



Eiberhood News

The newsletter of the Eiber Neighborhood Association. Please visit our website at www.eiberhood.org

Spring 2011

Eiberhood Board

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Meetings

7pm 3rd Thurs of month
Lakewood United
Methodist Church
14th & Brentwood

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Eiber Neighborhood Annual Meeting

Mark your calendars – the Eiber 2011 Annual Meeting is scheduled for Thursday, April 28th at St Paul's Episcopal Church at 10th and Garrison Streets.

6pm to 7pm Community meet & greet/resource fair

Some of the participating organizations you can meet with include: Lakewood Police Department, Lakewood Animal Control, RTD FasTracks team, and Jeffco Action Center. Area elected officials also invited to attend.

7pm to 8pm Eiber Annual Meeting

Eiber Annual Reports and election of new board members
RTD/DTCG light rail update (including Quiet crossings)
West Colfax Business Improvement District Introduction
Announcements and Close.

Eiber President Report

As another busy year comes to a close for the Eiber Neighborhood Organization, I am amazed yet again at all the changes our community has been through and how much the board has accomplished. The annual meeting provides a more formal environment to recognize our achievements, and thank the hard working board of directors who have so positively impacted this area, but I wanted to highlight just a few items here. The board continues to proactively monitor and address issues with the FasTracks construction in the area resulting in the best possible outcomes as adjustments are made to the plan. We look forward to big upcoming projects, such as building the new stations, even as rail is being laid in our area. From quiet crossings to fencing, sound walls to managing graffiti, we have continually worked with RTD to question, negotiate and come to resolutions on multiple issues.

Eiber's history as one of the oldest neighborhoods in the City was honored with the decision to move the beautifully restored Historic Trolley Car Number 25 from its current site at the Federal Center to the new Oak Street station on the west end of Eiber. Funds are being raised now to provide a covered facility and rail museum right at the station.

The board was focused on growth as well this year, recognizing new ideas and talents can only strengthen our efforts. We hope to present several new members to the community as part of the board of directors election process at our April annual meeting. If you are interested in being a part of our dedicated and fun team, please contact me for more information on the duties, background and goals of your neighborhood organization.

If you haven't visited our website at www.eiberhood.org then you are missing out. There are numerous community events, updates on area happenings and other key messages. We are proud to call Eiberhood.org the best neighborhood website in the City and the number of visitors continues to grow. Check it out.

Finally, as we look to the future, we continue to look for ways to fund our communication and organizational work (like this newsletter production and distribution) so that our members are aware of neighborhood issues and events. Please consider joining Eiber Neighborhood officially as a supporting member. For only \$10 a year you will receive monthly email updates in addition to this bi-annual newsletter. Unfortunately, we are unable to hold the Eiber yard sale this year so it is an especially important time to show how much you value the organization's advocacy for your community and our ability to bring the neighborhood news to you.

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**The Eiber Neighborhood:
Past, Present, and Tomorrow**

By Tom Slabe and Carrie Sonneborn

The history of Eiber is like that of many inner suburbs of large cities across America. Following settlement by daring pioneers, descendants of those brave families built extensive agricultural systems and displaced Native American populations and the herds of buffalo and elk that previously frequented this area. Irrigation ditches, dirt and gravel roads, and fence rows converted the foothill prairie into a mosaic of land use patterns that we recognize even today as rural America.

Legions of early adventurers and settlers, including fur trappers, miners, rail men, cattlemen, and timber workers, passed through the Denver region in search of riches in the nearby mountains and plains. They needed the agricultural products originating in Eiber and were a market for the local farmers.

Today, it is hard to imagine that the area that is now Eiber Neighborhood was once a farming community. Suburbs have overtaken the farmland, replacing it with manicured bluegrass lawns, asphalt and concrete roads and parking lots, homes, and buildings. The orchards, livestock, and agricultural cropland have faded with the passage of time. Still, modern residents can see the vestiges of our agricultural heritage in the irrigation ditches, remnant fruit trees, historic landmarks, and even in the zoning ordinances that allow for horses, chickens, bees, and other livestock. These are just a few of the things that make our neighborhood unique.

