



‘Where the biggies leave off...’

# Hill & Lake Press

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## Hill and Lake Press Special Report: Has Southwest LRT hit a wall?

By Michael Wilson

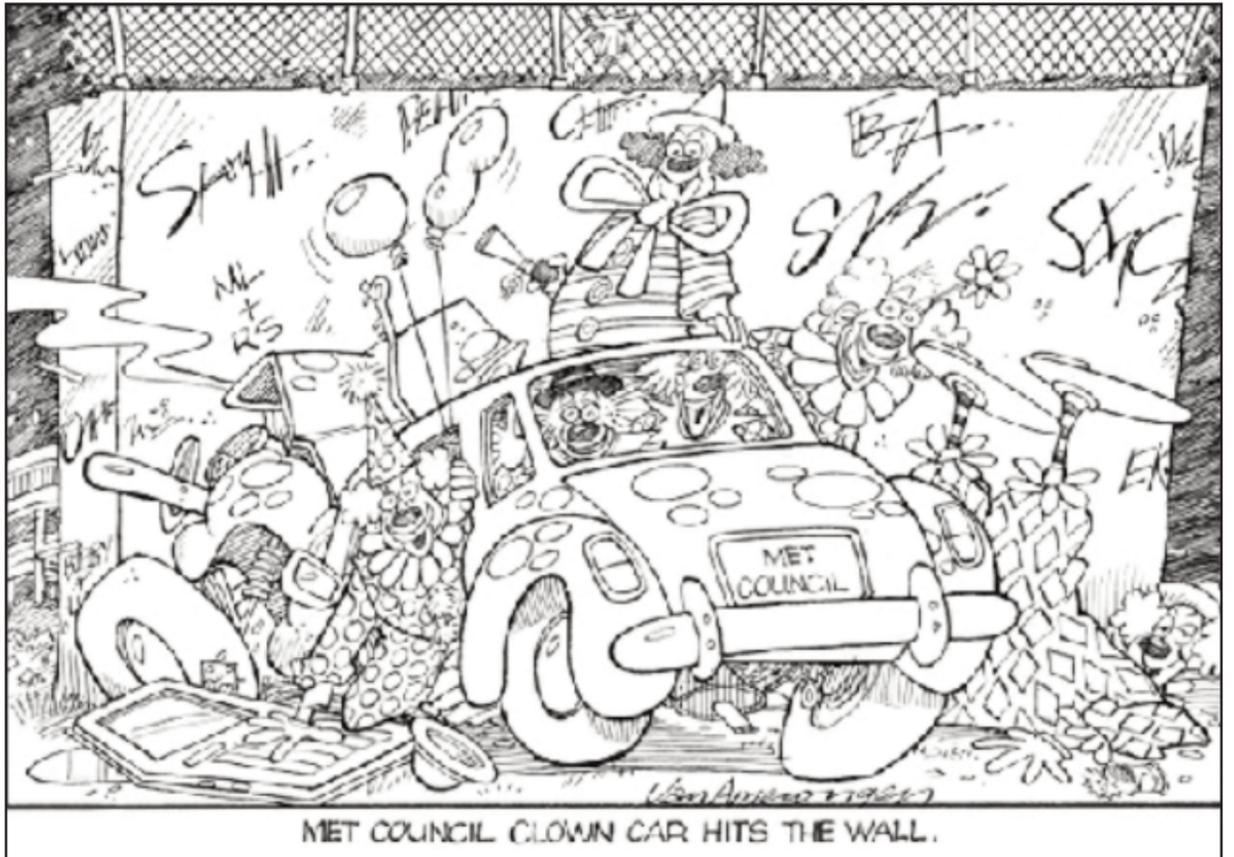
“Light rail transit through neighborhood is temporarily derailed.”

That headline could have appeared dozens of times in the past few years over stories about the nearly \$2-billion dollar Southwest Light Rail Transit line, the most massive public-works project in Minnesota history. As it happens, the headline appeared over a front-page Hill & Lake Press article by UM geography professor and former Kenwood resident Will Craig — in October 1984.

For over 43 years various coalitions of government bodies and interest groups have tried to push the commuter-rail line from the southwest suburbs into downtown Minneapolis through to completion. And although other routes have been given perfunctory consideration over the years, there has never been any question that the clear choice — the only choice — of Hennepin County and now Met Council officials and planners has been through the Kenilworth Corridor.

Some day in the distant future, in the hands of an accomplished historian, the SWLRT saga will make a spellbinding book. Today, however, it continues to be a deeply contentious project because big issues, big money, and big egos are at stake as well as the quality of life and even the lives themselves of the multitudes of ordinary people who live near, use, and cherish the Kenilworth Corridor.

