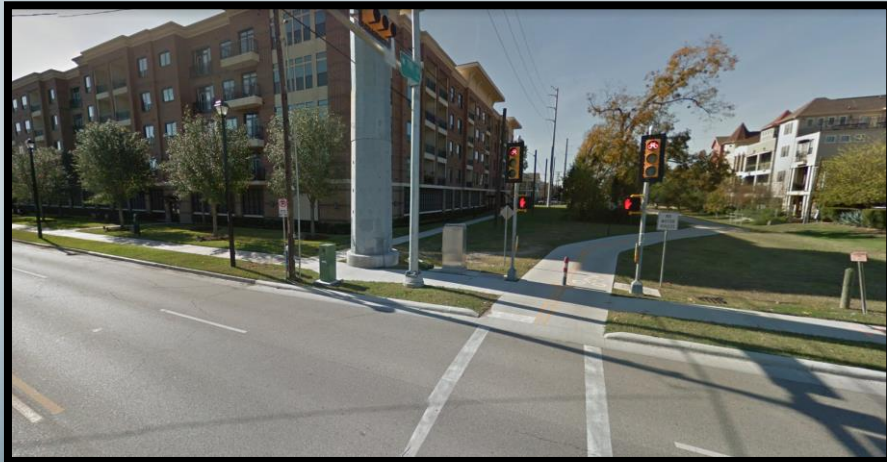
100 %

Focused Study

Criteria 1: Description/Scope	20%
Criteria 2: Capacity to Implementation	20%
Criteria 3: Fulfilling Program Goals Required	40%
Goal 1: Create multi-modal travel choices	30%
Goal 2: Create resilient quality places	10%
Focused Criteria:	20%
Goal 3: Promotes equitable infrastructure	20%
Goal 4: Promote economic development	20%
Goal 5: Promote Diversity in housing	20%

