

# DENVER INC CONNECTION

www.denverINC.org

October 2013

Neighborhoods work better when they work together

## INC Monthly Meeting

October 12

WHERE Community Room, Denver Police Department District 3 Station

1625 S University Blvd

9:00 – 11:30 am

### AGENDA

The October meeting will be a citywide forum, featuring At-Large School Board Candidates Barbara O'Brien, Michael Kiley and Joan Poston. The second half of the forum will feature representatives of organizations that either support or oppose selected Nov. 5 ballot issues, including Amendment 66 regarding education policies and taxation (Wade Buchanan of the Bell Policy Center in favor and Laura Boggs of the Jefferson County Board of Education in opposition) and proposed state and city marijuana taxes (Michael Elliott, executive director of Medical Marijuana Industry Group in favor and Sean McAllister, attorney with National Organization to Reform Marijuana Laws in opposition). TV 8 will film the forum.

## A Dollar Dictionary Thank You

*I'm a third grade teacher at Swansea Elementary in DPS – thank you for the dictionaries and thesauri! We were so excited to open the box and find Spanish-English dictionaries that we burst into cheers! Thank you - thank you - thank you! Our students and their families will be thrilled to have this free resource. We value this program very much. We teach the kids how to use the dictionary and thesaurus and expect them to be used in class and at home. It's helpful for the students to have the accountability for looking up words and meanings on their own, including outside the classroom.*

*Again, thanks!*

*The Third Grade Team at Swansea*

## CALENDAR

### October 12

INC Delegate Meeting  
Denver Police Station #3  
1625 S University Blvd  
9:00 – 11:30 am

### October 14

INC Exec Committee Meeting  
1201 Williams St, 19 floor  
7 – 9:30pm

### October 15

INC Parks & Rec  
Committee Meeting  
Heritage Club, 2020 S Monroe St  
6 – 8pm

### October 26

INC Zoning and Planning Committee Meeting  
1201 Williams St, 19 floor  
9:30 to 11:30am

### November 14

INC Transportation Meeting  
1201 Williams St, 19 floor  
6:00pm

### Save The Date

INC Awards Dinner  
Thursday, January 30  
Wellshire Event Center  
3333 S Colorado Blvd  
In the evening

For up-to-the-minute news, please visit INC'S website: [www.denverinc.org](http://www.denverinc.org)

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## Committee Corner

INC has many special interest committees who meet to address areas of specific importance to the Denver community. The following reports were submitted for recent activities. Please see [www.denverINC.org](http://www.denverINC.org) for committee postings and the calendar of meetings.

### INC Parks and Recreation Committee Sept 17, 2013 By Diana Helper, PARC member

The INC PARC (Parks and Recreation Committee) met September 17 at 2020 S. Monroe St. Present were co-chairs Maggie Price and Katie Fisher, Steve Fisher, Diana Helper, Tom Morris, Marlene Johnson, Nancy Francis, Hank Bootz, Dave Felice, Michele Fuerst, Ronnie Crawford and Cindy Johnstone, and Angela Casias from DPR (Denver Parks and Recreation) Dept.

Angela reported that PRAB (Parks and Recreation Advisory Board) passed the revised POFA (Private Outdoor Fee-based Activity) proposal with friendly amendments, and it will be on the city website. It will go to Council committee Oct. 22. There will be an event at City Park Sept. 21 near the proposed new play area, including presentation by the architect of the final design, and a free movie following that. PARC asked about parking for this event, suggested signage and directors. There will be a public meeting in November about parking issues at City Park. Angela stated there is not as yet funding for the playground project, which is about five years off. Urban Forest canopy assessment presentations are on line, as will be information on the S. Platte projects to be done over the next three years.

Discussion about the Trust for Public Land survey regarding what communities' value: Angela said the city and DPR will look at the results. PARC said citizens need to know whom to contact at DPR regarding park projects, and how to know when events will be held in neighborhood parks. In busy parks it would be good to have regular non-event days when citizens can plan to go to a peaceful park. Many people feel the parks are over-scheduled. Angela said she will put together a list of DPR staff one can contact about specific parks, and an improved event calendar will be on line in Jan.

