OVER THE COLFAX CLOVER
Contents

5 EXECUTIVE SUMMARY

9 EXISTING CONDITIONS

17 ENGAGEMENT
   19 2.1 – Engagement Approach
   21 2.2 – Engagement Strategies
   26 2.3 – Community & Stakeholder Feedback

31 DESIGN PROCESS & LONG-TERM VISION

37 OUTCOMES

45 NEXT STEPS

47 5.1 – Next Steps
   47 5.2 – Overview Document & Other Resources
The Colfax and Federal Boulevard Interchange (the Cloverleaf) consists of a 29-acre, grade-separated “Cloverleaf” design that separates the Sun Valley and West Colfax communities from amenities, economic opportunities and schools. Community members have repeatedly identified the Cloverleaf as a dangerous physical barrier as well as a barrier to education and economic opportunities. The interchange divides and isolates the 19,961 people living in the multicultural, low-income neighborhoods of West Colfax and Sun Valley, of whom 51.43% live below the Federal poverty line. The Cloverleaf channels vehicles through on and off ramps at high-speeds, creating lethal crossings for pedestrians and a major obstacle to neighborhood amenities on either side of the Cloverleaf.

“Over the Colfax Clover” is a grassroots effort to take on a large, challenging, and very well-known community issue. The project brings together community members, local technical experts and jurisdictional stakeholders to develop short- and long-term designs for a safer and more accessible intersection. It is led by a team that includes West Colfax Business Improvement District (WCBID), Denver Streets Partnership (formerly WalkDenver) and urban planners with expertise in community engagement.

Residents’ strong call to address the configuration of the Cloverleaf in the 2013 Decatur-Federal Station Area Plan laid the groundwork for this initiative. In 2013 the City added an addendum to the plan exploring alternative configurations, however at nearly the same time the Colorado Department of Transportation (CDOT) re-built the Federal bridge, maintaining the existing, high speed configuration.

In 2017, with multi-year funding from Kaiser Permanente, the WCBID was able to engage an urban planning and community engagement team and began working with community members to describe their experiences on and around the intersection. Residents consistently described the intersection as “angry” and “dangerous.” Over a multi-year period, the community collaborated with the project team and technical experts to develop their vision for the intersection.
SECTION ONE

EXISTING CONDITIONS
1.1 - Existing Conditions

The Colfax-Federal interchange (the Cloverleaf) is at the forefront of Denver’s westside residents’ concerns about safe and active transportation. The Cloverleaf is the key access route or barrier to many area assets including the Decatur-Federal light rail transfer station, downtown Denver, the Corky Gonzales Library, schools, and medical and social services, including the Denver Human Services Building. Of the nearly twenty thousand residents that live within a mile of the Cloverleaf, 51% live below the poverty line in neighborhoods with the lowest health indicators in Denver. More than 1,300 students, almost all of whom qualify for free and reduced lunch, live and attend school within one mile of the Cloverleaf. The Decatur-Federal Station, one of RTD’s busiest transfer stations, is immediately adjacent to the Cloverleaf. Serving more than 5,000 passengers daily, many of those who use this station regularly to get to school and work travel to and from on foot.

Designed to move vehicular traffic through two major arterials, the Cloverleaf creates a lengthy and difficult to navigate route for area residents who depend on walking, rolling, biking, and transit to access daily destinations. For many, it effectively acts as a barrier to the area’s amenities, services, and transit options that they use every day. Over the past five years, there have been over

[Image 1 - below left]
Pedestrian and bike injuries and fatalities from 2013-2019.
- Orange pedestrian circles and orange bike circles indicate injury.
- Red pedestrian circles indicate fatalities.

[Image 2 - below right]
The Decatur-Federal Station, one of RTD’s busiest transfer stations, is immediately adjacent to the Cloverleaf. Source: Federal Boulevard Corridor Study, 2016.
Average daily pedestrian counts around the Cloverleaf. The large number of pedestrians at the bottom of the image is due, in large part, to the Decatur-Federal Transfer Station. Also note the low number of pedestrians traveling along Colfax.

