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Hill & Lake Press

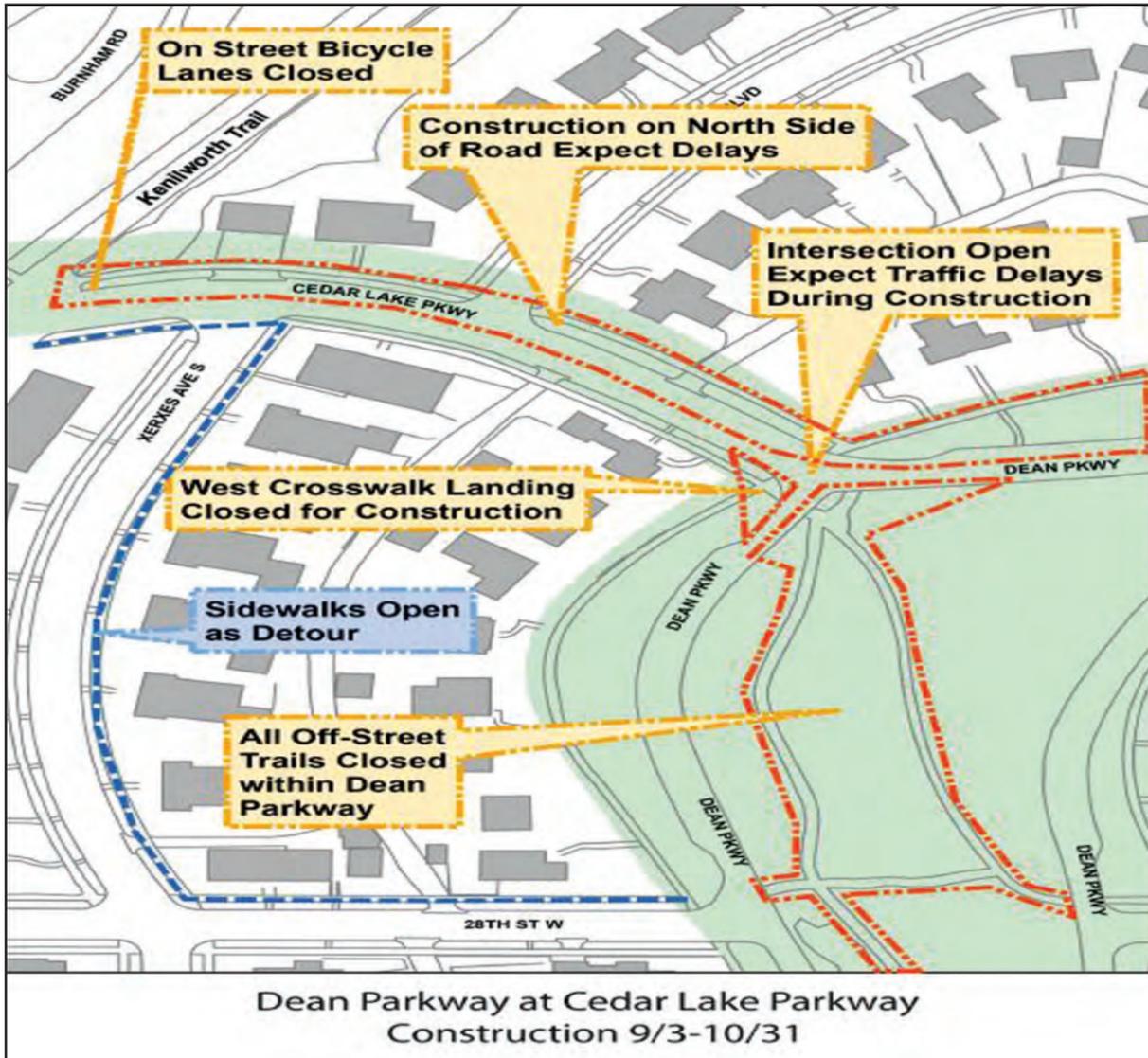
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AUGUST 23, 2013

Dean Parkway, West Cedar Lake Trail Improvements Begin September 3



Dean Parkway at Cedar Lake Parkway Construction 9/3-10/31

By Michael Wilson

The Minneapolis Park and Recreation Board (MPRB) is poised to begin long-awaited and much-needed improvements to the biking and walking trails along Dean Parkway and portions of west Cedar Lake. Both are segments of the 53-mile Grand Rounds National and MN State Scenic Byway. MPRB owns, operates, and maintains both Dean Parkway and West Cedar Lake Parkway as part of the Grand Rounds.

Starting Sept. 3, off-street trails and walks from Lake Street north to West Lake of the Isles Parkway and west along Cedar Lake Parkway to the Kenilworth Trail will be reconstructed, according to Deborah Bartels, MPRB project manager. Sidewalks in front of homes in the construction area will remain open; detours will be posted.

The Metro Transit stop for Route 25 at Lake Street and Dean Parkway will be closed or relocated.

A major focus of reconstruction will be the problematic and dangerous Dean Parkway-Cedar Lake Parkway intersection. The intersection will remain open to traffic, but Bartels cautions drivers to expect delays. Work at the intersection is slated for completion by Oct. 4, two days before the Twin Cities Marathon.

Safety will also be greatly improved on the Cedar Lake Parkway hill from Dean Parkway to the Kenilworth Trail, where the roadway will be narrowed by removing the on-road bike lanes. An off-road bike and pedestrian path will be constructed on the northeast side of the Parkway. Completion of this segment of the project is scheduled for Oct. 31.

The Midtown Greenway ramp to Dean Parkway will be closed for part of the project construction period.

The Point Beach parking lot on the west side of Cedar Lake will be reconstructed and the bike trail realigned to run alongside the Parkway. Due to the parking lot construction and bike trail closure Bartels says that cyclists are encouraged to avoid this area entirely by using the Kenilworth Trail and the Cedar Lake Regional Trail along the north side of Cedar Lake. Completion of this segment is planned for Oct. 31.

For more information go to <minneapolisparcs.org>. Go to "Current Projects" on the left side of the homepage and scroll down to "Dean Parkway-West Cedar Lake Trail Improvements." For additional information contact Deborah Bartels at 612-230-6438 or <dbartels@minneapolisparcs.org>.

SWLRT - The time is NOW to get involved

By Jeanette Colby & Courtney Cushing Kiernat



Photo by Courtney Cushing Kiernat

Louise Erdrich and her niece showed their support for saving the Kenilworth Greenway, a regional asset used by nearly one million people a year.

LRT Done Right, a grassroots citizens' group, believes mass transit is important for a vital metropolitan area and is dedicated to ensuring that the Southwest Light Rail Transit (SWLRT) is a good long-term investment for our city and region. We organized early this summer with the goal of improving the SWLRT decision-making process and outcomes.

In mid-July, the Met Council held SWLRT meetings to present ideas about the previously unaddressed problem of the "temporary" freight rail now on the chosen SWLRT route, the Kenilworth Greenway. The Hill & Lake community came out in force, and since then we have seen a number of positive developments. Mayor Rybak, for example, has publicly challenged the environmental impact of a shallow LRT tunnel on Lake of the Isles and Cedar Lake. Senator Scott Dibble and Representative Frank Hornstein have pushed the Met Council to listen to community concerns and take time to address critical questions before making a final decision.

Many of you have made the effort to contact your elected officials and Met Council members. It sometimes feels that these letters are a waste of time, but please be assured that without your efforts, co-location of freight rail and LRT on Kenilworth – including the destruction of homes and trails – was all but certain. Community involvement has contributed to the state we now find ourselves in – a delayed Met Council recommendation with serious consideration of a deep tunnel and expressed concerns about the current alignment as it stands.

We hope this more careful process continues. To that end, LRT Done Right advocates:

No co-location of freight rail and LRT on the Kenilworth Greenway (including a shallow tunnel, since
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NO LUNCH WITH LISA UNTIL SEPT. 25**Minneapolis Uptown Rotary**

www.clubrunner.ca/mplsuptownrotary
Uptown Rotary meets at the Minikahda Country Club 7:30 to 8:30 am on Thursdays.

Audubon Society**Friday, September 13, 2013 1 p.m.**

Everyone is welcome to our first meeting of the season! Potluck at 1 p.m. – bring a dish to share and utensils. The program at 2 p.m. will feature Sue Leaf discussing her recent biography Thomas Sadler Roberts: A Love Affair With Birds. Join the Minneapolis Audubon Society for food and fun at the Bryant Square Neighborhood Center, 31st & Bryant Avenue S, just one block south of Lake Street, easily accessible via the #4 bus, which runs every 15 minutes! For more information call 952-926-4205.

2013 Minneapolis City Academy

The Minneapolis City Academy program, which begins Sept. 18, is a chance for people to learn the latest in firefighting techniques, tour the water treatment plant, find out how future developments are planned and constructed, ask questions of City government leaders and much more! City Academy sessions will be held weekly from Sept. 18 through Oct. 16 at locations throughout Minneapolis. Sessions will run from 6:30 to 9 p.m. The program is open to all Minneapolis residents who are 18 years or older and will be filled on a first-come, first-served basis.

Registration is limited. To enroll in the City Academy, visit www.minneapolismn.gov/ncr/MinneapolisCityAcademy to register, or call 612-673-3163.

Music for Medicine Fundraiser to raise money for Neighborhood Involvement Program (N.I.P.)

Music for Medicine
Date: Sunday, September 29, 2013
Price: \$40 in advance, \$50 at the door
Time: 2:00 PM Silent Auction and Brunch, 4:00 PM Concert
Location: Temple Israel — 2324 Emerson Avenue South, Minneapolis
Tickets & Information: 612-746-8543 or event website

Birchbark Books Reading Series

The Birchbark Books Reading Series begins its 5th season of readings Wednesday, September 11 at 7:00 p.m. Featured will be Minnesota Book Award winner Gwen Westerman and members of TGIFrybread, the Loft sponsored writers group for Native writers. Scheduled to read from TFIGrybread are Colleen Casey, Delaney Deer, Sandy White Hawk, and Marne Zafar. The evening will be co-facilitated by TGIFrybread member Ardie Medina.

The reading will be at Lake of the Isles Lutheran Church 2020 West Lake of the Isles Parkway, Minneapolis. (near Birchbark Books) <http://www.lotl.org/> Book signing will follow the reading.