100 %

Equitable Infrastructure





student district

← HCC Campus

↑ HCC Parking

→ Ensemble/HCC Station

→ Main Street



midtown



design district

← HCC Campus

↑ Montrose

→ Ensemble/HCC Station

→ Main Street



midtown



arts district

← HCC Campus

↑ Montrose

→ Ensemble/HCC Station

→ Main Street



midtown



arts district

← HCC Campus

↑ Montrose

→ Ensemble/HCC Station

→ Main Street



midtown

Detail sign panels



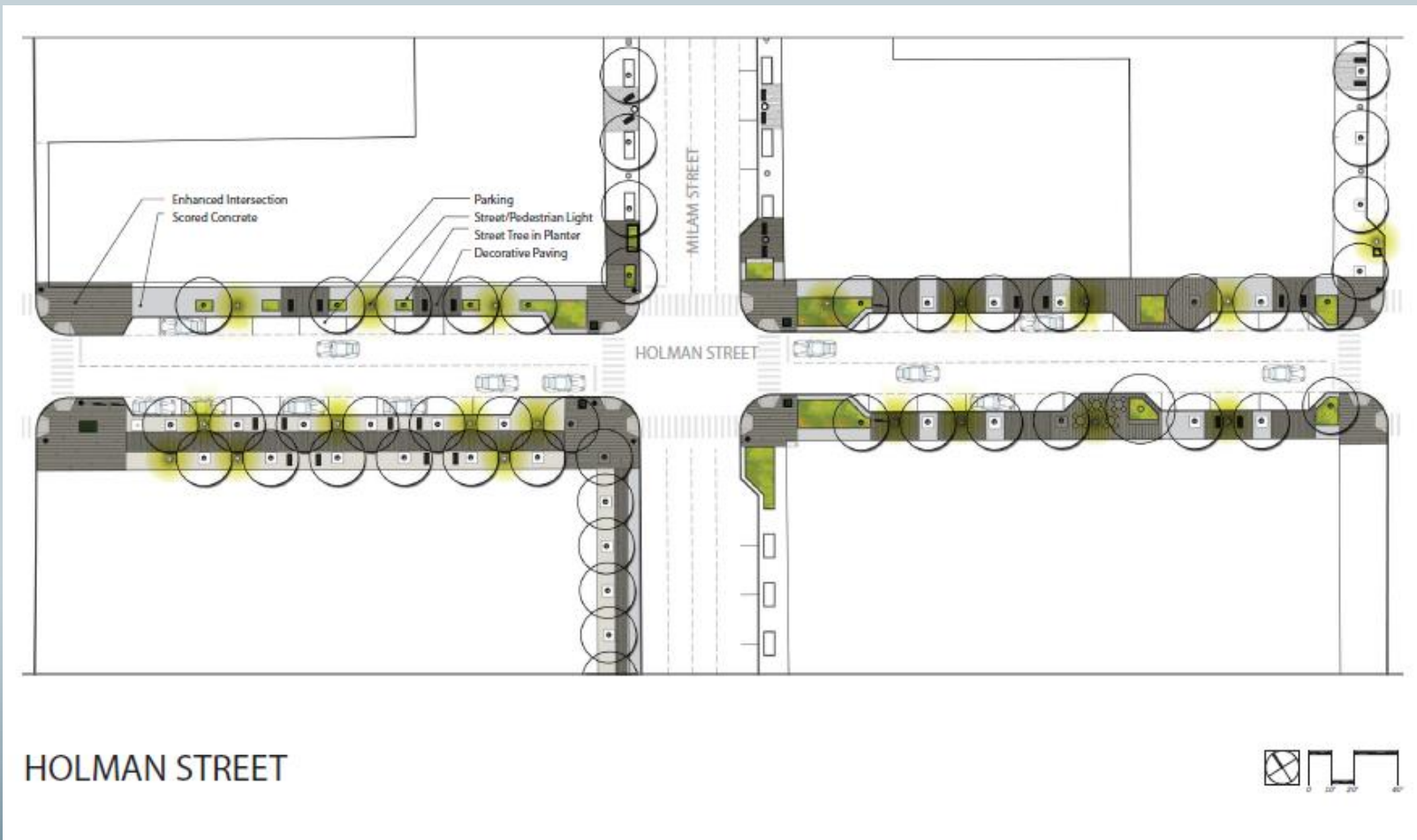
midtown

midtown

Utilize the Midtown logo for entry portals

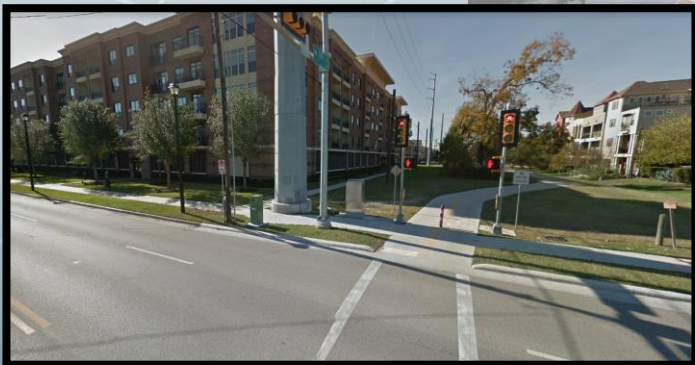


Equitable Infrastructure



East End





Equitable Infrastructure

- Last-mile connection system planning
- Safe routes to school & wayfinding plans
- Transit access location and connectivity
- Park access location and connectivity
- Parking analysis
- Advanced concept plans
 - Visual cross sections & renderings

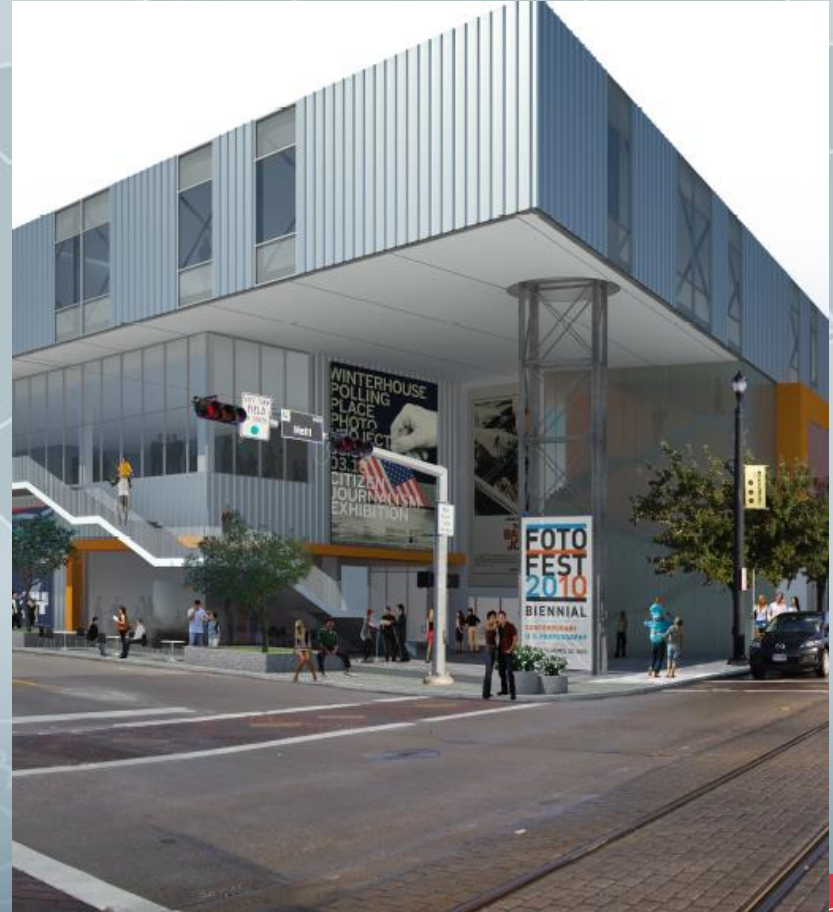


Economic Development

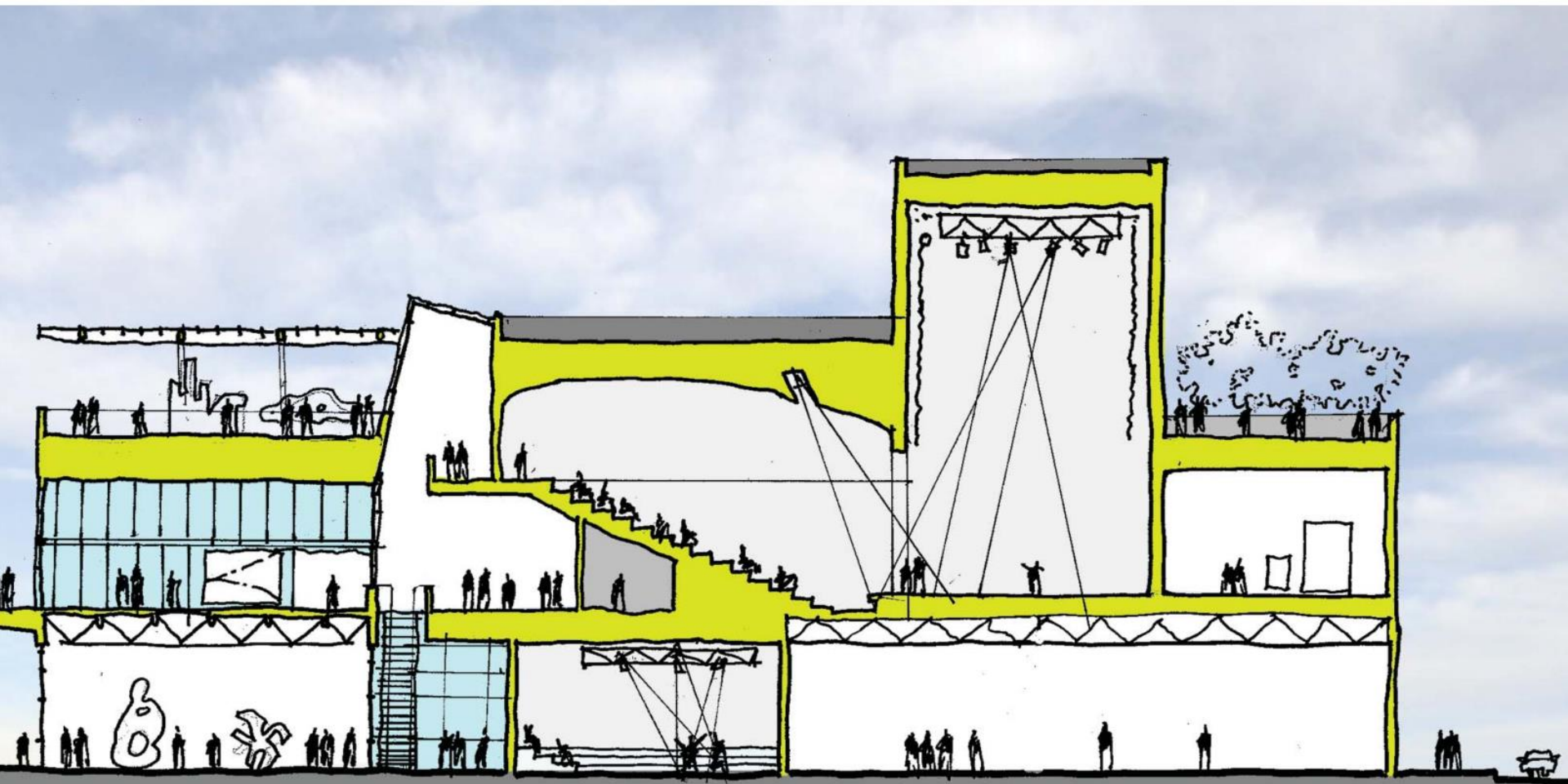
- Midtown History
 - Until recently, very underdeveloped
 - Blight, lack of direction, no cohesiveness
 - HGAC commissioned Livable Centers Study in 2010
 - How to make area more walkable, active, economically vital?
- Midtown Now
 - Study recommended MATCH as “catalytic project” to spur development in Midtown
 - Since 2011, new multi-family development, retail, additional non-profit and for-profit creative enterprises