Discussion about fees for park businesses and events, and amount that goes to "charity" for those events: Allowing permit-holders to use any part of a park, not a specific area, is a mistake. Each park is different and one-size rules are not adequate. A true Festival Park is still needed to make Denver a world-class city- perhaps in developing North area? Regret that City Council no longer has a voice in park plans. INC PARC needs to be a more public advocate for parks, their value and benefits to citizens, to

the city's image, show statistics regarding park space per population, future needs, how people can help, and why this is important to the health and well-being of city and citizens.

Next PARC meeting, October 15.

### INC Transportation Committee

Sept. 12, 2013 By Joel Nobel, Committee Chair

Due to the active rain and flooding, our speaker from RTD was unable to join us, and will be rescheduled. Despite the weather, we had 16 attendees and two speakers and a good meeting that used all 90 minutes, plus a bit

**Emily Snyder, Senior City Planner from Denver Public Works** gave a detailed presentation on the new 15th Street bikeway, which debuted just two weeks prior to the meeting. The bikeway is an implementation of a facility called for in the Denver Moves plan.

Prior to the change, 15th Street was already a major bike route downtown in the northwest direction, seeing between 50 and 100 bikes per hour at peak times (up to 10% of all traffic), often in all lanes and – for those uncomfortable being in traffic – on the sidewalks.

Challenges to adding a bike facility to this street include 62 busses per day using the right side of 15th Street, "leapfrogging" each other in three alternating sets of stops (the downtown "X-Y-Z" pattern), making a right-side bike lane impossible or at least very dangerous. Additionally, there are 15 alleys and driveways that have vehicles pulling across the bikeway.

As the first phase of the project, Public Works has installed a dedicated bikeway from Cleveland Pl., connecting to the cycle track on Bannock, through to Lawrence/Larimer, with access on Larimer to Cherry Creek Trail. The dedicated bikeway ends as 15th Street splits with most lanes turning left on Larimer. Future phases will continue a bike facility on 15th Street into lower downtown, according to the Denver Moves plan. The bikeway is 7 feet wide (allowing enough room for bikes to pass one another), plus a 3-foot red-painted buffer providing separation from general traffic lanes. Implementation tradeoffs included removing all double-turn lanes on the corridor – which also helps RTD bus operations, as cars can no longer turn across their path – and the removal of 28 on-street parking spaces. Access to all businesses has been maintained, and the post-implementation corridor has three general travel lanes that appear to handle the traffic volume well.

Emily distributed a two-page informational handout illustrating the new features of the bikeway. This has been shared in many forums and distributed through many partners, including Visit Denver, Bike Denver, Denver Police, local news web sites, and the Downtown

Denver Partnership. The information was also featured on many local news programs as the new facility opened, which is a good way to reach large numbers of commuters. You can get the handout and more information at [www.denvergov.org/bikeprogram](http://www.denvergov.org/bikeprogram).

The new features such as "bike boxes", "mixing zones", "turn queue boxes", and special bike signals were discussed in detail. Throughout the corridor, green pavement markings are being used a new color not used before in Denver. Green is used to call attention to bike/car-shared spaces and key areas where turning movements across the bikeway need to be highlighted, particularly because this is the only left-side bikeway in Denver, which motorists may not anticipate. As with other cities, Denver is testing the effectiveness of the color scheme and placement, which may be changed after the results are analyzed. (The effectiveness is being measured by staff observation, by video review, and by survey returns, in addition to existing community groups' feedback such as the Mayor's Bicycle Advisory Task Force.)

A very good suggestion from Mikki Wilder from the Cory-Merrill neighborhood was to use the green dashed bikeway indicators across intersections not only along the 15th Street direction but also perpendicular where other bike lanes cross 15th Street. Emily took note of this and will be exploring it as an enhancement. Additionally, new signage in the corridor has been placed and is being refined, and a special traffic signal to give bikes an early start at 15th and Lawrence has been installed.