Curated by Michael Kiesow Moore, the reading series features new, emerging, and established writers quarterly from September through May.

Minneapolis Bike Tour — Sunday, September 15

Early registration rates available through September 1. This recreational bike tour for all ages and abilities spans the Grand Rounds Scenic Byway System. Proceeds from the Bike Tour benefit bike safety and education events for Minneapolis youth and bike trail improvement projects throughout the system. The Bike Tour features a 14-mile and a 36-mile route; both are closed to motorized traffic and include stops with refreshments and bike mechanics. Stick around and enjoy a post-ride party! For more information: <http://www.minneapolisparcs.org>

2013 Picture a Park Photo Contest happening in our parks right now!

This is a great opportunity to submit any photos you may have snapped at any of our park locations or events this summer for a chance to win some great prizes including having your photo featured on the 2014 annual parking permit.

This year there are four categories to submit your photos towards: Beauty in the Parks, Fun in the Parks, Events in the Parks and Photos by Youth.

The submission deadline for the photo contest is Monday, September 2, at 11:59 p.m. CST. All photos must be submitted online at National Camera Exchange.

HAPPENINGS IN THE NEIGHBORHOOD

AUGUST 27, 5:30 - 7PM ELLISON AT THE AIRPORT
SEPTEMBER 7 SUPER SALE
SEPTEMBER 8 WALK THE WEDGE HOME TOUR
SEPTEMBER 11, 7PM BIRCHBARK BOOKS READING
SEPTEMBER 13, 1PM AUDUBON SOCIETY S
SEPTEMBER 15 BIKE TOUR
SEPTEMBER 29, N.I.P. MUSIC FOR MEDICINE
OCTOBER 30 WINETASTING FUNDRAISER

Neighborhood monthly meetings:

CIDNA: 2nd Wednesday 6pm at Jones-Harrison
EIRA: 2nd Tuesday 7pm. July 9 & August 13, The Bridge for Youth
KIAA: 1st Monday 7pm Kenwood Rec Center,
LHNA: 1st Tuesday 7pm at Kenwood Rec Center
Next meeting September 10
Meet with Meg 2nd Monday, 6-7pm Bryant Square

Meet with Meg is held the third Monday of every month from 6-7pm at Bryant Square Park (3101 Bryant Ave S).

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Rates: \$7.00 for two lines, \$4.00 for each additional line. Send ad and check to Hill & Lake Press, c/o Jean Deatrick, 1821 Dupont Ave S, Minneapolis, MN 55403, payable to Hill & Lake Press. There are approximately 48 characters (letter, punctuation, space, number) per line.

The 50th anniversary of the March on Washington, the turning point demonstration of the Civil Rights movement, will be marked by another march on Washington, DC on August 24. The organizers say, "It is not a commemoration it is a continuation."

NIP Seniors Program (nonprofit organization). We are seeking individual and group volunteers to assist with seasonal clean-up for elders in our community. We serve Minneapolis, with the exceptions of SSW (south of W 36th Street, and west of 35W); and, far North (north of N 44th Avenue).

GUTTER GANGSTERS NEEDED

Leaves do fall and up the ladder we must crawl. Gain a new poetic perspective while helping a senior citizen remain independent in their home! You choose the date and time to clean gutters. Perfect for individuals, groups (small to large), and families (kids age 7 or older and supervised by an adult – kids stay on the ground). Seasonal: autumn October through mid-November (depending upon the weather). This is a one-time fun, flexible unpaid volunteer activity that can be done for about 4 hours, weekdays or weekends. Feel free to sign up multiple times! BYOL: Bring Your Own Ladder (optional).

Exact location TBD depends upon where the senior citizen resides. Ongoing unpaid volunteer opportunities are available with snow shoveling and assisting with handyman activities. One time opportunities are occasionally available. Please check our other postings. Please contact Jeanne the NIP Seniors Program, Volunteer Coordinator at srvolunteer@neighborhoodinvolve.org or call 612-746-8549 for more information. Our website is www.neighborhoodinvolve.org Thank you!

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~ Celeste



Meet Your Neighbor, Commissioner Anita Tabb

Craig Wilson interviews Minneapolis Park and Recreation Board (Park Board) District 4 Commissioner Anita Tabb about her accomplishments over the past four years, Southwest Light Rail Transit (SW LRT), and her hopes for the future of Minneapolis Parks.

Four years ago you ran for office in hope of making changes at Park Board. What have been your greatest accomplishments since then? Four years ago, I had many concerns about the Park Board and thought there needed to be some major shifts—not in the mission of the organization but in the relationship with its partners and the community as well as in business practices.

Two of my major concerns were in regard to transparency, the ability of the community to obtain information about decisions being made, and community input, the ability of the community to impact the decisions being made about the parks and park system. I have to say that I am extremely proud of the work we've done in both areas. Information is publicly disclosed and readily available online. You can easily find information about current projects, future plans, financial priorities, recreational opportunities and a wide variety of items. Plans are not made behind closed doors and they certainly aren't kept secret. And the commitment to community engagement has become part of the organizational DNA. For every park project, the MPRB thinks through the appropriate level of community engagement. This process takes more time but really serves to ensure that projects meet community needs, goals and expectations. And the relationships that the Park Board has with its governmental partners like the city, county and state—as well as with private partners and with citizens and even internally—is really in a good space right now.

Never underestimate the power of relationships. Good ones allow us all to work together to move our city forward. I know that most of this is the boring process stuff but it is foundational and it's what is expected in a sophisticated environment like Minneapolis where peo-



Commissioner Anita Tabb

Photo by Dorothy Childers

ple take pride in being a part of and making a positive contribution to the place they call home. Of course, I don't want to minimize the pride I take from the many of the projects I've championed – like Parade Road, Joanne Levin Triangle Park, the Alan Spear Memorial in Mueller Park, the 4th Avenue playground in North Loop, the Waterworks design in downtown, the RiverFirst signature riverfront design, the aggressive planting of street trees, the renewable development grant to install almost \$1M worth of solar in our park system – I could go on and on.

And let me say that we did one other very important thing – we hired Jayne Miller as our new Superintendent. Her professionalism, depth of experience and expectations of excellence has instilled in the Park Board a new culture. And we, the constituents, are reaping the benefits! Jayne rocks and she hires staff who rock, too!

What is the boundary of Park Board District 4 and how will it change in the future? While City Ward boundaries were changed substantially, Park boundaries

are changing minimally. Currently, District 4, which is the Park District I represent, includes the following neighborhoods: Harrison, Bryn Mawr, Lowry Hill, East Isles, Cedar-Isles Dean, Kenwood, Lowry Hill East, East Calhoun, Loring Park, Elliot Park, Stevens Square, Whittier, Downtown West, and part of North Loop. The only change to the district boundaries are that Harrison moves out of the district and Downtown East becomes a part of the district. Because my favorite part of the job is the fabulous people I am lucky enough to meet, little change to the district boundaries is great for me because I can't emphasize enough how terrific the constituents of this district have been as partners over the past four years.

What is happening at Parade Ice Arena this summer? Well, after 40 or so years, the arena had just seen better days! So this past year, MPRB looked to update and refurbish the entire arena including all three sheets of ice, the roof, all mechanical systems, and the building shell. The system used to make the ice is an antiquated Freon-based (R-22) system which was leaking and polluting – not the best space for a park system to be in! The roof leaked and the maintenance costs were moving into the stratosphere as the price of R-22 skyrocketed and was soon to be banned. This summer, the roof is being replaced along with the north ice sheet. The north arena is expected to reopen in October. Once the hockey season concludes, the project will move to phase two which includes replacing the remaining two ice sheets. That brings Minneapolis up-to-date on the hockey front and we expect these changes to last another 40 years! I'd also like to point out the lovely flowerbeds installed at the entrance to the arena, which are done voluntarily by one of the staff members. He actually divides flowers from his father's garden and brings them to Parade – just to make it look nice for all of the patrons!

What's your position on SW LRT and what's likely to happen to the Kenilworth corridor? I don't mean for this statement to sound like a cop-out but this is a dif-

Commissioner Anita Tabb to page 15



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Deep Tunnel Option Will Require a New Lake Street Bridge, Southwest Planners Say

By Michael Wilson

Building the Southwest light rail transit (LRT) line through CIDNA and Kenwood will bring major construction impacts to these two Hill and Lake neighborhoods. The biggest of these impacts may well be the closure and rebuilding of the Lake Street bridge, which will be necessary if the deep tunnel option is chosen for LRT and freight rail remains in the Kenilworth Corridor.

The current Lake Street bridge, constructed in 1991, rests on 75 to 85-foot driven piles, explains Jim Alexander SWLRT director of design and engineering. The deep-tunnel boring machines would need to go right through the area where the pilings now sit.

Project engineers working on the deep-bore option are looking at a 7500-foot tunnel with a 500-foot transition zone on each end, where the LRT trains would travel between ground level and the tunnel entrance. During construction, according to Alexander, the transition zones would actually become huge "pits" about 70 feet wide and 400 feet long to accommodate the enormous augers and all the materials and machinery required to actually build the twin 24-foot-diameter tubes for the LRT trains.

Throughout the entire construction period and alongside all this construction activity TC&W freight trains must continue to operate on their normal schedule.



Photos: Michael Wilson and Dillon Cleaver

The Lake Street bridge carries about 20,000 vehicles per day in addition to 146 Route 17 buses on weekdays. CIDNA residents are concerned that a bridge closure, required if the deep tunnel option is selected for LRT, would cause many drivers to use residential streets as a shortcut instead of posted detours.



The Lake Street bridge rests on 75-85 foot pilings which would get in the way of machinery drilling a deep LRT tunnel. Unless they are relocated elsewhere, as Hennepin County and SWLRT planners initially promised, TC&W freight trains will need to maintain normal operations throughout the construction period.

West of the Lake Street bridge the Hennepin County Regional Rail Authority (HCRRA) corridor widens to 135 feet, according to HCRRA Senior Planning Analyst Jessica Galatz. Moving the deep-tunnel construction staging area farther north, on the other side of the Lake Street bridge, would spare the bridge but would require the taking of residences since the HCRRA corridor narrows to as little as 59 feet.