Economic Development







Economic Development

STUDY AREA METRICS

TOWN CENTER

BLOCK SIZE

200'x 450'

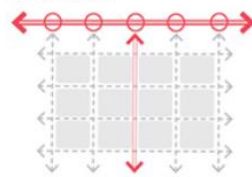


INTERSECTION DENSITY

.31
intersections / acre



ARTERIAL-SHOPPING INTERFACE



OPEN SPACE

13
acres



RESIDENTIAL

BLOCK SIZE

400'x 450'

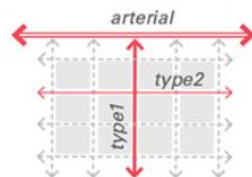


INTERSECTION DENSITY

.22
intersections / acre



RESIDENTIAL STREET HIERARCHY



OPEN SPACE

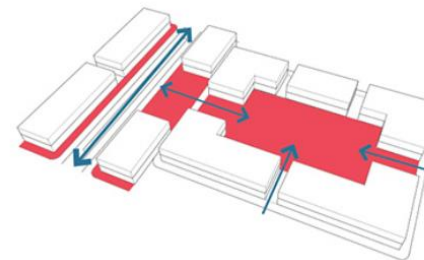
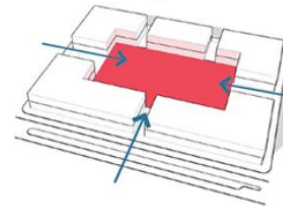
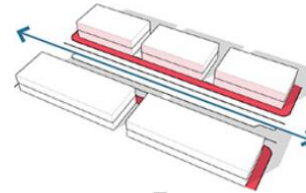
27
acres



TOWN CENTER URBAN FORM STRATEGY

MAIN STREET MODEL

The Main Street model focuses town center activities, pedestrian flow and movement along a minor arterial or collector road. Retail development faces the corridor with minimal setbacks. The street is considered highly walkable and intimate for outdoor cafe spaces, wide sidewalks and vibrant retail activities.



TOWN SQUARE MODEL

The town square model puts town center activities and pedestrian flow primarily around a public space and off of roadways. In addition, retail development and activities face inward toward the square. Entries may occur off of main arterial roads or smaller collector roads.

MONT BELVIEU MAIN

The combined models of a Town Square as the node of activity connected to the adjacent Main Street pulls pedestrians to the public space via sidewalks and bike lanes, while development fronts open space and streetscapes, with parking at the rear off of arterial roads. Entries face multiple directions to capitalize on vehicular traffic, parking and pedestrian movement.



MAIN STREET (90'-0" R.O.W.)



KEY PLAN



SECONDARY RETAIL STREET (80'-0" R.O.W.)



KEY PLAN



MIXED-USE BOULEVARD (107'-0" R.O.W.)



KEY PLAN



Economic Development

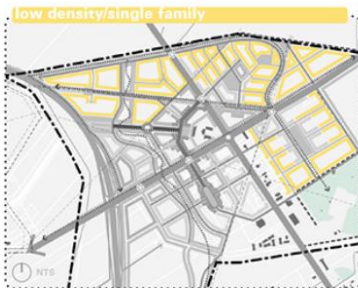
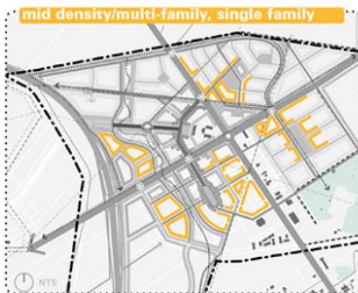
- Catalyst and anchor project
- Planning-level proforma
- Parking analysis
- Advanced concept plans
 - Visual cross sections & renderings

Diversity in Housing

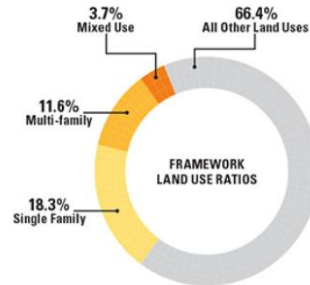


Proposed student housing development in the College District

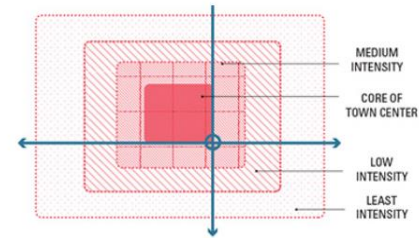
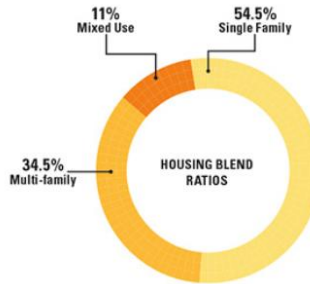
Diversity in Housing