People tend to reminisce about this early history and lament its passing. But, today we enjoy a quality of life that would have been unimaginable to those who originally cultivated the area. Those nostalgic times were in fact often difficult, dangerous, and lonely as compared to today. One hundred years ago people accepted their lack of mobility, medical care,

utilities, and the isolation. Today we expect much more and Eiber is fully meeting the demands of today; the future is bright.

Now the Eiber Neighborhood is undergoing a sort of transformation, with developments that will set the stage for a promising future that builds upon Eiber Neighborhood's rich heritage.

For example, the RTD light rail system – which will include three transit stations in Eiber Neighborhood – will connect residents to downtown Denver, Golden, the Federal Center, St Anthony's Hospital, and other transit lines. Residents of Eiber will be able to commute car-free as they wish, making this neighborhood an attractive residential area with easy access to essentially the entire region.

The current light rail development actually follows the same route of the Denver and InterMountain Railroad, which ran between Golden and Denver, and served the area in the early 1900s. The current FasTracks developments utilize the old line that paralleled 13th Avenue. Now pockets along this corridor are slated for a new and different kind of change.

For example, Weston Solutions, Inc., a prestigious environmental and urban development firm, has chosen to build its regional headquarters in Eiber Neighborhood near what will be the Garrison Street Station. Weston is building a mixed-use development consisting of high-performance "green" buildings on the SW corner of Colfax Avenue and Garrison Street.

This is the first mixed-use development (i.e., with cafes, restaurants, retail shops, and office space) along the west corridor of the light rail system. Each of the three future light rail stations in Eiber are likely to attract more mixed-use development. where residents can shop and socialize near where they work and live.

The regional bike trail along 13th Avenue is undergoing enhancements, including bridges over major roads and paved bike trail sections. This segment of the region-wide bike trial system will link local neighborhoods to one another and encourage bike riding.

The Wadsworth Boulevard Station has been dubbed the "Gateway Station to The City of Lakewood" and will be an innovative structure – actually suspended on a platform above Wadsworth Boulevard – that will be coupled to a modern parking structure with plazas, where individuals will be able to sell their wares and residents can purchase art and produce from local artists and farmers. Areas around the core of Wadsworth Boulevard and Oak Street Station are rezoned as transit mixed-use, or TMU, which permits compact housing, office, retail, and entertainment venues that give rise to vibrant mixed-use urban villages. Such high-density mixed-use developments are known to appeal especially to young adults.

Historically, this region has thrived and with major investment slated for the West Corridor and the anticipated transit-oriented developments, there is great promise for the future. Our Eiber Neighborhood community has a rich and proud history that is always in the making, as much today as at any other time.

**God Makes 'em
We Shape 'em**

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Eiber Elementary Update

Dual Language English/Spanish at Eiber Elementary

Eiber Elementary is proud to offer a Dual Language Education Program primarily for Spanish speaking students. Eiber believes bilingualism is an asset for all people cognitively, socially, and economically. Students completing our innovative program will become bilingual, biliterate, and bicultural. Students will learn to read, write, speak, and listen in both English and Spanish. They will meet high academic expectations in both languages and understand and value their own culture and other cultures. One of the goals of our program is for our students to have access to more career possibilities in the United States and in the world. We know they will be able to thrive in a multilingual environment if they become bilingual. We also know they will ultimately experience greater success in school.

Eiber is currently in the 5th year of implementation of the Dual Language Program with a strand in grades K, 1st, 2nd, 3rd and 4th. By the school year 2012-2013 the school will have a strand at each grade level, K-6. Eiber is one of five elementary schools with a Dual Language program in Jefferson County Public Schools.

We would love to share more information about our program for interested community members and parents. For more in depth information or if you are interested enrollment, visit our link or contact us.