Currently about 20,000 vehicles cross the Lake

Street bridge every day, according to Hennepin County traffic counts, in addition to 146 Metro Transit Route 17 buses each weekday. Rerouting all that traffic for a year or more in the event of a bridge closure would be a major headache, SW LRT planners acknowledge, with impacts not only on motorists but also on the Cedar-Isles-Dean neighborhood and businesses in Calhoun Village and Calhoun Commons.

Posted detours would likely direct drivers out to a long loop using Hy. 100, I-394, and I-35W. But "human nature being what it is," says Craig Westgate, chair of the CIDNA board, "hundreds, maybe even thousands, of drivers every day will try to find a shortcut using France Ave., Sunset Blvd., Cedar Lake Parkway, and either Dean or Lake of the Isles Parkway. Our residential streets are totally unable to handle such an increased volume of traffic." Westgate states that he wants the CIDNA board to be involved in detour planning, if the deep-tunnel option is chosen.

Planners and engineers at the city's Community Planning and Economic Development (CPED) and Public Works departments say that rebuilding the Lake Street bridge, if it has to happen, could have some positive outcomes by solving some of the limitations of the current structure. Buses cannot stop on the current bridge because of its "humped" shape. A new bridge could be "flattened" with pull-off bus bays on each side to allow Route 17 riders easier access to the LRT station below. A flatter bridge would better meet ADA requirements. CPED planners note that building a new bridge would give engineers much-needed flexibility to design bridge supports (or "piers") to accommodate the trails, rails, and LRT station underneath the bridge as well as

the possible Midtown Corridor streetcar currently under study.

Under current plans, access to the LRT station for CIDNA residents north of Lake Street is restrictive and convoluted and is a major issue for the city, according to Peter Wagenius, Mayor Rybak's transportation policy director. "The Lake Street station was projected to be one of the two busiest along the whole SW LRT route," Wagenius states. "It makes no sense to advance a design that makes it more difficult for people to reach the station." He notes that a new station, if it has to be built, might be designed to partially alleviate the access problem.

The cost of replacing the Lake Street bridge is included in the price of the Kenilworth deep-bore LRT tunnel, currently estimated at \$320 to \$330 million. Selection of the deep-bore tunnel is projected to push the cost of the entire SW LRT project to about \$1.82 billion, according to figures presented to the Minneapolis City Council's Transportation and Public Works Committee on Aug. 20.

The Midtown Greenway

By Janey Gengel

The Midtown Greenway has recently been named the number one bike path in America by *Active Times*. In a list of America's 19 best urban bike paths, the Midtown Greenway came out on top with glowing reviews on not only the scenery, but also as being an efficient commuter artery and a safe alternative to city traffic. *Active Times* was impressed by the 24/7 usability of the trail, noting that the Greenway is plowed during winter months and lit at night. While those factors are indeed notable, the Midtown Greenway Coalition has many more programs that keep the Greenway the number one urban bike path in the country.

The Greenway could not be so highly regarded without the help and support of donors and members. As the organization that fought to get the Greenway built and continues to dedicate itself to maintaining and protecting it, the Midtown Greenway Coalition has many programs the help keep it safe, beautiful, and lively. A donation goes towards programs like Trail Watch, public arts committees, and improvements initiatives that help the path and the community thrive.

Keeping the Greenway safe is a dedicated group of volunteers known as Trail Watch, a nightly bike-mounted safety patrol. Trail Watchers act as extra eyes and ears for law enforcement by observing and reporting suspicious behavior or unsafe conditions.

Midtown Greenway to next page

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LRT Done Right from page one

the current inadequate design amounts to co-location);
 Preservation of the region's limited urban green space, trails and Chain of Lakes;
 Responsible use of taxpayer dollars to increase the benefits of spending up to \$1.8 billion to connect urban and suburban communities;
 Safety assurances for all citizens as it relates to freight rail. Sharing liability for freight accidents by the City of Minneapolis and its residents is unacceptable.
 LRT Done Right believes strongly that realignment of the SWLRT is the only reasonable course of action, as the current alignment does not meet any of the above standards.
 Without realignment only the deep tunnel option is acceptable, but only if it includes the following conditions: a legally binding commitment by the Met Council to a deep tunnel prior to Minneapolis municipal consent being granted; a deep tunnel that spans from Lake Street to Penn Avenue with no at grade co-location; a comprehensive environmental study that ensures the protection of the trails, lakes, water quality, noise, and air quality; no housing is demolished or taken; freight rail maintains a temporary status on the Cedar Lake/Kenilworth Trails; and a long-term solution excludes hazardous cargo in urban areas.
 LRT Done Right aims to work collaboratively with the Kenilworth Preservation Group (KPG), neighborhood associations, the Met Council, St. Louis Park residents and elected officials. As a community, we are very fortunate to have City Council Members Lisa Goodman and Betsy Hodges, Representative Frank Hornstein, Senator Scott Dibble, and Park Commissioner Anita Tabb working on behalf of our city and the nearly one million annual Kenilworth Greenway users.

You can continue to help by:
 ■ Contacting Met Council Chair Susan Haigh, susan.haigh@metc.state.mn.us , 651.602.1390, and respectfully expressing your concerns and support for the LRT Done Right position described above; and
 ■ Joining the LRT Done Right facebook page and/or checking the LRTDoneRight.org website for updates and calls for action.

Midtown Greenway continued

To keep the Greenway beautiful, we envision a clean, green, urban pathway that is safe and inviting for everyone. From Arbor Day tree planting to the Adopt-a-Greenway programs, we have been working hard to keep the environment lively and vibrant. Our Greenspace Committee develops and implements a plan for maintaining, enhancing, and increasing green spaces and gardens in the Midtown Greenway.

The Midtown Greenway Coalition also advocates for public art along the Greenway to promote local artists. Public art in the Greenway provides an essential role in increasing community awareness and involvement with the corridor; increasing value for adjacent property development; and in articulating the history, meaning and local character of the Greenway as a Minneapolis resource.

The Improvements Committee is dedicated to focusing on issues regarding land-use, transportation, and safety issues in the Greenway. It encompasses everything from new apartment projects to improved trail crossings, from installing new ramps and bridges to adding amenities like benches and picnic tables. Improvements also include enhancing transit in the corridor, from maintaining the bike/walk trail to working on getting a streetcar in the Greenway.

We also focus on land-use issues that may harm the Greenway, such as the high-voltage power lines that were proposed for the corridor. We took the lead in organizing citizens and neighborhoods to oppose the lines in the Greenway — and we were thrilled when we won! The lines are now being buried under 28th street, instead of being strung up overhead in the Greenway.

The Midtown Greenway Coalition is excited about the Greenway being named the number one bike path in America. We are dedicated to preserving the title and working hard to enhance our beloved trail. We could not have captured such a title without our donors and members. We encourage you to become a member today to help with our mission and to protect the Greenway. Visit <http://bit.ly/1e6pUGv> to support the cause and keep the Greenway the best in the country!

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National Night Out in East Isles



Photo by Dorothy Childers

Lake Place, between 25th and 26th Streets, was the site of one of this year's National Night Out Celebrations in the East Isles Neighborhood. It encompassed many blocks of neighbors, between Levin Triangle Park and Lake of the Isles, and Euclid and 22nd Streets, and has been meeting at this location for many years. One highlight of the evening was the games that Judy Nagle provided for adults and children. The event was pot luck. Shown here, left to right, Ann Bailly and Ginna Portman Amis are busy setting the food out on the tables.

Kenilworth Preservation Group Rally at Cedar Lake



Photo by Dorothy Childers

State Senator Scott Dibble addressing the well-attended rally while Stuart Crozin, organizer of the rally, looks on. Other dignitaries addressing the group were State Representative Frank Hornstein, Hennepin County Commissioner Gail Dorfman, and Minneapolis Park Board Commissioner Anita Tabb.

8/20 Council Transportation Comm. Hearing Re: SW LRT Now Online

SW LRT Project staff updated the City Council Transportation & Public Works Committee on the shallow and deep tunnel options for the Kenilworth Corridor. To watch the presentation go to <http://www.minneapolis.gov/tv/79> and click on "August 20, 2013 Transportation & Public Works".

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Key groups come together with Joint Statement on Kenilworth Corridor

The Calhoun Isles Condo Association, City Lake Homes and the Kenilworth Preservation Group sit at the heart of what the Met Council refers to as the SWLRT Green Line extension "pinch point."

Residents are not seeking to prevent LRT development in the region, but rather to ensure it does not negatively impact the neighborhoods, violate the historic Minneapolis Grand Rounds, destroy the Kenilworth Trail or take homes. As a result, more and more groups today support a deep tunnel. The Kenilworth Preservation Group, City Lake Homes, LRT Done Right, and others have been working to urge the Met Council to make that choice in August. It is the only possible way for LRT to be successful in this historic area.

The list of reasons is long as to why there must be a deep tunnel. Should the decision be made in August against the deep tunnel be assured that residents from across Minneapolis and the state will learn that there will be 225 trains per day cutting through the park - right between Lake of the Isles and Cedar Lake. People will be on their way to stop SWLRT's planned extension at the State Capitol and in Washington, D.C. It is also clear that litigation is all but certain.

Attached is the joint statement, which was developed by the Calhoun Isles Condo Association and the Kenilworth Preservation Group (KPG) with input from other groups who have signed on or are waiting board approval. We fully expected others to sign on in advance of the August Met Council vote.

Calhoun Isles Condo Association (Nancy Green nancygreen1@comcast.net)

KPG (Stuart Chazin stuart@chazingroup.com or kenilworthpreservationgroup@gmail.com)

City Lake Homes (Colleen Dreher)

Joint Statement for the Kenilworth Corridor

The Kenilworth Corridor is a unique area in the heart of the regionally loved historic Minneapolis Park System's Grand Rounds National Scenic Byway and is home to one of the region's most valuable bike and walking trails. The Regional Trail System's Kenilworth Corridor passes over the channel between two of the Minneapolis renowned Chain of Lakes (Cedar Lake and Lake of the Isles).

Be it resolved that, should the SW LRT Green Line Extension pass through this area there is no acceptable at grade (including a shallow tunnel) option that works for the Grand Rounds, Chain of Lakes, Minneapolis Parks, Regional Trail System (Kenilworth, Cedar and Midtown Greenway trails) users, or the many citizens that call this area of Minneapolis home.