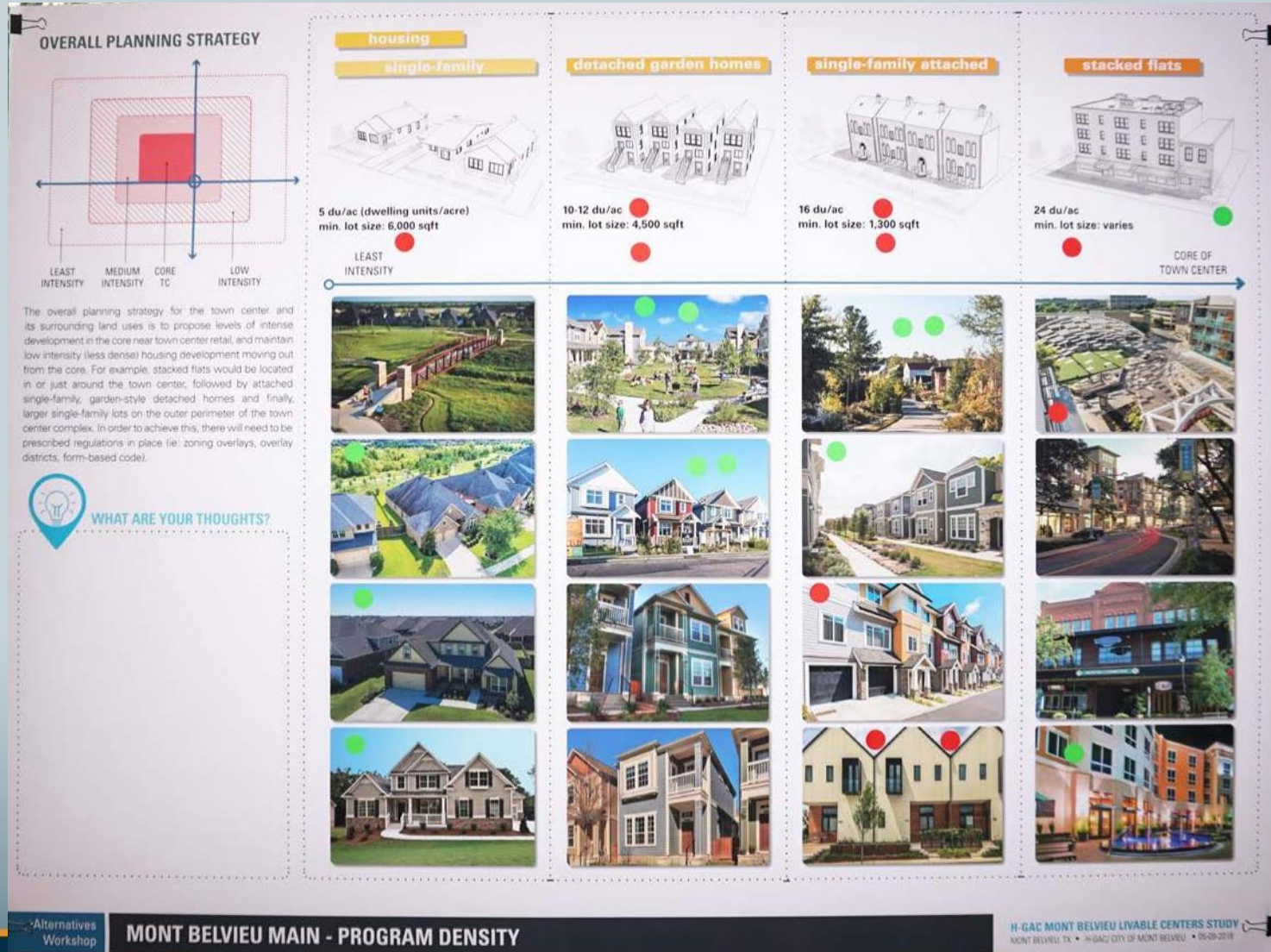
HOUSING LAND USE RATIOS | STUDY AREA



HOUSING TYPE RATIOS | HOUSING ONLY



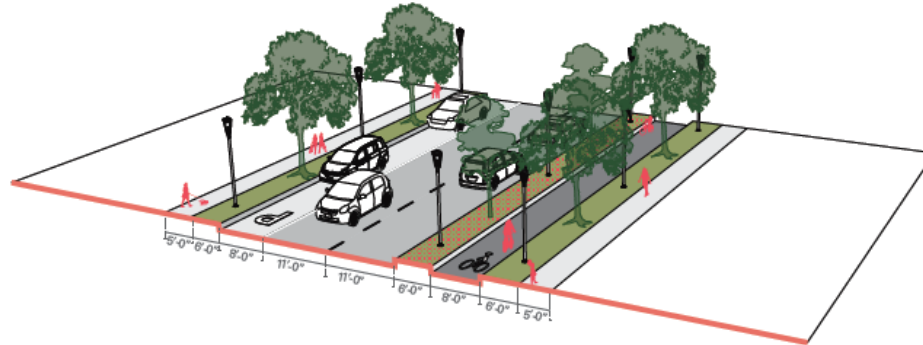
Diversity in Housing



RESIDENTIAL THOROUGHFARE (66'-0" R.O.W.)



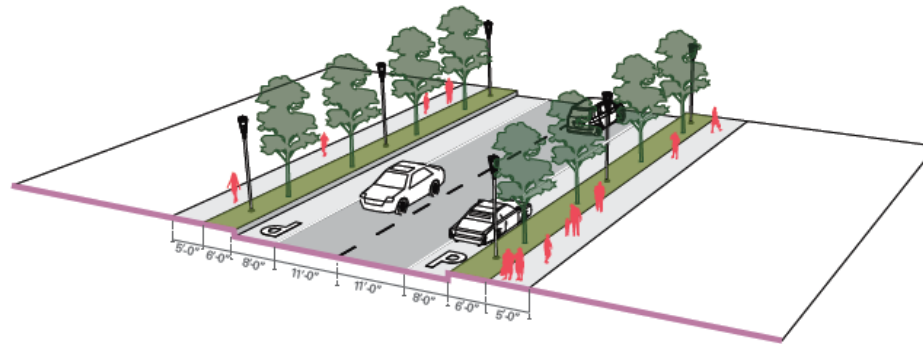
KEY PLAN



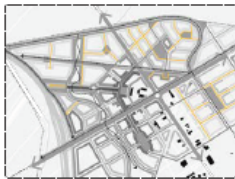
RESIDENTIAL STREET A (60'-0" R.O.W.)