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Cartoon by Jerry Amerongen

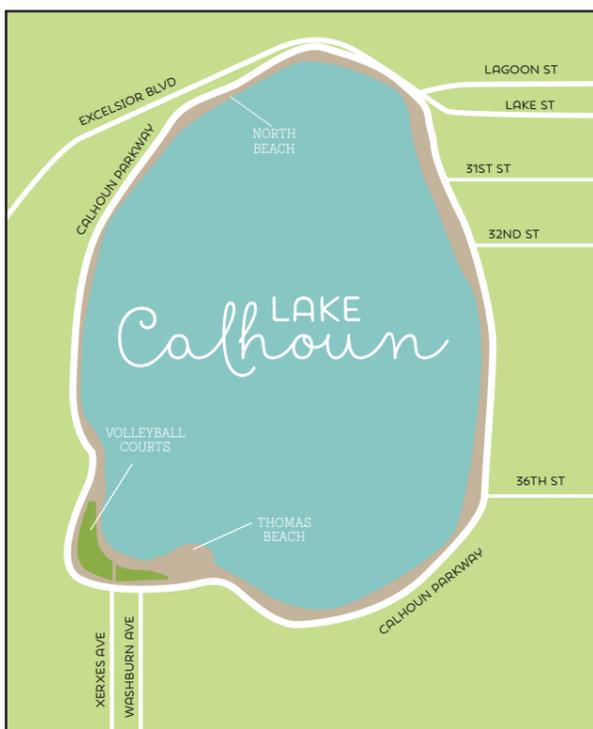


Illustration courtesy Emily Rodvold/Luminous Yoga

## Lake Calhoun — going, going ... GONE?

By Michael Wilson

The push by some to change the name of Lake Calhoun to Bde Maka Ska — and the determination of others to oppose it — comes to a head at a public hearing before the Hennepin County Board’s County Administration Committee on Tuesday, October 17, at 6 pm in the County Board Room on the 24th floor of Government Center in downtown Minneapolis.

The public hearing on October 17 is a “listening session” only, says County Auditor Mark Chapin. After the hearing, the usual procedure is to draft and submit a Board Action Request to consider the name change request again in committee. If approved in committee it would then go to the full county board for decision. The board can vote to approve the petitioners’ proposed name change, adopt a different name of its own creation, or vote for no change at all.

If the board votes in favor of any change to the name of Lake Calhoun, their action will then go to the commissioner of the Department of Natural Resources for further evaluation. The DNR’s action is then forwarded to the U.S. Board on Geographic Names for final review and decision.

Hill & Lake Press provided in-depth coverage of the name-change issue in the July 2017 issue. Included was information on the decision-making process at the Hennepin County, state, and federal level as well as answers to many commonly asked questions. Go to <hillandlakepress.com> to read the article.

Planning on going to the hearing on October 17? Allow plenty of time. Unlike City Hall and Park Board headquarters, there is a rigorous, airport-style security checkpoint that all visitors must pass through. You can enter the large underground Government Center park-

ing ramp from 3rd Avenue South.

**Make your opinions known.**

Now’s the time to swing into action, if you haven’t already done so, to let our seven commissioners know how you feel about the proposed name change. You can find their contact information at the end of the article.

The push to remove the Calhoun name from the lake and replace it with Bde Maka Ska, the name used by the Dakota people who lived near the south shore of the lake for several generations in the 1700s and early 1800s, got its start in the Racial Equity subcommittee, a part of the Harriet-Calhoun/Bde Maka Ska Community Advisory Committee (CAC) which met during 2015-16 to update the long-range Master Plan for the lakes. A majority of the CAC members voted to recommend the name change to the Park Board.

Buffeted by a year of protests at often rancorous Park Board meetings and knowing that the legal authority to change the name of a body of water lay elsewhere, the commissioners voted on May 3, 2017, in favor of the name change. Advocates then commenced gathering signatures on a petition to ask the Hennepin County Board to approve the name change.

The petition addresses only the name affixed to the body of water. Unaffected, regardless of the eventual outcome, are the names of Lake Calhoun Parkway and Lake Calhoun Park. Unaffected also, of course, are the names of a score and more of businesses, neighborhood associations, office buildings, apartments, and condominium associations.

If the process ultimately results in the U.S. Board on Geographic Names approving a name change, local,

**Lake Calhoun to page 18**

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Photo by Dorothy Childers

Catching the last rays of Summer, playing in the sand, soaking in the water, and reading.....all perfect activities for a memorable day at the beach.

Minneapolis Park and Recreation Board's Forestry Department is joining with the University of Minnesota's Department of Forest Resources to institute a program – the Citizen Pruner - that engages you, the residents of Minneapolis as tree care-givers.

The Citizen Pruner program is a modest-input yet high-impact volunteer program that involves a little training, a little practice, and a handful of modest yet very productive, volunteer tree care events. All training is provided by the University of Minnesota, Department of Forest Resources' experts in tree care, as well as follow-up guidance and technical assistance.

Save the date(s) for Tuesday evening, September 19th and Thursday evening, September 21st. If you are interested in having some fun and helping your community, go to <http://www.mntca.umn.edu/citizen-pruner/minneapolis-citizen-pruner> for more information on the training workshop and the first tree care event. There will be a \$25 fee for the training to cover the cost of the tools, manual, and snacks.