Furthermore, the proposed shallow tunnel is not a tunnel at all as it starts and ends several hundred feet before the Kenilworth channel, which is a legally protected resource due to its eligibility for inclusion on the National Register of Historic Places. A shallow tunnel is in fact at grade co-location, something the City of Minneapolis does not support nor do the undersigned groups.

Furthermore, the freight line through the corridor is, and should remain, temporary in nature.

Be it resolved that, the only possibly acceptable path through the Kenilworth corridor, short of litigation, is to build a deep tunnel or move the LRT alignment out of the Kenilworth Corridor.

Supported by:

Calhoun Isles Condo Association

Kenilworth Preservation Group (KPG)

City Lake Homes

Note: Several groups have it before their boards and are expected to join.

Mike Erlandson
Principal, Aurora Strategic Advisors
mikeerlandson@gmail.com 612-865-0050 (Limited availability Aug 1-18)

Stump Removal, Sidewalk Repair Coming Soon, Park Board and City Officials Say

By Michael Wilson

The damage visited upon our Hill and Lake neighborhoods by the massive storm of June 21st is taking longer to repair than many residents anticipated, but City and Park Board officials continue to press forward on the major tasks of tree stump removal and sidewalk replacement.

By late July Minneapolis Park and Recreation Board (MPRB) forestry crews had cleared more than 3,000 trees and hauled more than 2,000 semi truckloads of debris following what turned out to be one of the most wide-spread and severe storms, in terms of tree damage, to hit the city in the past two decades.

CIDNA resident Stacia Goodman voices the concern of many over the timeline for pulling stumps and repairing sidewalks. "Our section of Chowen Avenue is impossible to stroll," she says, "and summer is so short."

Replacing sidewalks will be a relatively straightforward job, according to Dan Bauer, longtime supervisor of sidewalk inspections for the city's Public Works Department. He and his crew pride themselves on knowing every section of sidewalk throughout the entire city. The cost of sidewalk replacement and repairs is almost always borne by the adjacent property owner, but according to 7th Ward Council Member Lisa Goodman the city will pick up the tab for sidewalk damage caused by the June 21st storm.

Several steps remain, however, before the city can begin work on the sidewalks.

Ralph Sievert, MPRB's director of forestry services, reports that the Park Board is working with the City and Hennepin County to submit storm data and funding requests to the Federal Emergency Management Agency (FEMA). FEMA requires all tipped-up stumps to be photographed and inventoried via Global Positioning System (GPS) before they can be removed, similar to FEMA requirements following the 2011 tornado that struck north Minneapolis. Each photograph must also show the street address of the stump written on a whiteboard.

According to Sievert, FEMA will pay for the extraction and disposal of stumps measuring 24 inches or more in diameter with at least 50 percent of the root system showing. FEMA will cover extraction costs only for stumps with diameters smaller than 24 inches or with less than 50 percent of the root system showing.

In an effort to understand the factors, including sidewalk installation practices, that may have contributed to exceptionally large loss of boulevard trees, the Park Board and City are partnering with the University of Minnesota on a study of all the downed trees. Data collection for the study is being done at the same time as the FEMA-mandated documentation.

As soon as a monetary agreement is reached with FEMA, Sievert says, the Park Board will initial a stump removal contract with Ceres Environmental Services of Brooklyn Park, one of the nation's leading disaster



Stump and raised drive and sidewalk on Dupont.

Photo by Heidi Deatrick

recovery contractors. And once the stumps are removed, then Bauer's team at Minneapolis Public Works can swing into action with the group of contractors the city already uses for sidewalk work.

So when can we expect to have our Hill and Lake sidewalks back to normal? Neither Sievert nor Bauer want to commit to a specific target date, but both say they want it to happen as soon as possible. And both Bauer and Sievert praise city residents for their patience and understanding of the huge task created for both the Park Board's Forestry and the City's Public Works departments by the June 21st storm.

For more information on our amazing Park Board forestry program go to <minneapolisparcs.org> and click on "Urban Forest." Residents can also call the Forestry Department at 612-313-7710 between 7:30 am and 4:30 pm weekdays or email <forestry@minneapolisparcs.org>.

For information on all aspects of the city's sidewalk program go to <minneapolismn.gov/publicworks/sidewalks/> or call 612-673-2420.

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Hill and Lake Press Photographer Exhibits Photo at the State Fair

THOMAS LOWRY

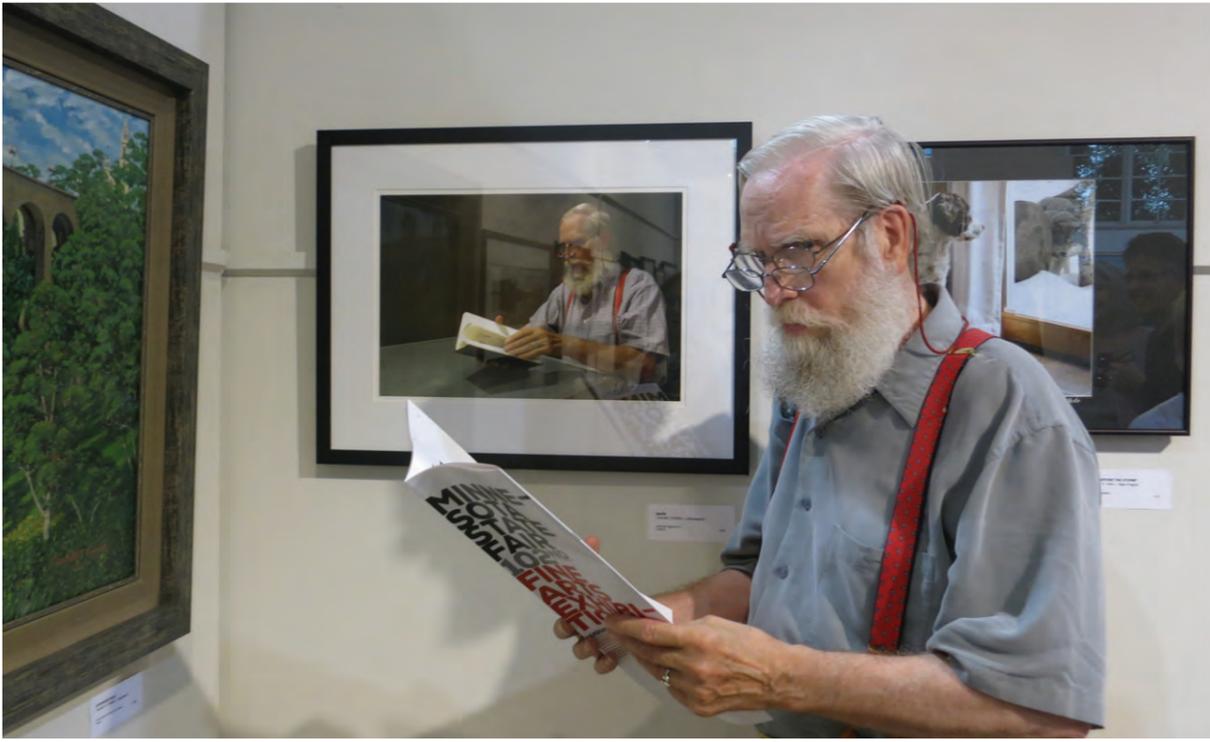


Photo by Dorothy Childers

Mark Jensen reprising his portrait at the preview night of the Fine Arts Exhibition at the Minnesota State Fair. "Mark," a photograph by Dorothy Childers, was juried and selected to be on display in the Fine Arts Building of the State Fair. The Fair is open daily until September 3rd.



Van White Unites Minneapolis



By Craig Wilson

The grand opening of the Van White Boulevard and bridge, connecting Dunwoody Boulevard to the south with Van White Boulevard (Fremont Avenue) to the north, occurred on a hot Wednesday afternoon on August 21st. Council Member Lisa Goodman, who emceed the event, provided context for the project now 20 years in the making. Goodman thanked a variety of community activists and politicians, such as former County Commissioner Mark Andrew and former Council President Jackie Cherryholmes, both mayoral candidates, for their support. Speeches ensued from current County Commissioner Gail Dorfman, Council Member and mayoral candidate Don Samuels, MNDOT Commissioner Charlie Zelle and Mayor RT Rybak. The most touching speech was given by the widow of Van White who contextualized the significance of Van White's distinction of being the first African-American to serve on the Minneapolis City Council. She explained to the audience that the bridge was more than physical connection uniting north and south, it is a symbol of Van White himself who broke barriers during his lifetime, acting as a cultural bridge in his public service to the people of Minneapolis.

More Van White photos on page 12



East Isles Ice Cream Social

Photo by Dorothy Childers

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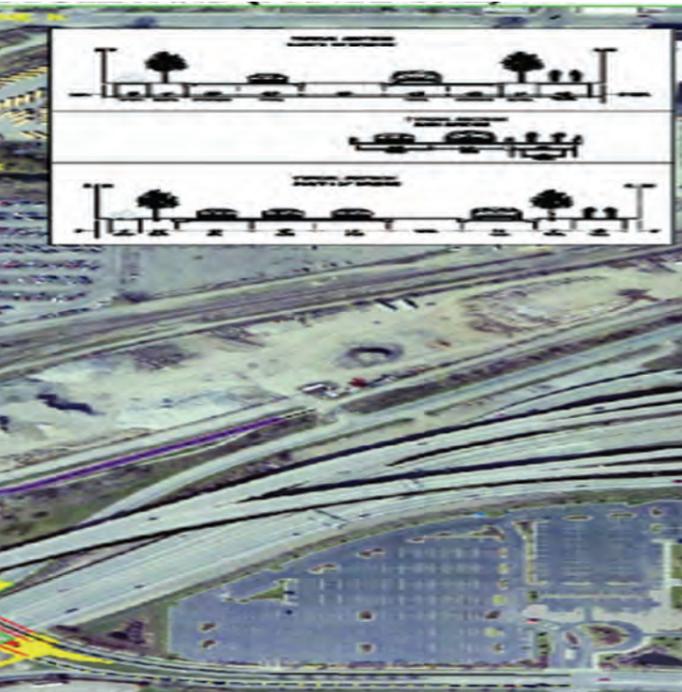
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PARK IN BLOOM



Photos by Suzanne Payne



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EAST ISLES RESIDENTS ASSOCIATION (EIRA)

By Monica Smith

Minutes from the EIRA Board of Directors (BOD) Meeting August 13, 2013 Bridge for Youth

Board members present: Dan McLaughlin (President), Vaughn Emerson (Vice President), Antone Melton-Meaux (Secretary), Candace Dow, Nicole Engel-Nitz, Renee Gust, Donna Jansen, Carla Pardue, Michael Rossini and Linda Schutz.