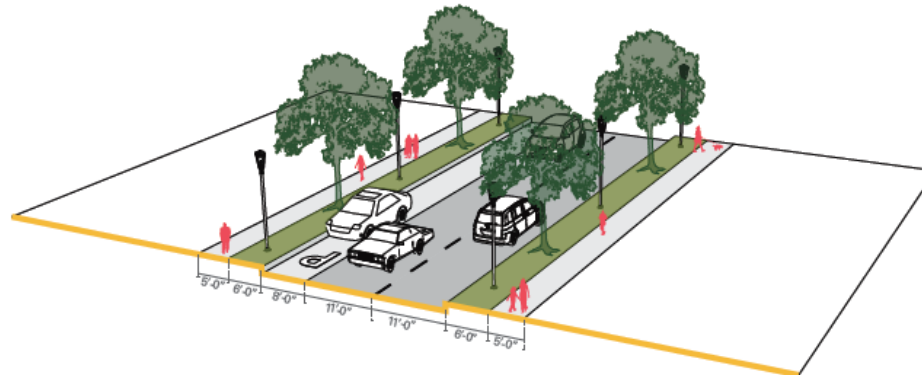
KEY PLAN



RESIDENTIAL STREET B (52'-0" R.O.W.)



KEY PLAN



Diversity in Housing

- Age in place, concept studies
- Market and mixed-use analysis, affordability
- Planning-level proforma
- Parking analysis
- Advanced concept plans
 - Visual cross sections & renderings

H-GAC, Livable Centers



About Livable Centers

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Livable Centers Call for Planning Study Partners

Publications

Livable Centers on Mobility NOW

Livable Centers Workshops

Livable Centers Planning Studies

Livable Centers Tools

Livable Centers Implementation

Livable Centers RFP Notification

Economic Development Toolbox



Application Guidance

Application Guidance

For a more detailed outline of each step, please refer to the [Application Guidance Document](#).

[View Application Guidance](#)

2-Step Application



Step 1: Notice of Intent to Apply

Sponsors are required to notify H-GAC of their intent to apply no later than **5:00 p.m. May 27, 2021**. Intent to apply must include proposed study area location.

After submitting the Intent to Apply, applicants will receive an email notification and access to the application submittal portal.

[Submit a Notice of Intent to Apply](#)

- ✓ **Create application account**
 - Two emails allowed
 - One User Account
- ✓ **Submit Intent to Apply**
 - Acquire Application ID
 - Request Sponsor Application Meeting

Step 2: Application Submittal

Sponsors must be submitted online to H-GAC no later than **5:00 p.m. July 29, 2021**. Technological errors must be communicated to H-GAC no later than July 27, 2021.

No late applications will be accepted.

[Application Login](#)

- ✓ **Start Application**
 - Need Application ID
 - Bring draft to Sponsor Application Meeting
- ✓ **Submit Application**
 - Notification to emails on file



Eligible Partners

Eligibility

1. This call for planning study sponsors is limited to city or county governments, transit agencies, management districts, municipal utility districts, Tax Increment Reinvestment Zones (TIRZ), and other entities that can receive federal transportation funding and implement transportation study recommendations.
2. The proposed study must be located within H-GAC's 8-county TMA, which includes Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller counties.
3. If the applicant is not the primary owner of the streets, sidewalks, or public right-of-way in the study area, the applicant must provide a letter of support from the owning agency (i.e., the city or county that owns and maintains the streets, sidewalks, etc.).



Matching Fund Requirements

✓ **Demonstrate financial commitment**

- Based on Sponsor estimate
- Required for Intent to Apply
- May be modified for Application

✓ **Livable Centers Need Index (LCNI)**

- Equitable distribution of funds
- Need determined by LCNI

- LCNI Score \geq 75:	0% Cash Match
- LCNI Score $<$ 75:	10% Cash Match



LCNI, On-Line Tool: ACE

Sponsors can calculate level of need for their study area online through the Livable Centers Activity-Connectivity Explorer (ACE),

About Livable Centers

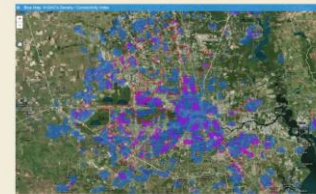
Livable Centers are places where people can live, work, and play with less reliance on their cars. They encourage a complementary mix of land uses that are designed to be walkable, connected, and accessible by multiple modes of transportation, including bus, bike, foot, or vehicle (multi-modal). Established in 2008, the Program works with local communities to reimagine auto-focused infrastructure, policies, and programs to be more multi-modal friendly.

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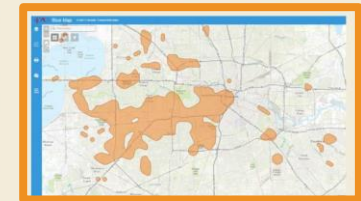
ACE: H-GAC's Activity-Connectivity Explorer

Blue Map has a new name: ACE: Activity-Connectivity Explorer. ACE ([Summary Viewer](#) or [Advanced Viewer](#)) is a mapping application to identify existing activity center(s) based on density and connectivity index using a hexagonal grid system. There are six indicators to measure density and connectivity: Household, Household Population, Jobs, Activity Population, Job/Household Balance, and Number of Intersections.

[ACE- Summary Viewer](#)



[ACE - Advanced Viewer](#)



ACE Access by:

1. Guidance Document or
2. Tools Tab

ACE Access by:

1. On Tools Tab
2. Select ACE – Advance Viewer

ACE User Guide (New!)

- Does not require Geographic Information System (GIS) experience.





- **ACE user guide to:**

- ✓ Draw proposed study boundary,
- ✓ Determine LNCI,
- ✓ Export shapefile,
- ✓ Snapshot of study area.

