



Neighborhood Centers Focus Session

January 8, 2025

Introduction



Please share an intro in the meeting chat:

- Your name and organization/community
- What are you hoping to learn from this session?
- What you would like to know about Neighborhood Centers?

Throughout the meeting:

- Please use the raise hand function to ask questions or add comments in the chat
- Keep cameras on if you can
- Be respectful of perspectives and opinions

Objectives of Neighborhood Center Session



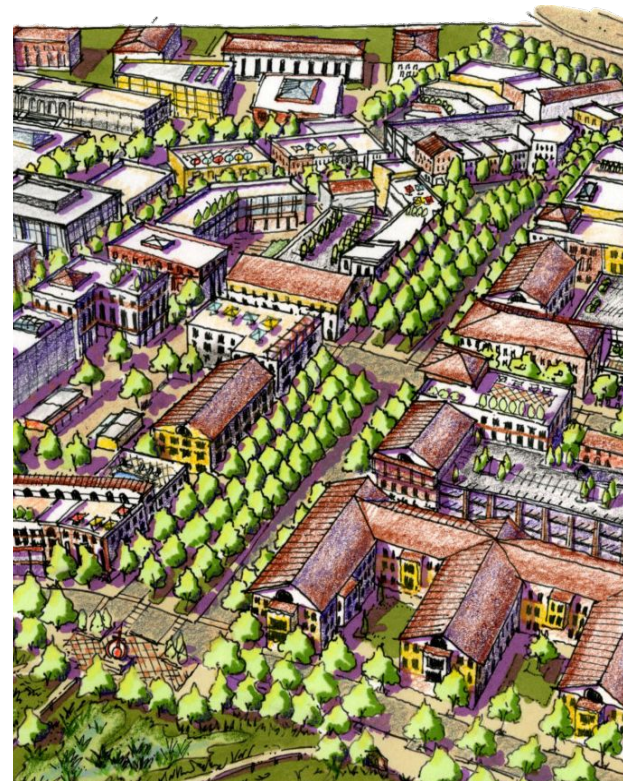
- Discuss the overall purpose of Neighborhood Centers
- Discuss initial concepts for Neighborhood Center criteria and community contexts
- Learn from local governments that may already have Neighborhood Centers what works and what doesn't

What are Neighborhood Centers?



- Neighborhood Centers (NCs) are identified in both HB24-1313 (Transit Oriented Communities) and SB24-174 (Housing Planning)
- NCs are pedestrian-oriented mixed-use neighborhoods, connected to transit when possible (downtowns, transit corridors, main streets, traditional neighborhoods, job centers, etc.)
- NCs are **voluntary** for local governments statewide to opt-in
- By 2026, state agencies will incentivize projects in NCs through grant programs.

The goal is for local and state entities to partner on developing a place-based investment strategy that builds over time



Neighborhood Centers Funding and Incentives



HB24-1313: Neighborhood Centers are eligible for:

- TOC Infrastructure Grant Program
- Affordable Housing Tax Credits (via CHFA)
- The law also directs CDOT to study how transportation policy can support, or reduce barriers to, Neighborhood Centers (we are looking for case studies)

SB24-174: By Dec 31, 2026, state agencies shall update appropriate grant programs to prioritize projects in, or supporting, Neighborhood Centers