EIRA President Dan McLaughlin called the meeting to order at 7:05 p.m.

Announcements:

The annual Ice Cream Social is Thursday, August 15, 6-9 pm at Levin Triangle Park (26th and Irving)

The redesigned website is operational: www.east-isles.org

Leslie Foreman, Policy Aide to Council Member Meg Tuthill, Ward 10

Information will be available soon about the groundwater discharge from 1800 Lake.

A public meeting was held August 1 to hear feedback about the utility municipalization ballot measure. Most of the speakers were opposed to municipalization. Xcel has since sent a letter to the mayor stating that they will work with the City on energy goals. Council Member Gordon indicated that he will withdraw his resolution for the ballot measure.

The next Meet with Meg is August 19, 6-7 pm at Bryant Square Park (31st and Bryant) and will be a family-friendly event with a fire safety theme.

The City Council is reserving \$7 million of unspent 2012 revenue in a 2014 stabilization fund with a goal of 0% increase in 2014 property tax levy.

Eve Borenstein, Borenstein and McVeigh Law Office, LLC

Eve Borenstein attended the meeting to advise EIRA on its nonprofit status with the IRS. In 2006, Congress enacted a law stating that nonprofits have to file tax returns (prior to that, small nonprofits did not have to file returns). EIRA did not file a return in 2007, 2008 or 2009. In 2010, the IRS automatically revoked EIRA's nonprofit status.

EIRA needs to reapply for nonprofit status with the IRS. Borenstein discussed the advantages and disadvantages of 501(c)(3) and 501(c)(4).

501(c)(3) disadvantages are strict operating rules (particularly related to receiving donations and political activity such as candidate forums and lobbying) and required expertise to be in compliance with regulations. Advantage is that donors can claim a tax deduction for the donation.

501(c)(4) disadvantage is that donors can't take a tax deduction (however, 85% of tax filers don't take deductions because they are below the threshold and most businesses write off donations as a business expense). If we had an individual interested in making a large donation, EIRA could use a fiscal agent (such as People for Parks) to partner with us on a project. Main advantage is that the operating rules are less stringent.

Organizations are allowed to change their status from a (c)(4) to become a (c)(3) but the IRS does not allow (c)(3) organizations to change to (c)(4).

The IRS charges a filing fee of \$850 (same for either designation). EIRA can use CPP funding to pay the filing fees.

The EIRA Board approved a motion to become a 501(c)(4).

REPORTS

Smith Triangle Subcommittee

Renee Guest will meet with a student from the U of M Landscape Architecture to work on ideas for Smith Triangle. The Park Board will also be involved with the student project and will add Smith Triangle to their project list.

Social Committee

The Ice Cream Social will include a jazz trio this year (the music was donated). A \$150 amplification permit is required. The board approved the funding for the permit.

Additional volunteers are needed for serving ice cream from 7-8 pm.

Jill Waite, Zoning Committee

The July 16 Zoning Committee meeting included a presentation by Peterssen/Keller Architecture and CPM (developer of 1800 Lake) for a proposed new four-story mixed-use building on the northeast corner of Lake and James (1618 W. Lake St., 1620 W. Lake St., and 2915 James Ave. S). The presentation included preliminary designs. The team will return to the committee with a more detailed proposal on September 17. The Uptown Opportunity Task Force also presented at the meeting. They are working on bringing the four Uptown neighborhoods together to find common goals for the Uptown area. They have compiled a master list of all the planning documents for the area. The group will review the documents and determine priorities.

The next committee meeting is August 20, 5 pm at Grace-Trinity Community Church, 1430 W 28th St. and will include presentations by Nico's Tacos, a new restaurant at 2516 Hennepin Ave S and a variance request for a home at 2681 E Lake of the Isles Pkwy to add a second story balcony above the existing front porch.

Candace Dow, Transportation Committee

No meeting in August due to conflict with National Night Out.

The committee will have an information table at the Ice Cream Social.

Midtown Corridor Alternatives Analysis Community Advisory Committee's next meeting is August 20, 7:00 pm, at Collin Powell Center, 2924 4th Ave S.

Green Team

Upcoming events include: Super Sale, September 7; green film on September 16; kids edible gardening program tentatively set for September 21; and raingarden celebration on September 28.

Emerging initiatives being considered are: community solar initiative; reallocating Zero Waste Uptown grant to East Isles for outreach to multi-family buildings; and possibilities for edible landscapes/block grants.

NRP Report

The committee met on August 5 and discussed details of East Isles NRP Phase II plan. The committee

will begin meeting quarterly. The next meeting is Monday, November 4, 7 pm at Grace-Trinity Community Church.

The Phase I & II expenditures and remaining funding were reviewed.

The EIRA Board approved a request from a 13-unit condo building for a \$500 home security grant.

Monica Smith, Staff Report

The City Council approved Community Participation Program funding for the next three year cycle (beginning in 2014). EIRA will receive a 3% increase in funding.

The funding needs for EIRA's CPP funding were reviewed for the remainder of 2013. The Board voted to allocate \$11,967 of the CPP reserve to fully fund staff, communications, supplies, meeting space and development for the remainder of the year.

The vacant home at 2208 Irving Ave S remains on the city's vacant property list and the owner continues to pay property tax.

Park Board Commissioner Anita Tabb will attend the next meeting of the EIRA Board (September 10th).

Board Review

The Fall Members Meeting is Tuesday, October 22. The board discussed options for guest speakers and decided on presentations about transportation (transit study for Greenway/Lake St) and the Walker Library.

The meeting was adjourned at 9:00 p.m. Submitted by: Monica Smith, Recorder

Next EIRA Board of Directors meeting: Tuesday, September 10, 7 p.m. at Grace-Trinity Community Church, 1430 W 28th St.



Help Get Out the Vote as a Voter Ambassador

Help get out the vote for the November 5th municipal election. Get trained in basic election law, registration and voting procedures, and Ranked Choice Voting so that you can provide information and resources to friends, neighborhoods, and civic circles. The City will supply precinct maps, sample ballots, and RCV-specific guides to answer frequently asked questions. These materials will be available in multiple languages. If you'd like to be part of the Voter Ambassador Program, please contact my office at (612) 673-2210, or contact the program coordinator, Anissa Hollingshead, at (612) 673-2296 or by email at anissa.hollingshead@minneapolismn.gov.

New 311 App Buttons

Two new buttons have been added to the 311 app. An "Impound Lot" button makes it easy for you to check on your vehicle, how to get it out and where to go to get it. The "Garbage" button makes it easy for you to find out your garbage and recycling pick up day and other "how to" information.

2013 Minneapolis City Academy

The Minneapolis City Academy program, which begins Sept. 18, is a chance for people to learn the latest in firefighting techniques, tour the water treatment plant, find out how future developments are planned and constructed, ask questions of City government leaders and much more! City Academy sessions will be held weekly from Sept. 18 through Oct. 16 at locations throughout Minneapolis. Sessions will run from 6:30 to 9 p.m. The program is open to all Minneapolis residents who are 18 years or older and will be filled on a first-come, first-served basis.

Registration is limited. To enroll in the City Academy, visit www.minneapolismn.gov/ncr/MinneapolisCityAcademy to register, or call 612-673-3163.

Tuthill to page 12

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Green Team to Sponsor “Edible Gardens--Taking the First Step”

September 16 (7-8:30 pm)

By Betsy Allis



You may know about the “At Home in the City” show at the Walker Art Center (through November 24), featuring, among other things, the recent edible landscape created for a Woodbury family by global artist and Minneapolis native, Fritz Haeg. This is Haeg’s, 15th edible estate and it’s amazing with a rich assortment of nutritious and colorful plants within picking distance of the front door.

See what the growing edible landscape/gardening movement is about and learn some simple ways to get started at a special program on Monday, September 16: Edible Gardens-Taking the First Step. The evening will include an engaging film short and a mini-presentation by urban farmer, landscape designer and blogger, Kate Clarity. The cumulative effect of this movement is enormous, saving the climate from tons of carbon emitted during the transport of food from far off regions of the world. And kids love to grow food and experiment with tasty new recipes.

Sign up with Monica by September 13 at nrp@east-isles.org. Grace-Trinity Community Church—1430 W 28th St. May include discount coupons on fruit trees and shrubs.

More East Isles Green Team Events and Opportunities...

East Isles Annual Super Sale, Saturday, September 7 (9-3 pm)

Includes fun and great shopping opportunities in the beautiful East Isles community! Sign up to host a sale for just \$10 and receive a free listing in the shoppers map plus a yard sign, advertising and promotion, and optional after-sale pick up of unsold items. Download the registration form at <http://eastisles.org/EIRA/events/super-sale> or contact Monica Smith at nrp@eastisles.org.

Rain Garden Celebration, Saturday, September 28 (3-5 pm)

Mark your calendar to celebrate the first anniversary of East Isles’ first demonstration raingarden. Check out why this thriving and beautiful garden is becoming a favorite stopping point. Enjoy light refreshments with neighbors and a few persons of note! Side yard of 2871 Humboldt Ave South on The Mall.

Watch for news about ...two other initiatives

Community Solar – Interested in learning how East Isles could support a growing movement to develop lower-cost solar gardens (arrays) on suitable buildings or properties? To learn more or get involved, contact East Isles resident, Bill Elwood at wkewood@aol.com

CEDAR ISLES DEAN NEIGHBORHOOD ASSOCIATION

BOARD MEETING MINUTES, August 14, 2013

The August meeting was held at the Jones-Harrison Residence. Board members in attendance: Vice Chair Michael Wilson, Secretary Rosanne Halloran, David Lissauer, James Reid and Amanda Vallone. Land Use Committee Chair Bob Corrick, NRP Committee Chair Gail Lee and other residents were also in attendance. Staff: Monica Smith

The required quorum was not met so no official business was conducted.

Vice Chair Mike Wilson called the meeting to order at 6:05 p.m.

Council Member Lisa Goodman, Ward 7

The next Lunch with Lisa is September 25, noon at the University of St. Thomas and the topic will be changes to the City’s charter that will be on the ballot in the November 2013 election.