- Access by:
 - ✓ Guidance Document

Livable Centers Application Data Assistance: ACE Planning Tool

Contents

Livable Centers Application Data Assistance: ACE Planning Tool	1
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B. Export  : Download Project Boundary	4
C. Import  : Add Existing or Newly Created Study Boundary	4
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ii. Informs “Create Multimodal Travel Choices”	6
iii. Informs “Create Resilient Quality Places”	7
iv. Informs “Promote Economic Development”	7
v. Informs “Promotes Equitable Infrastructure”	7
IV. Create a Shapefile.....	8

ACE Demonstration

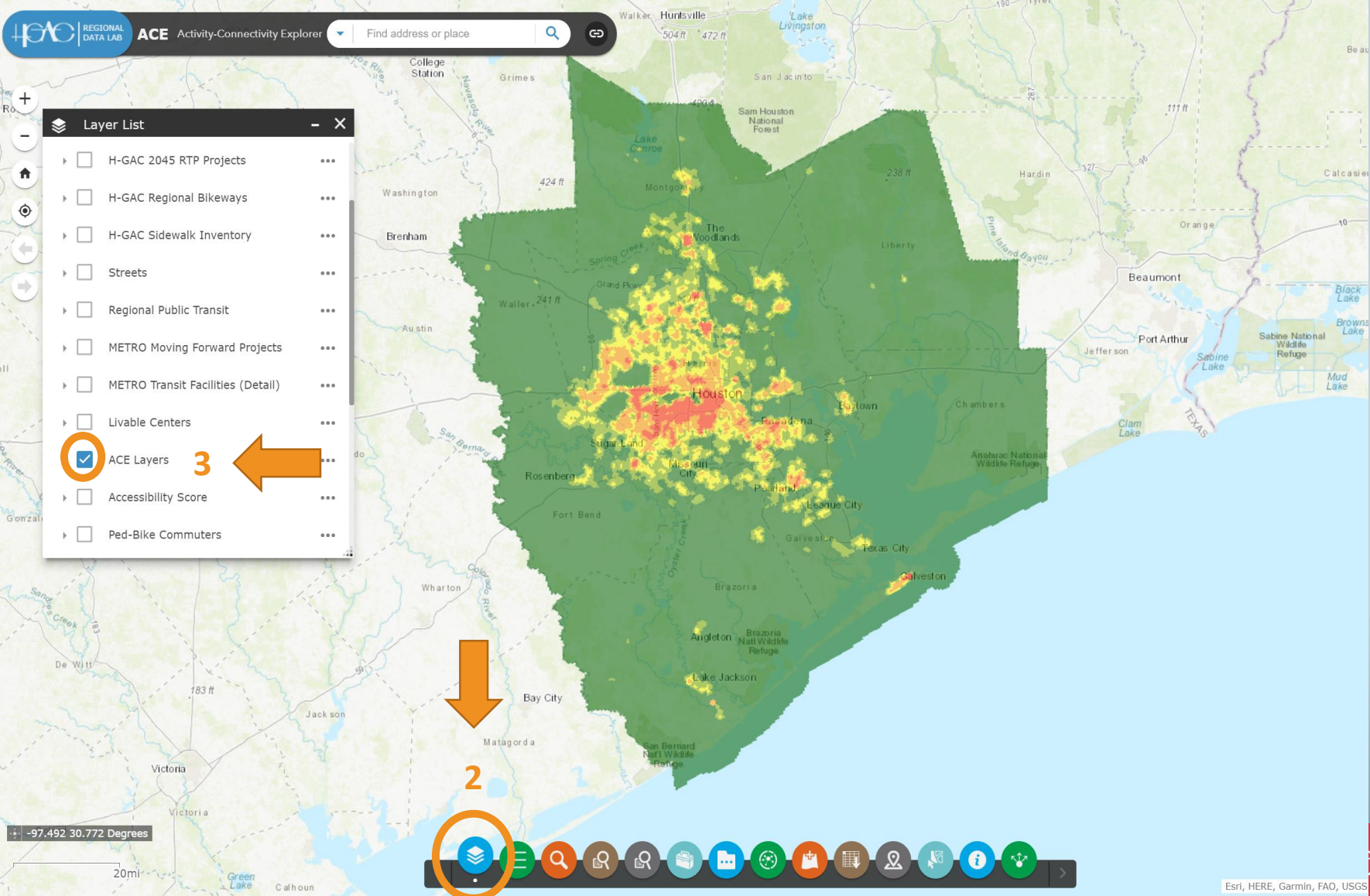
Sponsors can calculate level of need for their study area online through the Livable Centers Activity-Connectivity Explorer (ACE), [here](#)