The next phase of the project will provide a "vertical element" to enhance the red-painted buffer between moving traffic and the bikeway, providing a stronger sense of safety to the bike riders, and preventing the problems currently seen with motorists parking in the bikeway. This phase will be implemented in Spring 2014. Further phases will explore expanding bike traffic signals and continuing the bike facility further on 15th Street.

The features being used and studied on 15th Street will become part of the Public Works toolkit to employ in a protected bike lane network downtown, as well as expanding the features to more places throughout the city, as we increase the multimodal friendliness of Denver.

It was a great, in-depth conversation with a lot of insight into the thinking behind the initial implementation, alternatives considered, and areas being watched and considered for refinement.

Our second speaker was **Amy Ford, Communications Director for the Colorado Department of Transportation (CDOT)**.

> continued on PG 3

## Committee Corner > continued from PG 2

Taking a break from the accelerating CDOT communications needs during the flooding, we had a great overview of **CDOT's Managed Lanes Policy**, and the first major project under the policy with the reconstruction of I-36 between Denver and Boulder.

The talk started out with some important context. Colorado is growing in population and "vehicle-miles traveled" – even though per-person vehicle miles traveled is down, the population increase continues to add demand – and at the same time, the state has reduced CDOT funding, which reached its peak in 2007. Additionally, the gas tax is less of a significant source of funds each year, as it has not increased in 20 years and is not indexed for inflation, and vehicles are getting more miles to the gallon (and thus providing less in gas tax than otherwise). Combined, this means that CDOT's funds are only sufficient to maintain the system we have – there are insufficient funds to pay for needed capacity expansion. Therefore, CDOT is looking to leverage the public dollars to leverage private funds via public-private partnerships, similar to the way RTD FasTracks has been doing on their major lines.

Managed lanes (express tolled lanes combined with high-occupancy vehicle and transit use) are one way to improve the reliability of travel, encourage multimodal use of the corridors, by attracting public-private partnerships. CDOT understands that they cannot "build their way out of congestion" by simply adding more general use lanes. By adding express tolled lanes, not only can private funds be used to help construct the project (paid back over time with toll lane fees), making projects possible that otherwise could not be afforded, but also increasing travel time reliability for those using the managed lanes, including transit and high-occupancy vehicles which are thereby encouraged, as well as those willing to pay a toll for higher travel time reliability.

Key to modern managed lanes is the ability to vary toll lane pricing based on congestion – at times when congestion is low, using the toll lane is low, and when congestion is high, the price can be raised to ensure the managed/toll lane isn't so full that it affects travel-time reliability for the transit that uses the same lanes. The ability to have this truly dynamic feedback is new, and will be deployed on I-36 in a two-phase project underway now. The first phase will extend the existing managed lanes from Federal to 88th Avenue, and the second phase will extend to Boulder at Table Mesa. This project is fundamental to FasTracks' Bus Rapid Transit between Denver and Boulder, which will use the new managed lanes. As a truly multi-modal project, bike and pedestrian facilities are also being built along the corridor at the same time. In addition to congestion pricing to manage the volumes in the express/toll lanes and encourage transit and HOV use, there will be congestion indicators in the general travel lanes, helping drivers pick the best lanes, to maximize the

efficient use of the highway.

The state's "FASTER" legislation, which comes from higher vehicle registration fees, has since 2009 done three things: help CDOT repair the worst bridges in the state (to great effect: now 96% of Colorado's bridges are in good or fair condition [pre-flood!]), fund CDOT's work on other safety projects, and created an entity called the High Performance Tolling Enterprise (HPTE) focused on finding innovative financing structures to facilitate congestion mitigation projects. As a result of the HPTE work, the second phase of the I-36 project has been accelerated by about 20 years, compared to the schedule if CDOT built the project with its own financing in the traditional way. Plenary Roads Denver, CDOT's private partner comprised of groups very experienced with public-private partnerships, is funding approximately 2/3 of the I-36 Phase 2 project, and CDOT and public funds will fund approximately 1/3rd. In return, Plenary Roads will collect the express tolls on the corridor. Plenary Roads takes the risk that express tolls will pay back the money used to build the corridor as projected – if it does not, the public is not at risk to have to reimburse the funds used for construction. The HPTE Board appointed by the Governor, sets the tolls in conjunction with RTD, in order to manage the express lane congestion so that a minimum speed is maintained and the bus rapid transit stays on schedule.