Mayor Rybak will present his 2014 budget on August 15.

Voter ambassadors are needed to help educate the public about the ranked-choice voting. Contact Lisa’s office to volunteer.

The traffic signals downtown are being retimed for traffic optimization.

The 2013 One Minneapolis One Read book is “A Choice of Weapons” by Gordon Parks.

The City will pay for sidewalk repair from the June 21st storm. They hope to have repairs completed this year.

The City has a deadline of September 27 for the developers of 1800 Lake (Lake St & Knox Ave). to find a solution to the groundwater discharge into the lagoon between Lake of the Isle and Lake Calhoun.

LRT: Minneapolis remains firm in the opposition to co-location. The shallow tunnel option is a form of co-location. Minneapolis has asked for more information about the options before a decision is made. Sen Dibble (Chair, Senate Transportation & Public Safety Committee) and Rep Hornstein (Chair House Transportation Finance Committee) sent a letter to the Met Council stating serious concerns about the freight rail options. The decision by the Metropolitan Council has been delayed until September 25. Cities will then be asked to give municipal consent for the project.

Land Use and Development Committee

Resident Jay Isenberg attended the meeting to discuss concerns about a residential fence encroaching on public land on Sunset Blvd. The fence was built on the public right-of-way. An encroachment permit application was submitted after the fence was installed. A permit is not likely to be approved until the road and sidewalk construction is completed. Lisa Goodman stated that it is common for Minneapolis to issue encroachment permits (300 per year). The City has a longstanding policy of issuing permits administratively for encroachments subject to reasonableness and safety standards. No action was taken. The Land Use and Development Committee will report back to the CIDNA Board at the September 10th meeting.

Regarding landscape mitigation on the Midtown Greenway, Hennepin County has agreed to add vines on the wooden fence on the north side of the Greenway at Dean Parkway and to plant birch trees.

NRP/CPP Report

Gail Lee reported on the following:

Park Siding Park: The playground construction will be completed by October 4. The crosswalk (on Dean Court to the Kenilworth Trail) has been approved by Minneapolis Public Works. The Fall Festival is Sunday, October 13. The two new garden beds will be planted in the spring.

Brownie Lake Trail Improvements: the construction has begun and is expected to be completed by October 31, use alternate routes to avoid delays.

Dean Parkway trails and the trails at Point Beach will be reconstructed September 3-October 31 (key intersections will be completed prior to the Twin Cities Marathon, October 6).

The City Council has approved funding for next three year cycle for the Community Participation Program (CPP). CIDNA’s allocation will be \$67,000 (up 8% over current cycle).

Sewer Construction Update

Construction continues on Sunset Blvd and is expected to be completed in 8-10 weeks.

Midtown Corridor Alternatives Analysis

Transit alternatives are being studied between the W. Lake Station (Southwest LRT) and the E. Lake Station (Hiawatha LRT) and have been narrowed to three options: 1) Enhanced Bus on Lake Street, 2) Streetcar on the Greenway, and 3) Dual alternative with both. Next meeting of the Community Advisory Committee is Tuesday, August 20, 7 p.m. at Colin Powell Center, 2924 4th Ave S.

Midtown Greenway Coalition (MGC) Report

Tour de Fat fundraiser in July was a success despite cold weather.

CIDNA’s Adopt-a-Greenway sign will be installed by mid-September (between Dean Parkway and Lake of the Isles exit ramp)

Transportation Committee

Chair Ed Ferlauto, who is out of town, wrote to board officers that the rapid pace of developments in the Southwest Light Rail Transit (SWLRT) project precluded the preparation of an up-to-date report. He will have a report for the board’s September meeting.

Vice-chair Mike Wilson reported that current plans for accessing the West Lake station from the north side of Lake Street are too circuitous and dangerous, with the likely effect of decreasing ridership by CIDNA residents. Redesign options will be requested.

The City Council’s Transportation and Public Works Committee will discuss SWLRT at the August 20th meeting. The Metropolitan Council is expected to vote on September 25.

New business

CIDNA’s bylaws were last updated in 2003. Mike Wilson, Rosanne Halloran and Gail Lee will work on revising the bylaws to be approved at the May 2014 Annual meeting.

CIDNA received a \$500 donation from TCF’s Employee Matching Gift Program (matching a gift to CIDNA from a resident employed by TCF).

Meeting was adjourned at 7:50 p.m.

Next meeting

Wednesday, September 10 at Jones-Harrison, 6:00 p.m.

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Van White Memorial Boulevard Opening from page 8



Van White Bridge

Photos by Craig Wilson



A festive crowd celebrated the opening of the Van White Boulevard and bridge.

Artrageous Adventures in Kenwood



Photo by Amanda Vallone

School is here again and ARTrageous is ramping up their fall programming, including Preschool and Afterschool Programs. The Afterschool program focuses on Cultural Arts, teaching children about community and diversity and giving them the opportunity to express themselves through art. Snack, homework, art, & free time are integrated into the daily curriculum. Students can sign up to be picked up from Kenwood

School or bussed from most Minneapolis public schools. Preschool is offered mornings, Tuesday through Thursday, and gives children chance to explore the ABC's through visual arts, dramatic play, music and storytelling while building their social skills in a creative space. Find more information at www.ARTrageousAdventures.com or on their Facebook page.

Tuthill from page 10

MFD Fire Safety Reminder

The Minneapolis Fire Department (MFD) has experienced its busiest June for fires in six years. The department is averaging just over one fire a day for the month of July. Thirty-six percent of the fires fought in June and eight of the nineteen structure fires thus far in July have been determined to be arson fires.

Following this recent string of fires in Minneapolis, the MFD and Fire Chief John Fruetel want to remind folks about fire safety to help prevent fires in their homes and neighborhoods. Here are a few tips (from recent fires) to keep a fire from happening to you:

- Do not leave open flame or cooking unattended.
- Properly dispose of cigarettes and charcoal.

For suspicious activity in your neighborhood, call 911.

For arson reporting, call the arson hotline at 612-673-3070 or 800-723-2020.

Fighting fires in this heat can be extremely dangerous to firefighters. You can help by following the steps above to minimize the chances that you will need to call 911.

To get more detailed information on fire safety, visit www.minneapolismn.gov/fire/education/fire_fire_safe_tybrochures.

Meet with Meg

Meet with Meg is held the third Monday of every month from 6-7pm at Bryant Square Park (3101 Bryant Ave S).

Minneapolis Public Schools Community Education

Looking for some fun filled activities for you and your family this fall? Check out the newest edition of our park highlights inside the Minneapolis Public Schools (MPS) Community Education catalog!

It will be mailed to more than 200,000 Minneapolis households in late August.

Our four-page insert has fun, health, wellness and activity ideas that we hope will inspire you to explore the parks and discover all the great programs offered at our Recreation Centers from September to December.

We've got some great things lined up in the parks during the months to come – so mark your calendars now!

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Letters from Mayor Rybak and Senator Dibble and REp. Hornstein to Metropolitan Chair Susan Haigh



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August 6, 2013

Chair Susan Haigh
Metropolitan Council
390 North Robert Street
Saint Paul, MN 55101

Chair Susan Haigh,

As you know, I have been a champion of increased investment in transit generally and Southwest LRT in particular. I remain a strong supporter of Southwest LRT, but my constituents and I have serious concerns regarding tunnel options that must be fully addressed.

In addition to the inadequate accessibility of the West Lake Station design, the potential need for crash walls for freight trains and other issues raised by our technical staff, the following are concerns of equal or even greater weight to me:

1. **Connection to Future Midtown Rail.** When the County chose the Kenilworth alignment, that meant the dense and growing neighborhoods of south Minneapolis would not be served by Southwest LRT. Today, Minneapolis, Hennepin County and the Met Council are working together to bring rail transit to the Midtown Greenway and connect those neighborhoods in the future to the regional LRT network. That progress must not be undermined nor future expansion of this service curtailed. I understand that current plans for the shallow tunnel do not accommodate a double track connection of future Midtown Rail to Southwest LRT at the West Lake Street Station. These neighborhoods must not be denied access to the future transit system we are both working to build by decisions we make today.
2. **The Gap Between the Two Tunnels.** Some are assuming that Minneapolis residents who want to maintain the quiet of the parkland along Kenilworth should prefer the shallow tunnel to freight rail relocation because LRT, which is the far more frequent train compared to freight, would be the train that would go underground. I want to give Met Council the opportunity to demonstrate that is possible. I appreciate that your staff has been working very hard to address or mitigate the 1000 foot gap between the two shallow tunnels. That work must continue.
3. **Bicycle Trail.** Your staff has also reassured us that the bicycle trail can be rebuilt much as it is today. This bike trail is one of the most well-used in the entire region – by both urban and suburban commuters going to Downtown who would otherwise be adding cars to our congested roadways. This situation could improve if the construction is scheduled so that the trail is out of service for the shortest possible amount of time.

Minnesota Senate Minnesota House of Representatives

State Capitol
75 Rev. Dr. Martin Luther King Jr. Blvd
St. Paul, MN 55155



Senator D. Scott Dibble
651-296-4191
sen.scott.dibble@senate.mn

Representative Frank Hornstein
651-296-9281
rep.frank.hornstein@house.mn

August 8, 2013

Susan Haigh, Chair
Metropolitan Council
390 North Robert Street
Saint Paul, MN 55101

Dear Chair Haigh:

We appreciated the opportunity to discuss our serious concerns about the freight rail options for the Southwest Corridor Light Rail Transit Line (SWLRT) both Tuesday with you and your staff and then again yesterday with Governor Dayton. We are taking this opportunity to reiterate those concerns about recent developments in both the Met Council process and proposed solutions.

A number of years ago, the City of Minneapolis and Hennepin County agreed to the temporary location of freight trains in the Kenilworth Greenway with the assurance that this was to be a temporary accommodation to allow time for the clean-up of a contaminated industrial site in St. Louis Park. There was also an understanding that this corridor was a candidate for a future transit line and that, if selected, would not include both freight and LRT.

More recently the City assented to the Kenilworth alignment for SWLRT despite its significant impacts, accepting Hennepin County and the Met Council's rationale relating to costs versus benefits, ridership, metropolitan wide economic and development opportunities. The city's agreement stipulated repeatedly, for numerous reasons, that freight rail would move elsewhere. Neighborhoods along the route also agreed to the Kenilworth alignment with the proviso that there be no co-location of freight and LRT.