The Cloverleaf intersection averages vehicle loads that are significantly lower than at the intersection of Colfax Ave. & Colorado Boulevard, but it takes up about 100 times the space.

500 crashes documented around the intersection of Colfax and Federal, including 45 that involved people walking and biking, 17 of which resulted in serious injuries and 6 total fatalities involving pedestrians. Of the overall accidents around the intersection, 120 of them were hit and runs and 13 resulted in DUIs. Both Colfax and Federal are part of Denver’s Vision Zero High Injury Network - the 5% of streets where 50% of traffic fatalities occur.

To address the significant mobility challenges presented by the Cloverleaf, the project team engaged community members to assist with gathering data on existing conditions. The data created a baseline understanding of the opportunities and challenges inherent with the current infrastructure and informed the long- and short-term design solutions for multi-modal, active transportation in and around the Cloverleaf. Over the long-term, the goal is to enhance access and community connectivity in the area surrounding the intersection of Colfax and Federal with a focus on making it an active living hub. The key findings highlighted through this work point to four key aspects: the area is in high use and demand; there are major safety and comfort concerns; there are many important nearby assets; and this redevelopment is a community priority. Each of these are detailed here.

High Use & Demand

The Cloverleaf is an area of significant pedestrian and bike activity. With major transit infrastructure immediately adjacent, movement of people through the intersection is a top priority.

- Average daily pedestrian counts are high at the north and west sides of the Cloverleaf with about 200 pedestrians/day. This number drops significantly on Colfax in the middle of the Cloverleaf (averaging about 70 pedestrians/day). Pedestrian activity greatly increases on Broncos game days and associated stadium events. Maximum daily counts at just one corner of one intersection on a game day was close to 400.
- Average daily vehicle loads do not necessitate the existing Cloverleaf infrastructure - the intersection of Colorado Blvd. & Colfax Ave. - which occupies 0.29 acres or 1/100th of the space required for the Cloverleaf - carries significantly more vehicles on a typical workday than Federal & Colfax.
• The Decatur-Federal transit station includes the 2nd and 3rd busiest lines in the RTD system corridor with over 5,000 daily boarding and alightings.

Safety & Comfort

The intersection has long been known as a problem area for residents for a number of reasons:

• The Cloverleaf has the narrowest sidewalks and is the loudest section along the Federal Boulevard corridor.
• There is limited crossing infrastructure to allow people walking, rolling, and biking to safely cross Colfax or Federal. In addition, the wide lanes and elevation changes due to the bridge result in high vehicle speeds, further heightening an unsafe pedestrian environment.
• Vehicle speed is a significant challenge. In 50% of injury accidents, the driver was speeding.
• The Cloverleaf is the most exposed section of Federal Boulevard with very little tree cover or shade. It is also one of the noisiest sections of the Federal Boulevard corridor.

Nearby Assets

There are significant assets and destinations within a half a mile from the Cloverleaf - including a number of schools, parks, transit infrastructure, the Rude Rec Center, Corky Gonzales Library and Broncos Stadium.

• Significant development is underway or in the pipeline in the communities surrounding the Cloverleaf, including the 80 acre Sun Valley Ecodistrict, the 58 acre Stadium District, the 62 acre River Mile development just across the river to the east, Steam on the Platte, and many sites in West Colfax.
• New regional amenities are currently under construction, including the much anticipated immersive art installation, Meow Wolf, which will further increase the demand for pedestrian and bike access and safety.
A High Community Priority

Making the Cloverleaf a safer, more connected and activated space continues to be seen as a significant community priority. Key opportunities for the Cloverleaf identified by the community include the following:

- Increase use of active transportation by improving safety and access along desired routes connecting residents to amenities, and supporting the shift away from a car-first culture.
- Tap into existing community assets, including arts, culture, great views of downtown, the Lakewood Gulch Trail, and community interest in health and environmental issues.
- Leverage the 29 acres of land as an opportunity for attracting investment, public private partnerships, and innovative design.