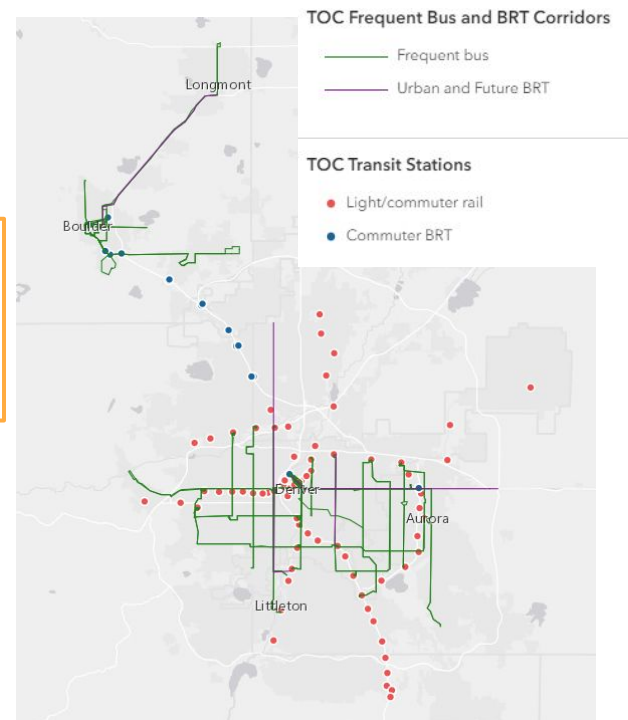
- Department of Local Affairs
- Colorado Energy Office
- Office of Economic Development
- Department of Transportation
- Department of Natural Resources
- Department of Public Health and Environment
- Department of Personnel and Administration



Difference between Transit Centers and Neighborhood Centers

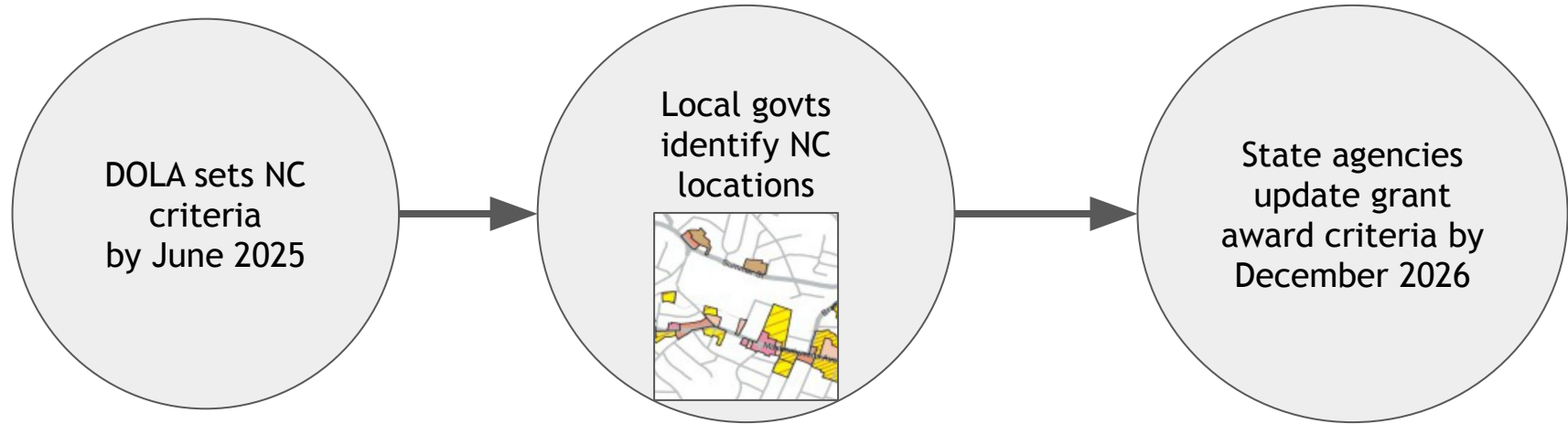


- **Transit Centers:** New requirements in MPO areas near frequent transit routes to meet the Housing Opportunity Goal
- **Neighborhood Centers:** Optional designation for areas that meet specific criteria related to land use, housing, and transit outside of Transit Centers
- For the purposes of state grant program prioritization, Transit Centers would be considered a type of Neighborhood Center
- A jurisdiction may have both Transit Centers AND Neighborhood Centers



Transit Centers are in a limited number of transit corridors in 32 Front Range jurisdictions

Neighborhood Center Implementation Timeline



The goal is for DOLA to build a statewide map of locally-designated Neighborhood Centers.