The private contractor will also take on the maintenance responsibility, following CDOT's standards, for the entire corridor, which will free up CDOT resources to maintain other roads throughout the state. No CDOT personnel will be downsized, as there is more than enough work on other projects. Both contracts are 50 years in duration, after which all the assets (the roads and the technology) becomes the property of the state.

By 2017, CDOT's "High Occupancy Vehicle" (HOV) lanes will be required to have three passengers. This conversion to "HOV3" is necessary because, as experience on the I-25 express/HOV/bus lanes so starting to show, there are enough HOV two-passenger cars and paying express users in these lanes that bus reliability is affected. A combination of HOV3 for free high-occupancy users of the lanes, plus dynamic congestion pricing for others, should enable management of the lanes' performance while giving incentive for shared trips.

Additional corridors that may explore managed lanes with public-private partnerships in the future include C-470, I-70 East, I-70 in the mountains, and north I-25 (expanding to 120th, and in another phase all the way to Fort Collins). Several of these are in the planning stages for managed lanes, but public-private partnerships are not yet in place.

Other interesting news was shared in the course of the discussion, underscoring CDOT's commitment to both congestion mitigation and multimodal use of the system. CDOT will soon

be starting an inter-regional bus commuter service between Fort Collins and Colorado Springs. They also continue to examine whether transit, including rail transit, would be financially feasible between Denver and mountain communities.

**Miles Tangelin** from Congress Park provided an impromptu overview of **DRCOG (Denver Regional Council of Governments) 2040 Vision Planning**, which is collecting feedback on parks and open space. The forms for feedback are currently paper-only, but feedback on a "Mindmixer" web site is planned.

The final meeting of the Transportation Committee for 2013 will be on Thursday, November 14th at 6 p.m., at 1201 Williams Street, 19th floor. Many thanks to Michael Henry for the meeting space! If you have suggestions for topics, please send them to Joel Noble at [joel@frie.net](mailto:joel@frie.net) or call 303-332-8640.

### INC Zoning & Planning Committee Sept 28, 2013 By Michael Henry, Committee Chair

The committee met at the historic landmarked former Emerson School at 1420 Ogden Street, which is currently the headquarters of the National Trust for Historic Preservation, Historic Denver and Colorado Preservation. The entire session was devoted to learning about and commenting on:

1. The recently-updated Policies and Procedures for Liquor and Cabaret Licenses
2. Details about the upcoming regulatory system for retail marijuana

Gretchen Hollrah, the newly-appointed Interim Director of the Denver Department of Excise and Licenses ([Gretchen.hollrah@denvergov.org](mailto:Gretchen.hollrah@denvergov.org)), and Skye Stuart and Stacey Loucks from the Mayor's Office introduced themselves and pledged to work with registered neighborhood organizations (RNOs) and to devote appropriate resources to implement the state and city laws and regulations for retail marijuana, which were adopted recently in response to Amendment 64, passed by the voters in November 2012 to legalize the sale and use of marijuana in Colorado for anyone over 21.