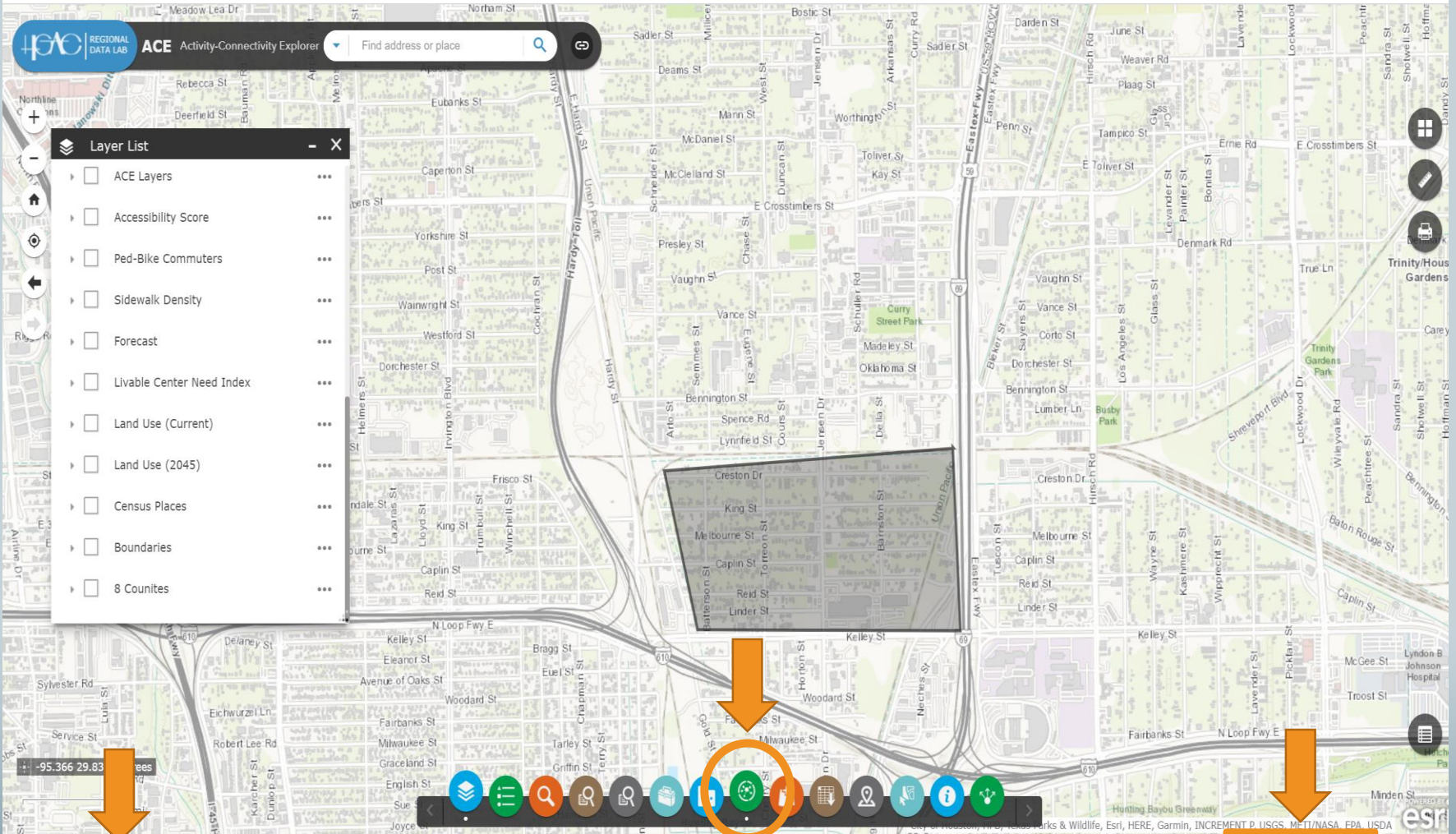
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- LCNI Score < 75 : 10% Cash Match

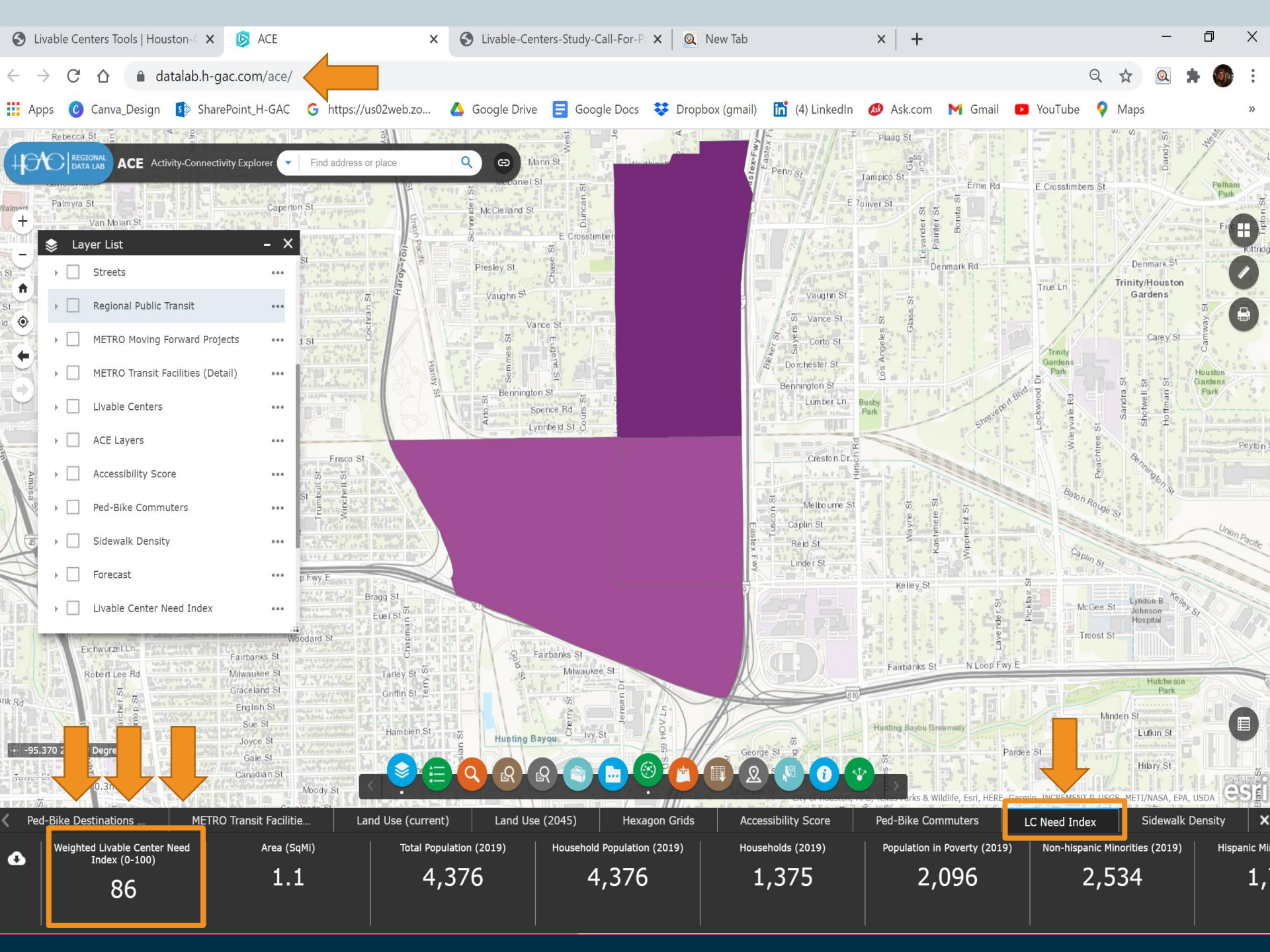
datalab.h-gac.com/ace/

1

Apps Canva_Design SharePoint_H-GAC https://us02web.zo... Google Drive Google Docs Dropbox (gmail) (4) LinkedIn Ask.com Gmail YouTube Maps