Benefits of Neighborhood Centers



NCs are a key building block of strategic growth:

- Fiscal sustainability
 - Location efficiency
 - Transportation efficiency
 - Cost of living
- Environmental sustainability
 - Climate and air quality
 - Open space
 - Agriculture
- Economic vitality
 - Unique to each place
 - walkable and thriving business districts



Benefits of Neighborhood Centers



NCs are great places for people:

- High quality of life
- Sense of community & placemaking
- Active and healthy lifestyles



Benefits of Neighborhood Centers



NCs result in savings in many areas:

- Infrastructure costs for both local and state entities (pipes, utilities, roadway wear and tear)
- Reduced pressure on water supply and wildfire risk
- Vehicle miles traveled (congestion, GHG emissions, and air quality)
- Public health (social isolation, lack of active lifestyle options)



Are there other benefits you see for your community?

Key Elements of Neighborhood Centers



Depending on community context, criteria for Neighborhood Center designation may include:

- Multifamily housing and attainable housing
- Regulated Affordable Housing
- Mixed-use & community-serving commercial
- Efficient approval processes/administrative approval for development
- Pedestrian-oriented neighborhood design
- Existing and future transit and service (when available) and multimodal/bike facilities
- Infrastructure investment to achieve NC goals
- Neighborhood and district-level plans and policy frameworks

Are there other components that you would consider?

How are you thinking about density in Neighborhood Centers in your community?

Would it makes sense to create several levels of Neighborhood Centers?

Community and Neighborhood Center context



Criteria for NCs will vary in different contexts.

Potential Infill Contexts:

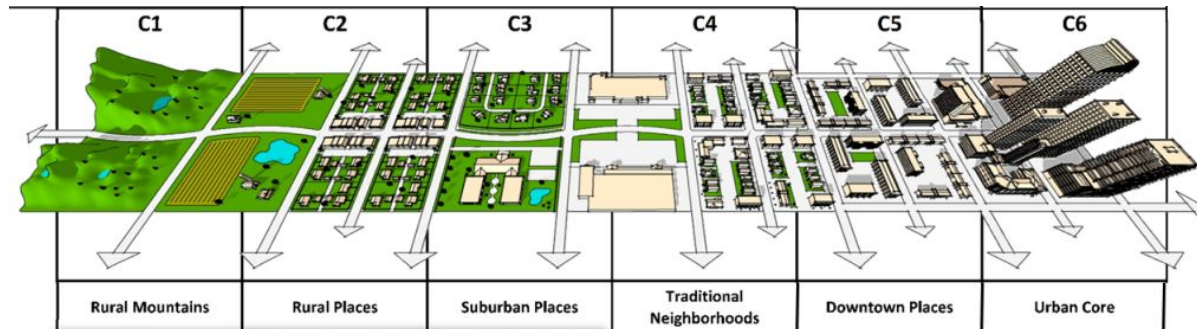
- Transit Centers
- Urban
- Suburban
- Rural Resort
- Rural
- Others?

Potential Non-Infill Contexts:

- New greenfield development
- Others?

Note: some parts of the state (or very small communities) may have varying levels of capacity to implement NC criteria, which will be considered in grant prioritization

Transect from CDOT's Roadway Design Guide



What context(s) would fit different areas in your community?

- What examples in your community (or the state) do you think of when you hear Neighborhood Centers?
- What do you see as opportunities or challenges for Neighborhood Centers in your community (or others)?
- How can local and state entities partner to develop a place-based investment strategy that builds over time?
- What messages have been most effective in encouraging similar concepts in your community?
- What other questions do you have for us about Neighborhood Centers?

Neighborhood Center Process in 2025



- Identify Neighborhood Center criteria by **June 2025**, as part of the larger Strategic Growth Report process
- Learning what works and what doesn't work from local governments
- Quantifying benefits of NCs through scenario analysis



Thank You!