**New liquor and cabaret policies and procedures** were adopted by former Excise and Licenses Director Tom Downey, following many months of work by an advisory committee, including several RNO representatives, including Joel Noble, Margie Valdez, Charles Nadler and Michael Henry. John Jennings of Excise and Licenses ([john.jennings@denvergov.org](mailto:john.jennings@denvergov.org)) explained the new policies and procedures, which can be found at [www.denvergov.org/liquorlicenses](http://www.denvergov.org/liquorlicenses). The new policies are much better organized and consistent than the 2009 version, are clearer about which RNOs must be notified and who is able to testify at hearings and spell out the role of Good Neighbor Agreements (GNAs). Excise and

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## Committee Corner > continued from PG 3

Licenses encourages RNOs and applicants for liquor or cabaret licenses or for major modifications to communicate before the hearings and discuss possible GNAs, which are written contracts, signed by both the applicant and one or more neighborhood groups. In return for an RNO's promise to support or not to oppose a license or major modification, an applicant promises to abide by certain conditions. The Department of Excise and Licenses will attach up to four conditions to a license and enforce those conditions, but only if both sides of a GNA identify and agree upon which conditions will be attached to the license (if granted). Such conditions can only be attached if they are:

- 1) legal (for example, cannot include prohibition of certain types of music)
- 2) enforceable (for example, cannot say shall use best efforts to reduce noise, but could say no music after 11pm and/or shall keep doors and windows closed)
- 3) short enough to be displayable on the face of the license at the establishment

**In response to requests at the meeting, the ZAP committee will try to collect, organize and share GNAs and conditions, which have been successfully negotiated. ZAP members are encouraged to send such GNAs to michaelhenry824@comcast.net.**

**Retail marijuana regulations** were discussed so that RNOs will be prepared to understand and deal with this very complicated new industry. John Jennings outlined the new regulations and Michael Elliott, executive director of the Medical Marijuana Industry Group, and Rachel O'Brien, attorney with Smart Colorado contributed to the discussion. Key points were:

- Between now and January 1, 2016, the only persons allowed to apply for retail marijuana store licenses in Denver are those who operated a licensed (by Colorado and Denver) medical marijuana center in good standing as of October 1, 2013 at the same location.
- RNOs whose boundaries encompass any portion of the "designated area" around the address for an application for a license will be notified by e-mail, similar to liquor and cabaret licenses, of applications for retail marijuana stores (not cultivation facilities or retail marijuana products manufacturers or testing facilities). These notifications will begin on approximately October 1, 2013. RNOs should be prepared to review them, communicate with applicants and decide if and how to respond to applications.
- The locations will be posted, similar to proposed locations for liquor licenses.
- Each RNO should be sure that its designated

contact person understands these applications and can deal with them promptly.

- The "designated area," where RNOs will be notified and persons who reside or own or manage a business may testify at a hearing, will be the same as for liquor licenses – a radius of 5 blocks around a location, except a radius of 3 blocks for the downtown area.
- As required by City Council, public hearings will be conducted for all retail marijuana stores. The hearings will begin on November 4, 2013 and will be held in the City and County Building at 1437 Bannock Street (not the Webb Building)
- The subject matter to be discussed at hearings is different than liquor hearings. If anyone wishes to oppose a retail marijuana store, the only reasons that will be considered by the hearing officers will be 1) the applicant has violated, does not meet or has failed to comply with any of the Colorado or Denver rules or regulations about retail marijuana; and/or 2) evidence that that a previous medical marijuana center at that location has been "operated in a manner that adversely affects the public health, welfare or safety of the immediate neighborhood in which the establishment is located;" and/or 3) "evidence that the issuance of the license will adversely impact the health, welfare or public safety of the neighborhood in which the retail marijuana store is proposed to be located."
- Retail marijuana stores must open no earlier than 8am and close by 7pm every day.
- No one under the age of 21 may purchase or consume marijuana from a retail store, although persons between 18 and 21 may purchase or consume marijuana from a medical marijuana center.
- Existing medical marijuana centers may choose to convert to retail stores (and will be required to surrender their medical marijuana licenses) or to co-locate by retaining their medical licenses and adding a retail store license to the same location.
- No one in Colorado may consume marijuana in public locations.
- The Department of Excise and Licenses will soon finalize and make available a list of the approximately 230 locations where a medical marijuana center license has been issued as of October 1, 2013.
- RNOs are encouraged to be familiar with the locations of medical marijuana centers in their areas, initiate communications with the owners and to compile any information about problems with those establishments in order to be prepared for the expected heavy rush of notifications and hearings in October – December 2013. As noted above, these

locations will be the only ones allowed to apply for retail marijuana store locations before January 1, 2016.