[Image 5] (left)
Existing conditions from Federal Boulevard looking south.

[Image 6] (right)
Aerial image of the Cloverleaf looking north along Federal Boulevard. Note the Decatur-Federal station in the lower right of the image and Broncos stadium in the upper right.

[Image 7] (left)
The Cloverleaf is part of Denver’s High Injury Network - the 5% of the streets that lead to 50% of the fatalities.

[Image 8] (right)
The Cloverleaf before it was a Cloverleaf. Note the construction of the Viaduct. Photo taken 1933.

It wasn’t always a cloverleaf...
One of many community and partner walks undertaken over the course of this project. These walks helped community members, stakeholders and other key partners to experience the pedestrian environment around the Cloverleaf intersection. This image is under the Federal Boulevard bridge looking west towards West Denver.
SECTION TWO

ENGAGEMENT
The project involved a multi-faceted, high-touch approach to community engagement, including a large Design Demonstration held in the middle of one of the Cloverleafs. This event was advertised around the City and gave community members a chance to learn about the project and provide critical input as well as garnering media and political visibility.
2.1 – Engagement Approach

The Over the Colfax Clover project began with the question of whether a community desire for a large scale infrastructure project could successfully be advanced by a quasi-governmental business improvement district. The WCBID took inspiration from the Decatur Station Area Plan, where the community spoke strongly about their desire to rebuild a Cloverleaf shaped interchange that was isolating the Sun Valley neighborhood. With multi-year funds from Kaiser Permanente, the district charted an iterative design process intended to bring together community members, jurisdictional decision makers and land use and engineering experts.

The three-year extensive community, stakeholder and expert engagement process highlighted in the graphic shown on the next page (image 9), shows the parallel nature of the engagement with key stakeholders on the one hand and community members on the other. During this effort, we sought to:

- Ensure that community-identified values and priorities guided stakeholder decision-making and design processes.
- Establish regular feedback loops from the community by sharing the design process as it developed and eliciting input and ideas.
- Retain expert urban designers to hold charrettes to both brainstorm and narrow design options, and give legitimacy to our efforts in the eyes of the City and County of Denver and CDOT, and later developers.
- Ensure the success of the effort by engaging broadly with the public, elected officials and the press. This included a major design demonstration.
- Integrate into other planning processes. This included Blue- print Denver and updating the places designation for the Cloverleaf and integrating into the Stadium District Master Plan.

Collaboration That Leads to Better Outcomes

Coordination with the Denver Broncos and Stadium District, who are embarking on the redevelopment of their parking lots adjacent to the Cloverleaf, is an example of a collaborative success in this process. They were able to inform our process and our design, while our strong community foundation allowed us to find ways to design for mutual benefit.
Upon reviewing the proposed at-grade intersections, the Stadium District team noted a concern that this new facility would be too close to an existing lighted intersection that serves (and is planned to serve) as a key stadium district ingress-egress point.

To address the challenge of the at-grade intersection design, we engaged local traffic engineers to address the functionality of the two lighted intersections. However, that push also came with a new set of urban design eyes and a new solution that drew on the strengths of both options we’d been exploring with our partners and the community. Ultimately, a design that called for a re-aligned north-south roadway addressed their concerns about intersection proximity. The new concept combined strengths of a linear above grade park and an at-grade intersection. The so-called “Federal West” became the preferred option of both the larger community and the Broncos. Other stakeholders found it compelling as well, including CDOT since it retains their eight-year-old bridge. The new solution came with broad-based enthusiasm for the project and will continue to be explored as we move toward implementation.
A Critical Partnership Develops to Build Capacity for Success

Colorado Department of Transportation (CDOT) owns the land and facilities in the Cloverleaf. Their sustained participation in the process is instrumental in advancing the project. Engineering staff participated as we evaluated potential designs. Their candid feedback was that new investment was a long shot, at best, leaving us with the initial thought, "Good luck with that!" However, they engaged and offered time and support as they learned about the project. Their extensive knowledge and willingness to engage in our design process continues to be a critical driver toward project success. Their participation alongside stakeholders throughout this iterative urban design process gave them first-hand visibility into the broad support and technical feasibility of a redesign, such that they came to believe that this project could happen. Developer interest in our proposed designs also helped encourage CDOT to become champions of a public private approach to advancing the project.