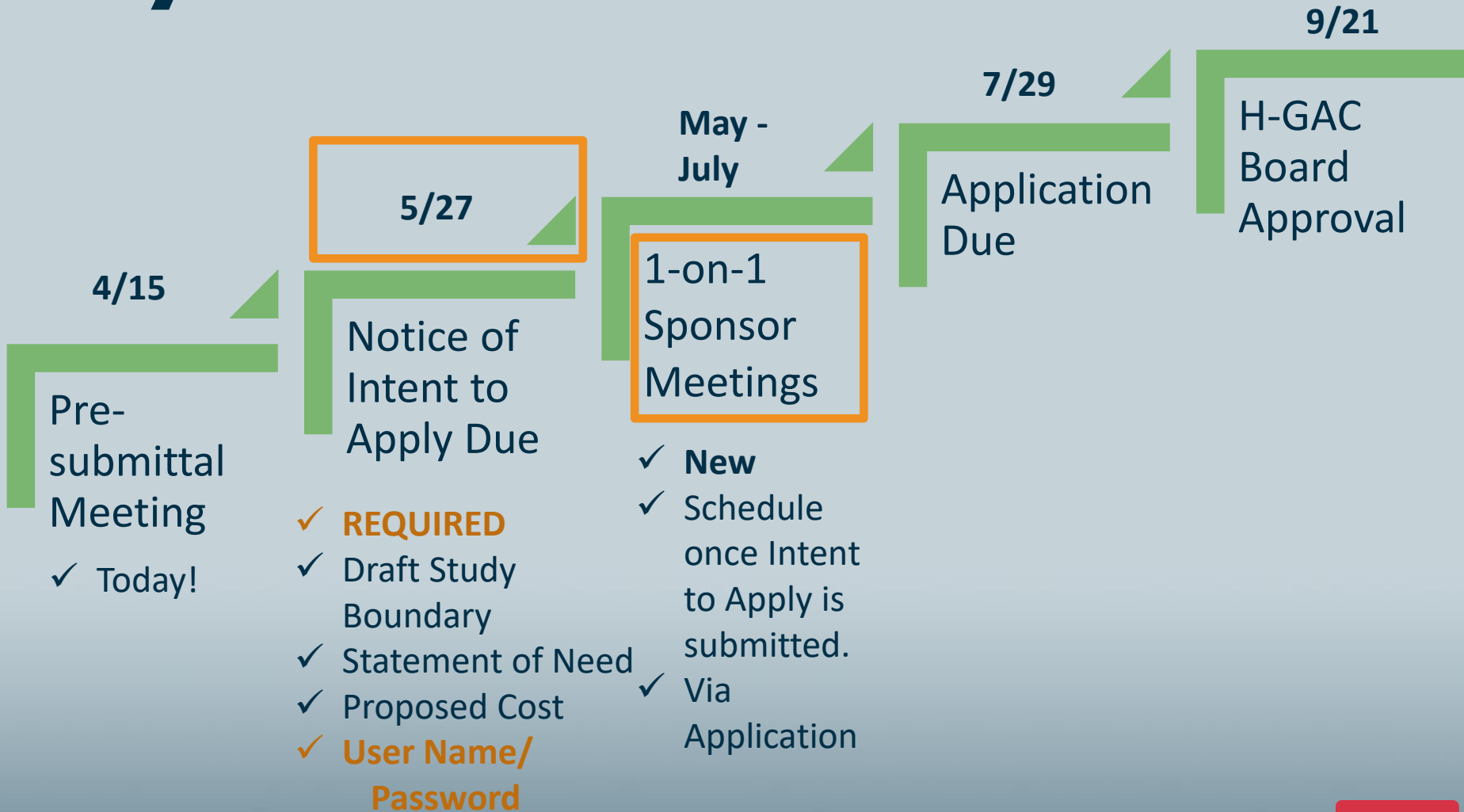
ACE Demonstration

Sponsors can calculate level of need for their study area online through the Livable Centers Activity-Connectivity Explorer (ACE), [here](#)

- LCNI Score ≥ 75 : 0% Cash Match
- LCNI Score < 75 : 10% Cash Match



Key Dates



Criteria Summary: Full

Criteria 1: Description/Scope, 800 Words	20%
Criteria 2: Capacity to Implementation, 500 Words	20%
Criteria 3: Fulfilling Program Goals (60%)	60%
Goal 1: Create multi-modal travel choices	30%
Goal 2: Create resilient quality places	10%
Goal 3: Promotes equitable infrastructure	10%
Goal 4: Promote economic development and housing	10%
OVERALL SCORE (100 POINTS)	100 %

Criteria Summary: Focused

Criteria 1: Description/Scope	20%
Criteria 2: Capacity to Implementation	20%
Criteria 3: Fulfilling Program Goals, required	40%
Goal 1: Create multi-modal travel choices	30%
Goal 2: Create resilient quality places	10%
Focused Criteria:	20%
Goal 3: Promotes equitable infrastructure	20%
Goal 4: Promote economic development	20%
Goal 5: Promote Diversity in housing	20%
OVERALL SCORE (100 POINTS)	100 %



Mandatory Letters of Support:

Texas House of Representatives

A letter of support from the State Representative for the proposed study area is **required**. If the study area encompasses multiple Texas House Districts, a letter is required from each Representative.

Sponsor Agency and other study partners

Please attach letters of support from the sponsoring agency and other study partners. *If the sponsoring agency is not the primary owner of the streets or sidewalks for study in the project area, the application must include a letter of support from the owning agency (i.e., the city or county that owns and maintains the streets and sidewalks). Application will not be considered eligible if this requirement is not met.*

Local Sponsor Matching Fund Commitment (if required)

The study sponsor must document its commitment to provide local match (if required). This consideration can be demonstrated by a letter from the chief elected official or chief executive of the sponsoring entity that has the authority to commit to the local cash contribution.

Optional Letter(s) of Support:

Letters of support from community or neighborhood groups, partner agencies, local businesses, or other stakeholders are strongly encouraged.

Questions