<http://sc.jeffco.k12.co.us/education/staff/staff.php?sectionid=30161>
Jodie Oxoteguy - Dual Language Instructional Coach
Or Aracely Rivas Ruvacalba -Community Liaison
Please call 303-982-6406



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But RTD has always maintained that the final decision is up to the PUC to accept their proposed plan.

In January, RTD submitted its plan to the PUC for approval. Citizens were offered the opportunity to comment on the plan through the public input process, and were also allowed to speak at a public hearing in February. At that hearing, the PUC heard from: Eiberhood and Two Creeks organizations; Lakewood's mayor and the city's lead traffic engineer; Jeffco Schools; and from members of the blind community. Jeffco Schools and the blind community expressed their concerns over pedestrian safety at quiet crossings. Their position is that some form of audible warning is needed for pedestrians.

Eiber and Two Creeks organizations have since been working with the Colorado Center for the Blind to come to a compromise that provides for pedestrian safety, while still protecting the quiet ambience of the neighborhood. It has been recognized by all concerned – including the city and RTD – that the use of bells at crossings is intended solely to be a traffic control mechanism, and is inappropriate for the purpose of pedestrian safety. What is needed is a crossing signal that is of pedestrian scale, and not required to project loud noise for hundreds of yards.

RTD requested a continuance of the case with the PUC to provide time to research crossing signal alternatives. As this issue goes to press, RTD is coordinating a demonstration of signal alternatives at 13th and Independence, next to Eiber Elementary, in late March. Representatives from the city, the neighborhoods, local residents, Jeffco Schools, and the blind community will meet to discuss this compromise design. It is our fervent hope that a pedestrian signal can be implemented that meets everyone's needs, and that, with sufficient support from the communities and leadership, the PUC will accept this solution.

Please go to the Eiberhood website (www.eiberhood.org) for more detail on this topic and for updates, and to be informed of upcoming opportunities to provide your support or opinion to the PUC. This will also be a topic featured at our annual meeting. Your support is very important to this process, and is needed to ensure that our neighborhood maintains its very desirable quality of life, while still maintaining an appropriate level of safety.



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RTD Crossing Signals Update

With the appearance of light rail in the neighborhood comes noise. Noise from construction. Noise from operations. Noise from platforms and signals. The potential for noise intrusion into our quiet neighborhood has been one of the top issues of concern for residents in the Eiber Neighborhood since the West Corridor project began its planning ten years ago. One of the major noise sources of concern has been the bells that accompany traffic gates at all street crossings.

The Public Utilities Commission regulates the safety of LRT crossings – part of the PUC's responsibility for railroad safety. However, there are no standards set specifically for LRT, and they are lumped in with standard freight rail regulations. This makes sense in a high noise environment; even more so with higher auto speeds on traffic arteries or rural roads coupled with the very long distance required by a freight train to stop. However, none of these conditions apply to LRT running through a quiet neighborhood with low traffic counts.

RTD, to its great credit, has always advocated for quiet crossings within the neighborhood, and has designed crossings to be safe for vehicles by using the standard red flashing lights and quad gates – four gates that block vehicles from attempting to drive around a lowered gate. The LRT drivers also have the option to blow their horn in an emergency.

Eiber Neighborhood Association — www.eiberhood.org
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RTD FasTracks Update

West Corridor construction has been blessed with mild weather this winter and great progress has been made on the Light Rail guideway (the actual track and immediate surrounding area between the sound walls and post and cable fencing). Track is visible in several areas and track installation will continue through the spring and summer. Ballast mats between Kipling Street and Garrison Street are in place and most of the required underground work has been completed. The Garrison Station foundations are close to completion and a final pour of the station platform is scheduled for the month of March. Crews are gearing up to install light rail track crossings at Quail Street, Independence Street, and Estes Street during the months of March and April. Construction of these crossing will require closures of the north/south roadways.

As we approach the spring and summer seasons, construction crews will again multiply. Reconstruction of several roads in Lakewood; including Carr, Estes, Garrison and Independence will be the top priority during this time period. Construction of Traction Powered Sub Stations (TPSS) and track will also continue through the summer. For details concerning road closures, please visit the West Corridor website.

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