2.2 – Engagement Strategies

Engagement strategies implemented during this process were diverse and evolved as the project developed. They aimed to connect community voices with technical expertise to bridge the gap between these critical stakeholders. They also elevated the project importance and overall awareness, building political will and community enthusiasm to push this work into the next phase.

Data Collection

Community members assisted with data collection on existing conditions by walking the area and completing infrastructure evaluations.

- **Benefits of this strategy:** Built expertise regarding data points with community members and empowered them to speak to existing conditions.

Community & Partner Walks

The group hosted, and invited partners to host, several walks around the Cloverleaf. The participants’ backgrounds and connec-
tions to the project were broad. They included community members, technical experts, consultants, public sector staff, and area organization representatives.

- **Benefits of this strategy:** The walks were a shared experience across a broad spectrum of stakeholders. They brought people together to experience conditions using their senses and connecting to emotions.

**Partner Group Meetings**

The partner group was composed of area organization leaders, experts and advocates. They provided a wealth of insight and diverse perspectives and a critical gut check for the team’s strategy. They convened approximately quarterly, and timing ebbed and flowed based on project needs.

- **Benefits of this strategy:** This group brought in innovative ideas on resources and education. They were able to review our strategy and content and provide their insight and unique perspectives. They also were a broad group of leaders who were well informed and supportive of the project. At critical junctures, such as when we sought the inclusion of the Cloverleaf in the Stadium District Master Plan, they were able to advocate for the validity of the concepts.

**Community Meetings**

The group wanted community meetings to be informative, be a frequent touch point with the community and be fun. We worked with area partners, such as the Alamo Draft House Cinema and Sun Valley Community Kitchen to find spaces that were welcoming and engaging for participants. Some key elements to our meetings included: good food, childcare, translation services, a clear opportunity to inform the process, and an explanation of how prior contributions were used.

- **Benefits of this strategy:** Consistent, visible touchpoints built momentum and interest as the project continued. By our final meeting news outlets were also attending and we maxed out the capacity of the space.
Design Workshops

Working with technical experts we evaluated 16 design options for the long-term redesign of the Cloverleaf. Some of these designs had been previously evaluated by CDOT. Our evaluation process differed and was community led. We were able to turn community priorities for the space, such as better connections to area services, into metrics for design evaluation. We brought this group back together at two touch points to further refine our understanding of the options and narrow the alternatives for further evaluation.

- **Benefits of this strategy:** Bringing the community priorities to the technical experts by way of metrics allowed experts to use their knowledge to evaluate the performance of a given design in terms of community priorities. This was a key strategy to bridge the gaps between technical feasibility and performance with community desires and needs.

City as Play

City as Play is a process that uses objects to design a community space. In this case community members used things like mega blocks and pool noodles to build a pop-up design for a demonstration. They showed us what land uses they would like to see, designed pedestrian and bike infrastructure and then shared their vision with the group.

- **Benefits of this strategy:** No technical or spatial knowledge is needed to engage in this design process. All participants can share their vision and have processing time as they use toys and objects to lay out a design. The participants narrative also offers insights into “why” they choose a layout, design or uses, adding nuance to the physical layout.

Design Demonstration

The community-led process framed efforts to develop a re-configured design responsive to community priorities and moves the project toward realization. This community coalition worked closely with the project team to shut down the southwest quadrant of the Cloverleaf and undertake a design demonstration. The demonstration reflected and further tested community priorities and was designed through City as Play and built by residents and area
volunteers. It included a grid street pattern, low-rider protected bike lane, raised speed-table crosswalks, community members' food stalls and more.