- If an existing medical marijuana center wants to set up a retail store at a different location, there will be notification and a public hearing on the transfer of location.
- Good Neighbor Agreements, similar to those discussed above under liquor licenses, are encouraged between RNOs and applicants for retail marijuana stores. Points that committee members suggested that might be included in GNAs were that the establishment will: 1) discourage or prevent loitering outside stores; 2) post one or more signs inside the store to advise customers that it is illegal to smoke or otherwise consume marijuana or marijuana products in public, including inside the store or in public areas outside the store; 3) if applicable, shall use measures to prevent odors from marijuana from being noticeable outside the store; 4) shall have an adequate security plan, including measures to prevent illegal behavior or disturbances inside and outside the store; 5) share with the RNO the contact information for the store manager if problems arise; 6) not have any signage prohibited by state or Denver law or regulations; 7) clean up any litter outside the store; 8) advise the RNO in writing at least 15 days before it intends to apply for a transfer of ownership of the license and encourage a prospective transferee to meet with the RNO; 9) agree that all conditions in a GNA will apply to any transferee; 10) operate the store in a manner that will not adversely impact the health, welfare or public safety of the surrounding neighborhood.

**NOTE:** The next meeting of the Zoning and Planning Committee will be on Saturday October 26 at 9:30am at 1201 Williams Street in the 19th-floor party room. On the agenda will be:

- 1) discussion with newly appointed Director of Development Services Steven Ferris;
- 2) discussion of implementation of the Discover Denver Historic Survey
- 3) discussion of the updating of design guidelines by the Denver Landmark Preservation Commission.

*A Denver INC welcome to our new member:*

*Swallow Hill Neighborhood Association*

# September Delegate Meeting

Saturday, September 21

(Note: change in date due to religious holidays)  
Denver Police Protective Assn., 2105 Decatur St.

## AGENDA

8:30 am Networking with neighbors and coffee  
At 9:00 am Cindy Johnstone called the meeting to order.

Minutes from August 10 were approved unanimously. Al Habercorn moved and Randle Loeb seconded motion.

Gayle Rodgers will be publishing the newsletter at the beginning of each month. Please take time to mail her committee reports by the 20th of the month, if possible.

### Save the date January 30, 2014 for the

**Annual Dinner.** Blake DiMeo and Gayle Rodgers are co-chairs. They'd like to identify sponsors for the dinner. Sponsoring levels range from \$1,000 -\$750-\$500 to \$250.00. We should all be considering silent auction items. If you know of possible sponsors please let Blake or Gayle know.

**Parks:** Fee based commercial use was passed by the Advisory Board. The proposed plan will next go before City Council. The Super Park Playground in City Park will be anywhere from 3 to 13 acres.

**Transportation:** September 12 meeting presentations included the 15th St. bicycle lane, which was just dedicated with a green, zebra stripe box for bicycles to wait at intersections. A publicity campaign will stipulate that drivers cannot enter these zones.

Variable pricing is being considered for HOV lanes. A change to three passengers is being considered for HOV lane use.

**Zoning and Planning:** Public hearings for all applications for marijuana conversion of medical establishments to recreational sales will be held at City and County Building, instead of the Excise and Licenses hearing room in the Webb Building. Deadline for filing applications is October 1. Wednesday September 25 there will be a meeting at Cherry Creek North from 4:30 to 7:30 p.m. on land use transportation and parking at the J.W. Marriott.

1) INC should re-send to City Council and the Mayor's Office our support from January 2013 for neighborhood notification, public hearings and 1000-foot spacing limitations for all retail marijuana stores. This motion was not made because the matter has already been decided. The ordinance was passed last week by City Council.