This present situation has been foisted on all of our communities by past failures to keep a commitment and solve the freight location issue long before we got to this point, thus opening up the opportunity for the carrier to change its mind in an effort to stay in the corridor. A thorough re-examination of less intrusive freight options in St. Louis Park or other communities is warranted at this time. We certainly hope that your agreement to go back to the drawing board

Trail Improvements at Brownie Lake Scheduled

Construction of bicycle trail improvements along the west side of Cedar Lake Parkway at Brownie Lake will begin August 5 and continue through the end of October. During this three-month construction phase, MPRB encourages pedestrians, recreational cyclists, and bicycle commuters, as well as motorists to be aware of the upcoming trail closures and detours and to plan their route accordingly. It is especially important for commuters—both cyclists and motorists—to plan ahead in order to avoid delays and accidents in this high-traffic section of the

The trails are a critical segment of the Grand Rounds linking the Chain of Lakes. I-394 is a major barrier for trail users and there are no other regional trails crossing it. The MPRB will be working with the contractor to keep a route open through this area.

The \$367,000 renovation includes much-needed improvements to trail alignment, surfacing and width, lighting, and signs. Complicating the construction is replacement by the City of the sanitary sewer lift station opposite requiring periodic lane closures of the parkway. One lane will remain open at all times.

“As our trails continue to grow in popularity and usage increases for both pedestrians and cyclists, updates become a necessity,” said Commissioner Tabb. “Improvements not only enhance the investment in such a high-demand asset, but ensure that the Park Board provides a safe and attractive amenity to encourage enjoyment of this great city and foster a healthy lifestyle.”

Funding for the Brownie Lake Trail Improvements project is provided by the federal Transportation Enhancement program with the required local construction match from Regional Park Operations and Maintenance funding provided through Metropolitan Council and the State Legislature. The Minnesota Clean Water, Land and Legacy Amendment provided funds for improvements elsewhere, including a pedestrian bridge over the channel.

A Community Advisory Committee (CAC) which represents the wide range of park users was appointed in September of 2011 by Park Board commissioners, other elected city officials, neighborhood associations, and advisory groups. The CAC served as liaisons to the community and worked with MPRB staff and consultants to develop a preferred trail improvement plan, which was approved by the Board March 21, 2012.

For information on the construction, visit the Brownie Lake project page and check in with us on Facebook www.facebook.com/MinneapolisParks and follow us on Twitter @MplsParkBoard or call 612-230-6438.

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“Ask Us”

Send us your questions about City services, transit developments, neighborhood events and issues, and more. We'll try our best to find the answer you're looking for.

Email <hillandlakepress@bitstream.net>.

Q: “Who decides where to place the large, metal garbage containers around Lake of the Isles? My wife and I were sitting at one of the benches around the lake the other day and the dog poop smell coming from one of the containers sitting right next to our bench was terrible! Is there any way to move the trash away from the benches so one can enjoy the view without ‘enjoying the stench’ of the trash?” – Kenwood resident – Andrew of Kenwood

Anita Tabb, our Park Board 4th District commissioner, responds:

“We put out trash cans at access points to and from parks or paths while trying to space them out appropriately according to where staff sees a high use or litter on ground. We also receive requests for can placement and approve such requests. Staff is currently using a trash application to evaluate and improve placement of trash cans. Additionally, the Park Board is reviewing and evaluating new trash cans to include an opportunity to add recycling cans and cans that are handled more efficiently by staff. I encourage residents with concerns about specific trashcan locations, or any other park matters, to contact me directly at <atabb@minneapolisparcs.org>. If I can't resolve the issue myself, I'll get it to the people who can!”

Q: “The new blue single-sort recycling containers are a welcome advance, but they take up so much room in our garages. Is there a smaller version available, as there is for the gray trash containers?” – Virginia Baehner, CIDNA

Kellie Kish, City of Minneapolis Recycling Coordinator, responds:

“The Solid Waste & Recycling Division has a limited number of 65-gallon one-sort recycling carts available. But before you switch to a smaller recycling cart we encourage you to monitor what you're now tossing in the garbage and take full advantage of one-sort recycling. Even with current improved recycling efforts, paper products still make up approximately 20% of the average Minnesotan's garbage. You'll be surprised at how fast those laundry product boxes, plastic containers, and other recyclable items can fill up your 96-gallon blue cart! (But remember: please, no plastic bags!)

“By recycling more and reducing the amount of garbage you generate, residents may discover they can trade their 96-gallon gray garbage cart for a smaller one – which will save you \$3 each month on your city services bill. The items that can now be recycled instead of tossed into the garbage. To request a smaller garbage or recycling cart contact Minneapolis Solid Waste & Recycling at (612) 673-3536.”

Q: “When did freight rail actually cease all operation in the Midtown Greenway corridor?” – Rodgers Adams, CIDNA

Tim Springer, founding executive director of the Midtown Greenway Coalition, and Aaron Isaacs, streetcar/transit historian and co-author of “Twin Cities by Trolley” (University of Minnesota Press, 2007), respond:

“There were still occasional freight trains in the Midtown Greenway when the western segment (5th Ave. to Chowen Ave.) of the trail was constructed in 2000. Trains came in from the west and went back out that way, which is why you see a fence alongside the trail for that segment, but not the middle segment (5th Ave. to Hiawatha). The eastern segment from Hiawatha to the Mississippi River is still used for infrequent train traffic that crosses the river from St. Paul to destinations along Hiawatha. Actual abandonment of the corridor west of Hiawatha to freight rail took place sometime in the early 2000s.” (T.S.)

“After the track was severed at Hiawatha, Rahr Malting's elevator at 10th Avenue continued to receive periodic freight cars from the west until Hennepin County bought them out and they relocated to Rahr's Shakopee plant. Because freight kept running, CP Rail insisted the fence be installed.” (A.I.)



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Jean Deatrack: 612-377-7353
Managing Editor
1821 Dupont Avenue South,
Minneapolis, MN55403;
hillandlakepress@bitstream.net

Heather Deatrack Schultz
Interim Business Mgr:
hillandlakepress@bitstream.net
612-377-5785

Dorothy Childers Photographer:
dpcondrew@aol.com
612-927-8989

Heidi Deatrack
Store Deliveries
hdeatrack@comcast.net

Alexa Johnson Drago

Since March 1976, The Hill & Lake Press has served the community as a non-profit newspaper staffed by volunteers. Views expressed are not necessarily those of Hill & Lake Press. Submissions and letters may be edited for appropriateness, length, and/or clarity.

Webmaster
www.hillandlakepress.com

Lloyd Smith
Residential Deliveries:
ndakotakid@aol.com

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Please direct contributions and advertising queries to Jean Deatrack

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Where we are Now

By Jean Deatrack, Editor

I have spent relaxing time at our vacation home in Bayfield. Upon returning and opening HLP mail, I found two contributions to Hill and Lake Press. Thank you Mary and Barry Lazarus for your generous contribution to Hill and Lake Press. Barry has been donating yearly and we are grateful. We also thank Barry for his many columns on behalf of Thomas Lowry Park, which have certainly raised awareness in the neighborhood of that beautiful park. Barry is discontinuing his column. We thank you, Barry, for your many words of wisdom and your affectionate and humorous writing style.

And thank you to Stephen Alderson for his generous contribution to Hill and Lake Press. I was touched and surprised when I opened the mail and found the check. Steve and his wife Annette live in South Minneapolis, but not in our neighborhood, yet Steve reads Hill and Lake Press each month. He wrote that he has particularly enjoyed reading about the SW LRT. And he added in his note that he misses his cousin. Steve and John Gridley were first cousins and Steve was a loyal and loving friend to John all his life and was especially comforting during John's difficult final months. One of my fondest memories is of a dinner party at our house with Steve and his siblings a few weeks before John died. We laughed and reminisced. It was a special time.

And National Night Out was again a successful event. Our neighborhoods had many NNO parties. A successful one is held yearly at the Woman's Club and Diane Woelm will report in September. An East Isles event was captured by Dorothy Childers on page six. I attended an NNO event on Colfax, directly across from where I once lived and raised my children. Food was plentiful as Jimmy Fogel worked the grill. Thanks to the neighbors who hosted. A storm came up while we were still eating. We hurriedly gathered up our food and dishes, but as we

walked home, rain came down in torrents. It was like being a child playing in the rain.

Is it really 50 years since the March on Washington which is being celebrated August 24? Although I didn't go to D. C., I joined many others in a march in a mid-western city on that long ago day while pushing my baby in a stroller. And the work continues.

Letter to the Editor

As a walker, runner and biker around the lakes, I would like to add my opinion to Soren Jensen's "legal" answer to Ed Bell's question in the July 19th Hill and Lake Press "Ask Us..." section.

As a biker, WHILE BIKING ON THE PATHWAY, I try to obey the 10mph speed limit. If I am planning on going faster than this speed, I try to bike on the road (bikers on the path travelling faster than the posted 10mph speed limit take note, you're breaking the law!). If I pass anybody on the bike path, be it biker or anyone else, I try and state loudly and clearly "on your left."

While running, I try to stay off of the biking path (as I personally hate it when people run or walk on the bike path). While running, I don't feel the need to warn people that I am "passing them" (do you state you're passing someone when you're walking a bit faster than they are walking?). However, I also don't feel that I get that close to people that I may cause bodily harm to them either. It also helps WHEREVER YOU STAND AND TALK IF YOU WOULD MOVE OFF OF THE BIKE OR WALK/RUNNING PATH as I believe this is common courtesy.