- **Benefits of this strategy:** A diverse group of residents attended and offered input in a range of surveys, including one that directly informed land-use designation for the intersection in Blueprint Denver. The demonstration also brought important media and political attention to the effort, and the exposure and broad community input was instrumental in advancing this effort as one that decision-makers began to take seriously.

### Developer Workshops

Leveraging the land to rebuild infrastructure is a key element identified by the community and stakeholders in this project. The district sought input from developers to assess their interest in these designs. CDOT hosted the session with developers, giving the land owner critical insight into the development community perspective and interest. A series of followup meetings with master developers allowed us to further vet designs and assess project viability.

- **Benefits of this strategy:** The attendance by a range of developers highlighted the viability of the project in the eyes of the workshop host and land owner, CDOT. Master Developer input further affirmed the project viability in the eyes of CDOT and the City from those whose investment will be critical for a public-private partnership.

### 2.3 – Community & Stakeholder Feedback

The various strategies for engagement employed during this project built consistent dialogue with stakeholders that provided the necessary input to develop priorities, affirm priorities and narrow and refine design concepts that responded to both the plethora of input and the high-level technical constraints. Over the three year engagement and design process, we received feedback and support from more than 1,200 individuals through close to 50 events (see image 9 on page 20). During this process, there were key milestones that informed the later stages of the project.
An initial key touchpoint was the Design Demonstration described above. During the event, we surveyed community members on long-term design options and more short-term, interim design solutions. Image 20 below highlights the results of this survey, including key community feedback on Blueprint Denver land use preferences. This survey also informed the long-term design options that were carried through to later stages of the process.

Another important touchpoint informing the direction of the project was understanding the community’s priorities shaping the long-term vision for the Cloverleaf. After further refinement of the potential options through community input and expert design charrettes, two preferred long-term options were identified: (a) the Federal West option that retains the existing bridge and creates a much valued community space and active transportation corridor and; (b) the At-Grade option that removes the bridge and brings
the Federal and Colfax intersection together. By surveying close to 150 people, a clear favorite was identified. The Federal West option was preferred by 80% of respondents over the At-grade option. And the Federal West solution retaining the bridge was preferred by 76% of respondents over the same option without the bridge.

During this survey we also asked participants to weigh in on community priorities identified through earlier engagement efforts. Again, the vast majority of respondents (59%) agreed with the priorities as presented. These community priorities, articulated in the graphic below, will be key to maintaining the vision going forward and making sure the community's needs and interests are preserved through the duration of the project.

[Image 21]
Community Priorities as articulated by the community and highlighted on a rendering of Federal West.
3
SECTION THREE

DESIGN PROCESS & LONG-TERM VISION
Over the CCl

Rendering of the Federal West option looking north over the existing Federal Boulevard bridge.
3.1 – Design Process & Long-term Vision

Based on initial community prioritization, the goal of this effort was defined as re-designing the Cloverleaf infrastructure to improve safety and connectivity and leveraging the 29 acre area to support the community and provide greater access to economic opportunities and affordable housing. The project team used these community priorities as criteria in an expert charrette to evaluate CDOT’s 14 potential redesigns plus two that came from the community. This involvement of urban planners, engineers, developers, CDOT and the City helped generate creative new ideas but also to narrow long-term options. Along the way, we presented evolving designs back to the community for further input and to elicit preferences, culminating the design demonstration eliciting broad community input on two the designs that had emerged as both viable and addressed community preferences. From here the team and community have worked with experts to develop a new and exciting option to meet community goals and priorities.