2) INC should communicate its support of the proposed zoning text amendment to City Council and the value to neighborhoods of "protected zones" in the zoning code. Michael Henry moved and Raymond Stern seconded the motion in order to make the old zoning code work in conjunction with the new zoning code. 26 voting members

unanimously approved this.

There are school board candidate forums that are occurring throughout Denver. The LWW and INC are sponsoring four. All neighborhoods should encourage their members to vote in this important mail-in election. The final day to vote will be November 5.

October 12 the Delegate Assembly will be meeting at the District 3 Police Station at 1625 S. University Blvd. We'll hear about state ballot issues 66 and the marijuana taxes and from the at large candidates for DPS School Board. Dollar Dictionary: The success of the Dollar Dictionary Drive was shared with the assembly in responses from staff at schools and students to the Spanish and English version of the dictionary and thesaurus.

**New Business:** the .5-cent plastic bag fee was discussed with respect to the diverse perspectives people have toward the coming vote in City Council. First reading passed 7 for and 6 against. An hour courtesy public hearing will be heard on second reading on September 30. At Lawrence and Park Ave. there is a day park that is going to be established. This will be located at Arapahoe and 22nd Aves. As of October the park will be shut down between Samaritan House and the Rescue Mission. An urban park is going to be designed and built over the winter. In District 9 there are 927 shelter beds with the limit at 950. With District 8 and 9 changes the numbers will rise significantly. There are not enough places for people to go no matter whether day or night right now. If you have any input on parks and open spaces, Denver Regional Council of Governments is conducting a two-month survey of people throughout the Front Range regarding their use. Contact <http://DRCOG.mindmixer.com> to make comments on line.

**Speakers:** Each month we have very interesting speakers, which generates some great discussion. Please join us next month. Here are some short summaries of this month's speakers. Marion Combs and Farrah Peek from Denver Transit Partners spoke about the FasTrack Eagle project. This commuter RAIL project is a public-private project, the first one in the country. They are to design, build and finance the project. It is made up of 3 lines all starting at Union Station. The East rail line goes to DIA and will take 35 minutes. The NW rail line goes to SW Westminster and will take 11 min. The Gold line goes to Ward Road in Arvada and will take 25 minutes.

The Eagle project, which is 50% complete, is to be completed by 2016, on time and on budget. The rail cars are made in Korea and assembled in the U.S. The cars will have a maximum of 232 passengers, each car passing every fifteen minutes throughout the day. The commuter rail trains are heavier, faster and larger than RTD's current light rail vehicles and

are ideal for traveling longer distances. One of the best features is we will be able to board the cars at ground level. If you have questions, contact them at DTP – Construction Information: 303-297-5284; RTD FasTracks Information: 303-299-2898; or online at [denvertransitpartners.com](http://denvertransitpartners.com) and [rtd-fastracks.com](http://rtd-fastracks.com).

Caryn Champine from Community Planning and Development (CPD) made the second presentation, which was on Transit Oriented Development (TOD) along the RTD lines. There are 41 transit stations in Denver that are at different levels of implementation of development. Strategy planning looks at what adds value to neighborhoods including what brings in new opportunities for housing and jobs for the area. Zoning is in place for the developments. Each TOD has been given a typology name consistent with the surrounding area zoning. The first plan was done in 2006. It helped us establish a vocabulary and set priorities to successfully implement such things as parking, social equity, and how we all work together.

Today there are long-range plans for 21 out of the 41 stations. The City helped with infrastructure like storm sewers, etc. All Denver stations will be open by 2016 so CPD is focused on how they can efficiently implement the plans. They have typologies for Urban Center, General Urban (mid to high density, such as Capitol Hill), Urban (Louisiana/Pearl), Suburban (Bellevue), Entertainment (sports facility, movie theatres- Mile High), Educational/Institutional (U of Denver), and Industrial (employment focused - Evans).