Andrew, Kenwood

HILL LAKE PRESS Selected Real Estate Sales July 2013											
STREET ADDRESS	ORIGINAL PRICE	Seller Contrib	DAYS MKT	SALE PRICE	TYPE	BED BATH	SQ FT	TAX VALUE	PROP TAX	YR BLT	
2104 Penn	\$ 419,000		58	\$ 370,000	H	4/1	1352	\$ 356,500	\$ 6,624	1907	
1921 Irving	599,000		18	625,000	H	5/3	4,782	646,500	12,302	1902	
2228 Sheridan	625,000		27	635,000	H	5/3	3,160	477,500	8,792	1924	
33 Summit Place	699,000		52	701,000	H	3/3	3,006	735,500	14,305	1989	
2116 Irving	829,900		22	810,000	H	2/4	2,372	639,000	12,016	1906	
2409 Humboldt	899,900		63	785,000	H	4/4	3,898	674,000	13,412	1909	
3521 W 24th St	875,000		87	835,000	H	4/3	3,250	784,500	15,796	1967	
2760 Dean Pkwy	925,000		5	885,000	H	4/4	3,088	835,000	16,348	1929	
2677 E Lake of the Isles	1,095,000		33	1,095,000	H	5/3	2,937	1,018,500	20,321	1903	
35 Summit Place	1,149,000		593	950,000	H	4/4	4,463	818,500	16,842	1987	
Sources: Harvey Ettinger - Steve Havig			cume	Condo	C						
				Home	H						
Broker Reciprocity Websites / Hennepin County				Townhouse	TWN	Go to mpl Realtor.com for additional info					

A Little Bit of Sweden

By Madeleine Lowry

After living in Minnesota for almost twenty years, I thought I knew this place pretty well. But after a recent trip to Sweden I feel like I understand certain things about our fair state even better. Once you've been to Sweden the Swedish influences around us are easier to spot.

As you know, many of the early settlers of Minnesota were from Sweden and Norway. While I was in Sweden we learned why that was the case: apparently climate change in Scandinavia around the turn of the century made it difficult to raise their traditional crops. About a third of the population of Sweden left at this time and between 1850 and 1910 Swedish immigrants had become one of the largest ethnic groups in Minnesota.

If you've ever spent a summer in Sweden, I think you'll agree that the climate is a lot like Minnesota. There's also a lot of forested land like in Minnesota. And there's a lot of water and lakes, just like Minnesota.

With those similarities and a bunch of rich farmland waiting to be homesteaded, it's not surprising that the Swedes felt right at home here. Minneapolis is not Stockholm to be sure. For one thing, we're missing a spectacular setting on the Baltic Sea, but interestingly there is a great lake about half a day's journey north from Stockholm (Lake Siljan) and here at home we have Lake Superior in a similar relationship to Minneapolis. Haven't you ever wondered why there is such a strong culture of going up north to the cabin, and not west or east or south? Perhaps it is in part due to the Swedish instinct to head north to a lake of large proportion.

Here are some other things I learned from visiting Sweden. In St. Peter, we have a college called Gustavus Adolphus and now I know who it was named after. For those of you that slept through your Swedish history classes, like me, he was King of Sweden in the 1600s and is credited with establishing Sweden as a Great Power. During the Thirty Years War he commissioned a very ornate warship called the Vasa. He aspired to having the greatest warship of all time and called for not

one, but two gundecks – the first ship so designed. And at its launching, it was the greatest warship of its time for at least twenty minutes, until it sank unceremoniously after a sail of 1300 meters. (Apparently that second gundeck had not properly been counterbalanced by the proportions of the hull and the weight of the ballast.)

Happily, the brackish water of the Baltic Sea preserved the wood and the ship was raised and restored in the 1950s. If you have a chance to visit the Vasa Museum in Stockholm, you can thank Gustavus Adolphus for the very impressive souvenir that now resides within it.

Here's something else: the city of Lutzen was where Gustavus Adolphus was killed, again during the Thirty Years War in 1632, and is the reason why the Swedish-born founder of Lutsen Resort, the first resort in Minnesota, gave his hotel the name Lutzen House, later changed to Lutsen Resort.

Places like Mora, Vasa, Stockholm, Scandia, Lindstrom, and Karlstad all harken back to the Swedish homeland. I now understand why Mora, Minnesota is home to a gigantic painted wooden horse statue. These painted horses are iconic of the Dalarna region of Sweden in which the Swedish city of Mora is found.

Russell T. Lund was a Swedish grocer and founder of the Lunds stores. Fittingly, at Lunds you can find large rounds of authentic Knakebrod, the unleavened rye crackers that all Swedes favor.

Ever wonder why our local ski race is called the City of Lakes Loppet and not just, well, City of Lakes Ski Race? Ha! Loppet is Swedish for bloody long ski race as in Vasaloppet, the classic Swedish 90 kilometer ski race.

When we first discussed the idea of visiting Sweden, my husband was cautious. "We could spend a lot of money and time traveling and find ourselves in a place that looks a lot like this," he said, stretching his hands out to indicate the landscape of Lake of the Isles.

Well, I'm glad we went because Sweden has it's own

landscapes and culture, and, of course, genuine Swedish people. Not descendants of Swedes, but modern Swedes who could not be confused for Minnesotans.

But yes, now I know that he was right— there is a little bit of Sweden right here at home.

Commissioner Anita Tabb from page 3

difficult question to answer today because it is really unclear what options are on the table. What I do know is that, while the Park Board does not oppose light rail, its first obligation is to the parks. I would like to think there is a solution—and it would certainly have to be a compromise—that works for all. But our first allegiance must be to the parks. I thought that the Park Board Draft Environmental Impact Statement (DEIS) response showed a reasonable option to allow for LRT while detailing mitigation options, like grade separation, that could protect our assets. And don't forget, MPRB doesn't own the Kenilworth Corridor. That is owned by Hennepin County. So where the Park Board will have a strong voice will be at locations like Cedar Beach South and the channel. By the time this is published, we may know a lot more but for now, there are too many unanswered questions about options, costs and engineering possibilities.

You are a very popular commissioner, what will your legacy be? I hope that my legacy is that I was able to return the parks to the people; that inclusive government makes for the best product.

What is your hope for the future of Minneapolis Parks? We need to continue to dream and think big. Major projects take major effort and major funding. But like the old joke says "you eat an elephant one bite at a time". We can plan to do big things over many years. We have been named the #1 Urban Park system in the country because we are standing on the shoulders of giants. Let's have the vision!

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sand upon the waters

By Tom H. Cook

My wife ran off with my best friend and I am sure going to miss him.

—*Cave writing attributed to Australopithecus Boisei. Discovered in Olduvai Gorge, Tanzania 1959 by Drs. Mary and Louis Leakey.*

We have been writing about our problems and others have been trying to help us for a very long time. Thanks to Twizzle, Tweeter, Facebook (and its naughty cousin Fleshbook), we are able to express, foist, and unleash our deepest personal fears, angst, anxiety, and anomie from the safety of our own home. No more drunken confessions in seedy bars or endless nights spent boring others about being a cosmic speck in a hostile world of an uncaring Universe. Now, with a few taps and clicks, countless friends, family members, acquaintances, and innocent bystanders can be front row center to our misery.

The predecessor to today's public catharsis model was probably Ask Betty, the advice column in the neighborhood weekly. Unlike the fancy syndicated jet setting Dear Abby, our Betty did not go to the senior prom, but

she chaired the cleanup committee. If Grant Wood had painted the Mona Lisa and put her in a sensible blouse with a Peter Pan collar and half moon glasses with rhinestones, you would have Betty. She may have been Grace, or Joan in your town, but each shared a gentle sense of humor, good horse sense, and a genuine regard for her flock of lost souls. Betty had a relatable familiarity, but you did not fear running into her at the supermarket. Perhaps she lived in the next town over.

Faithful readers knew someone had a problem, but because of the clever signature (Sobbing in Sheboygan) the sufferer could remain anonymous. The village would respond with helpful letters to Betty suggesting the griever pray, take an adult education class, get another ferret, or rub linseed oil on their neck. Betty would refer the really disturbing submissions to an expert in behavioral abnormalities from Harvard or some fancy institute. You could almost hear her muttering, "Land sakes!" The learned professional would urge the letter writer to run not walk to an expensive mental health clinic at once. The rest of us had a good laugh and felt smug that despite our problems we had never given a

live possum as a wedding gift, or fashioned eye glasses out of bacon and worn them to a job interview.

I read Betty as a young teenager to feel better about myself and to match wits with her. I usually agreed with her advice but sometimes faulted her for not being firmer and laying it on the two-faced sister-in-law, the sabotaging boss, or the gossipy neighbor. At fifteen my world was heroes and villains only. Betty helped moderate my adolescent thirst for justice. She also helped prepare me for shameless hucksters, clueless coworkers, and bullies of all types.

I was in full college student rebellion when I found out that the seemingly grandmotherly Betty was actually James Waltern, the paper's gap-toothed fifty-something circulation manager. The betrayal dove-tailed with my loss of innocence (see Laura Cline HLP May 1999) and trust in authority figures. I remember remarking, "Et tu, Betty." (I was an English major).

Tom H. Cook is a formerly local writer. Currently at peace with his demons, he is in the fifth year of a seven year ban from the Minnesota State Fair.

Forum at the airport with Congressman Ellison

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Minneapolis Park and Recreation Board and Rev. Dr. Martin Luther King, Jr. Park Legacy Council Commemorate the 50th Anniversary of the March on Washington with August 24 Dream @ 50 Celebration

Event includes march from Sabathani Community Center to the Rev. Dr. Martin Luther King, Jr. Park, 12th Freedom Jazz Festival with Host W Rayford Johnson, family activities and community reflections

The Minneapolis Park and Recreation Board (MPRB) and Rev. Dr. Martin Luther King, Jr. Park Legacy Council (Legacy Council) will commemorate the 50th anniversary of the historic 1963 civil rights march in Washington, DC with The Dream @ 50 Celebration on Saturday, August 24, from 12:30 – 7 p.m. at Rev. Dr. Martin Luther King, Jr. Park (4055 Nicollet Ave. S., Minneapolis, MN 55409). The event is sponsored by the MPRB with support from the Legacy Council and Freedom Jazz Festival.

"This is going to be a great event," said Legacy Council Member Sandra Richardson. "The Legacy Council has a big dream for the park. We envision it as a living legacy to Dr. King and the civil rights movement; a place where kids and adults can get support and learn how to fight for causes and justice in today's world. As Dr. King said, 'Dreams and visions are infused into men for their advantage and instruction.'"

Prior to the 12:30 p.m. Dream @ 50 Celebration event at the Rev. Dr. Martin Luther King, Jr. Park, the Legacy Council is sponsoring a 10:30 a.m. rally and 11:45 a.m. anniversary march from the Sabathani Community Center (310 E. 38th St.) to the Rev. Dr. Martin Luther King Jr. Park.

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