As noted in the introduction to the engagement section, input from the Broncos as a stakeholder led the team to develop a new design dubbed “Federal West” (image on the previous page and images 24 & 25 on page 34) to address their concerns while also meeting community priorities. This design incorporated elements of the one-way split concept consistently favored by the community (image 22 on page 34), namely the linear park and safe off-grade north-south connection that it allowed on the existing Federal bridge. At the same time, community members preferred the connectivity and activation of an at-grade intersection from that design option (image 23 on page 34). From a roadway design perspective, Federal West improves the intersection by introducing a roadway curve in Federal, which has been shown to slow traffic, as will the introduction of a lighted intersection. At the same time,
it pushes Federal Boulevard, with its high traffic volume, up against the steep grades to the West of the interchange site, freeing up the remainder of the site for pedestrian friendly uses. The concept also allows for a fully activated bridge level space that connects well with new developments planned for the Stadium District and Sun Valley. Finally, it allows for construction phasing, with existing traffic maintained on Federal Boulevard while the new Federal West is constructed.

This design concept put forward by the community and project team began to gather real momentum from the land and infrastructure owner, CDOT, as well as from the City and County of Denver after public support and developer sessions convinced many at CDOT of the project’s viability. Denver City Council further championed this project, adding $500,000 to the City budget to study the engineering viability of redevelopment and the proposed design.
One of many Design Charrettes held throughout the process to get expert design feedback and ideas to advance the project.
Process to select & refine long-term designs.
4.1 – Outcomes

The extensive community-driven assessments, partner meetings, demonstration project, and other forms of community engagement have not only helped define the community’s vision for the future of the Cloverleaf, but have also led to tangible outcomes that are helping to bring this vision closer to reality.

Inclusion of the community’s vision in key City planning documents that will guide land use changes and infrastructure investments going forward.

Blueprint Denver is the City’s overarching, long-range land use and transportation plan. The land use map originally included in this plan simply had a blank spot in the area of the Cloverleaf, reflecting no particular designation or preference for future land development. Based on input from the design demonstration on community-preferred land uses, the updated map in Blueprint Denver adopted in April 2019, now designates the Cloverleaf as a “Community Center.” This important land use designation marks an important milestone in advancing this initiative.

[Image 26]
Final Blueprint Denver planning document highlighting the ‘filled in’ Cloverleaf.
The Stadium District Master Plan, also completed in 2019, reflects the community’s vision for a new, mixed-use neighborhood destination on the southern portion of the Metropolitan Football Stadium District (Broncos Stadium) property, which is directly adjacent to the Cloverleaf and currently consists primarily of surface parking lots used only during games and special events (image 27). At the urging of the WCBID and its many community stakeholders who served as partners on this Cloverleaf initiative, the plan boundaries were expanded to include the Cloverleaf. The plan now specifically calls for retrofitting or replacing the Cloverleaf interchange with a safe, comfortable, and human-scale intersection, and shows how new street and bike networks within the district could connect with a redesigned Cloverleaf. The plan also explicitly calls for ensuring future development and any retrofit or replacement of the Cloverleaf achieves the community goals identified through the Over the Colfax Clover initiative.

**Short-Term Measures**

The Denver Department of Transportation and Infrastructure (DOTI) and CDOT are collaborating to implement quick, low-cost improvements to the Cloverleaf that will increase safety for people walking, rolling, biking, and accessing transit in the near term. Based on the results of the Design Demonstration, the WCBID team suggested a range of additional treatments to improve pedestrian safety, some of which are being added to these measures slated for installation in summer, 2020. These include:

- The use of paint and bollards create more space for pedestrians, shorten pedestrian crossing distances, reinforce safer vehicular speeds, and slow turning vehicles
- Additional signage, pedestrian activated signals, and more clearly marked crosswalks
- Rumble Strips

**Funding Commitments**

As earlier noted, based on the momentum WCBID built, DOTI and CDOT have each committed $500,000 in funding to build upon the community’s preferred vision for a long-term redesign of the Cloverleaf. This will include further study and engineering with more detailed plans that will help set the stage for implementation.
Expanded Scope