*Photos from the Delegate Meeting*

*Top: Marion Combs and Farrah Peek from Denver Transit Partners spoke about the FasTrack Eagle project. Bottom: V.P. Cindy Johnstone*



# Executive Committee Recap

September 9, 2013

Larry Ambrose called meeting to order at 7:00 p.m.  
Present: Larry Ambrose, Cindy Johnstone, Katie Fisher, Steve Nissen, Blake DiMeo, Gayle Rogers, Maggie Price, Merce Lea, Michael Henry, Karen Taylor

Minutes of the August 12, 2013 meeting were approved. Steve Nissen motion, Katie Fisher seconded.

**Financial report:** Steve Nissen, Total balance \$23,835.12 Report was approved, Katie Fisher motioned, Blake DiMeo seconded.

## Discussion:

- Request to move the Candidate Forum payment to the LWV for 2012 and indicate the \$500 for 2013 was transferred to support staff line item.
- Request to include a revenue category in the 2014 Budget to reflect revenues from grants, donations, sponsors, membership and other.
- Request to indicate line item from INC Parks & Rec Committee was transferred to Unknowns

**Membership Report:** Katie Fisher - current membership is 95 RNOs and 44 Associate members

**Action:** Approved Public Relations Scope of Work for the Election Forums submitted by Suzanne Weiss. Katie Fisher Motioned, Gayle Rodgers seconded.

**Update on Dollar Dictionary** Public Relations, Blake DiMeo. Michelle Fry has contacted the media and contacted several elementary schools to set up media events during distribution. September 20th from 8 am to 9:45 a.m. at Ellis Elementary will be one of the events. Blake is very pleased with the media efforts.

## Committee Reports

**Dinner Committee**-Blake DiMeo/Gayle Rodgers The location for the January 30, 2014 INC Awards and Celebration Dinner will be held at the Wellshire Event Center. The proposed budget is \$14,000. Visit Denver will be the major sponsor and other sponsors will be solicited. More details will be on the October agenda.

**Action Item:** Call for members to participate in organizing the dinner event, contact Blake DiMeo or Gayle Rogers to be involved.

**INC/LWV Election Forum**-Michael Henry The media announcement has gone out

**Action Item:** Will send the announcement to be published in the INC News Blast

**Action Item:** Call for questions for the candidates

**Action Item:** Encourage members to distribute the forum dates to RNOs

**Communications:** Gayle Rodgers - Newsletter will go out this week.

Movement of committee member's contacts to the Communication committee is complete. Maggie Price is verifying the delegate list. Communication from INC will transfer to MailChimp in January.

**Parks and Recreation:** Katie Fisher/Maggie Price Discussion of City Loop Playground. There is developing concern from several RNOs around City Park about the design and scope of the City Loop Playground. The final mock up of the playground will be presented in Sept in City Park.

Discussed the median on Speer and Larimer that had a for sale sign from the City. PRC is following closely, Brad Cameron and others.

**Safety:** Merce Lea - no new news, independent monitor available for INC meeting.

**Zoning and Planning:** Michael Henry Special Training Session September 28th re: new processes for liquor and retail marijuana licenses. Encourage all to attend.

**New Business:** Steve Nissen brought up the concerns regarding the City's response to inspection and code when building multi housing projects especially apartment complexes. See Westword -11 Sept 5 for a comprehensive article "Design Flaw".

Meeting Adjourned 9:05 p.m.

## COMMITTEE CHAIRS

**Blake DiMeo**, Co-Chair Education  
720.856.6679  
boardmember\_1@denverinc.org  
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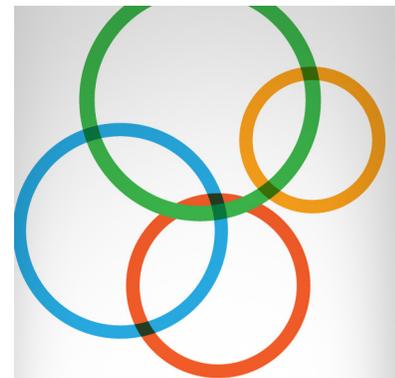
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