The strong consensus that the Cloverleaf must ultimately be redesigned has focused attention on the need to continue multi-modal improvements east of the intersection to include the Colfax viaduct that spans 4,600 feet over the Platte River, freight rail lines, and I-25 in order to connect the Cloverleaf and West Denver to downtown and Auraria campus to the East. As described in the engagement section above, engineers at CDOT suggested tackling this additional but related challenge. It was due CDOT’s long engagement in the process that gave us the inspiration to expand the project to transform the long span of the Colfax Viaduct with an accessible and safe multi-use path. The team has actively avoided including the viaduct in the conversation in an effort to galvanize support for the re-design of the Cloverleaf. Yet once we settled on the Federal West approach, it became apparent to Jay Hendrickson at CDOT that the viaduct’s three lanes served no value given the lack of congestion on the viaduct and narrowing to two lanes on either end of the span. So while a “Brooklyn Bridge” concept had been floated by the local councilman Paul Garcia, CDOT’s enthusiasm was the green light (and support) we needed to seed funding to study the transformation. CDOT’s support, with similar support from the City of Denver, was critical in the WCBID’s successful application for funding from the Denver Regional Council of Governments to expand the scope of the Over the Colfax Clover initiative to include community-led planning and visioning for future redesigns of the viaduct. Additionally, in part because of a Viaduct Walk attended by CDOT director Shonshana Lew, short-term measures described above that are being implemented in June, 2020, have expanded to include short-term implementations on the viaduct as well.

The result holds the promise to create a safe and comfortable bicycle and pedestrian connection between the Cloverleaf redevelopment and Auraria campus and downtown Denver. It also helps make the Cloverleaf design more complete and likely to be realized. None of this would have happened without the long and fruitful engagement across sectors with increasing ownership of the project by all parties as designs fulfilled each sector’s priorities, from public and private stakeholders to the public and elected officials.
Community walk with CDOT Director Shoshana Lew and other agency stakeholders underneath the Federal Boulevard bridge.
5
SECTION FIVE

NEXT STEPS
Rendering of the Federal West option looking north over the existing Fédéral Boulevard bridge.
Keeping the Community at the Table to Address Risk of Gentrification: Community Benefits

With funding commitments from the land owner (CDOT) and the local jurisdiction (City and County of Denver), both agencies will continue to evaluate redesign technical feasibility and land disposition models. The WCBID will continue to focus on residents’ priorities and voices and to create a place for them at the table. While roadway designs have been extensively discussed in the community, potential for land use and community spaces that support and include the existing residents are a keen interest. Ultimately, WCBID hopes to ensure that the diverse populations of the area realize the benefits of improved infrastructure, new housing, services, retail business opportunities and jobs. With 29 acres in the Cloverleaf, if proactively planned for, this land presents an opportunity to bake inclusivity and opportunity into the development process, rather than passively allowing gentrification and exclusivity to manifest through the development.

The community has provided extensive input on their priorities for the land use and public spaces. These priorities include:

- Maximize community benefits, including an equitable mix of housing options and economic opportunities, while maintaining project viability and attracting private sector interest and potential funding.
- Create opportunities to improve the public realm and create great new activated public spaces on streets, parks and plazas. (see image 21 on page 28 for more)

By working with the land owner, City of Denver, stakeholders and residents and community benefits experts, the district plans to identify land use incentives, regulations, zoning and other innovative strategies to turn these conceptual priorities into quantifiable and enforceable realities that carry with the land. This will require research on community benefits strategies; coordination meetings with CDOT and City to understand and influence the direction of the project and explore feasible solutions to meet community benefits; vetting and refining solutions with community input; and work through regulatory processes to adopt and incorporate the solutions into land use regulations and incentives. With funding from the Gates family Foundation, WCBID and its team are now set to undertake that process.
Over the C
Over
48
Federal Boulevard West option.
5.2 – Overview Documents & Other Resources

Design Demonstration
- PDF materials from the Design Demonstration
- Video of the Demonstration

External Materials
- Project overview booklet
- OTHERS?

Long-Term Design Process
- Initial Design Recommendations
- Charrette 1
- Iterations & Options Considered
- Evaluation Matrix from Otak
- Technical Assistance from Otak
- FHU Report for CDOT
OVER THE COLFAK CLOVER