Todd Boss, Sharon Chmielarz, and

Marcie R. Rendon Reading

Wednesday, September 27, 2017

7:00 p.m.

Curated: Michael Kiesow Moore and Ardie Edina  
The reading will be at The Bockley Gallery  
2123 W 21st Street, Minneapolis  
(couple doors down from Birchbark Books)  
[www.bockleygallery.com](http://www.bockleygallery.com)

HAPPENINGS IN THE NEIGHBORHOOD

- Sept. 23, 9-11:30 am Park Siding Park Gardening
- Sept. 27, 7pm Birchbark Books Reading
- Sept. 28, 7-9pm City Council Candidate Forum, St. Paul's Church
- Oct. 1, 3:30pm CIDNA speaker series, Jones-Harrison
- October 5, 2017 from 5:30 p.m. to 9 p.m. Space is The Place at the Bakken Museum
- Oct. 8, 1-4pm CIDNA Fall Festival
- Oct. 26, 6-9pm St. Mary's Church Wine tasting fundraiser
- Neighborhood monthly meetings
  - CIDNA: 2nd Wednesday 6pm Jones-Harrison
  - EIRA: 2nd Tuesday 7pm Grace Community Church
  - KIAA: 1st Monday 7pm Kenwood Rec Center
  - LHNA: 1st Tuesday 7pm Kenwood Rec Center



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Park Siding Park Gardening

Park Siding Park Gardening  
Saturday, September 23  
9 -11:30 am  
Park Siding Park, 3113 W. 28th St.  
Join CIDNA's volunteer gardening team. No gardening experience necessary. Tools will be provided. Details at [www.cidna.org](http://www.cidna.org)

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## Meet your Neighbor, Tony Sterle

Craig Wilson interviews Tony Sterle about the effort he led to raise \$220M in dedicated funding for Save Our Minneapolis Parks and his hope for the future of the park system.

**Where did you grow up?** I grew up on the Iron Range in Hibbing.

**What brought you to the East Coast?** I left for the East Coast after high school to attend college. I was extremely fortunate to have the opportunity to study at Harvard University in Boston.

**Why did you return from Boston to Minnesota?** To be closer to my family, and because I love Minnesota. In my opinion, with our lakes, parks, and green space, nowhere else can compare. I also wanted to work on Senator Franken's re-election campaign, and I'm proud to have helped out in 2014 as the Youth Vote Director for the Minnesota DFL.

**What was Save Our Minneapolis Parks and what was your role?** Save Our Minneapolis Parks was a citizen-led initiative to secure badly-needed funding over the next twenty years for under-maintained Minneapolis neighborhood parks. I was the campaign manager, and I worked closely with our Chair, my friend, Mark Andrew, and also dozens and dozens of citizen advocates and volunteers. This was an incredibly important effort that, I believe, will improve the lives of Minneapolis residents for a generation to come. Up until last year, our neighborhood parks faced a \$15 million per year budget shortfall. If action wasn't taken, by 2020, 70% of the assets in neighborhood parks would have been beyond their life cycle. However, thanks to the work of the Park Board, City Council (special shout out to HLP-area Council Member Goodman for her leadership on this issue), and Mayor, an agreement was reached last year to maintain and fund our parks.

**What's the difference between a neighborhood park and the regional parks?** Minneapolis neighborhood parks are the mostly square/rectangular parks with jungle gyms, recreation centers, etc., and they tend to serve the nearby community. Our regional parks are larger and more natural-feature based—think Lake Harriet, Minnehaha.

**Why are neighborhood parks important?** Great question. First, parks are a big part of what makes Minneapolis a special to live. They are one of the city's single greatest assets. Funding them means benefiting over 7,000 kids who participate in youth sports each year and the millions of users of all ages who enjoy them on an annual basis. Our neighborhood parks are also crucial to our quality of life. There are actually 160 of them and because of that, more than 95% of Minneapolitans live within a ten-minute walk of a park. Maintaining these parks ensures all Minneapolis residents have a place to go to enjoy green space and fresh air.

**How did you get involved in the upcoming November Park Board elections?** I was really inspired by an amazing group of park board candidates running this year, and I wanted to volunteer my time to

help them get elected. Specifically, I'm proud to support Billy Menz (District 1), Mike Tate (District 2), Abdi "Gurhan" Mohamed (District 3), Former Commissioner Tom Nordyke (District 4 – the district most of this paper covers), Commissioner Steffanie Musich (District 5) as well as Commissioner Meg Forney and LaTrisha Vetaw (Both At-Large). All Minneapolis residents choose a district candidate in addition to three At-Large candidates.

**Why does this group of candidates appeal to you?** First, these are individuals who have been working in the parks and the community for years. The candidates are teachers, coaches, small business owners, community advocates, and current and former Commissioners. So if voters are looking for people who know how to guide the city and parks forward, and who can work together to get things done for Minneapolis families, then I really do believe these candidates deserve your vote. Second, this is a group that reflects the diversity of the city of Minneapolis. They come from many different backgrounds. Women. Men. Young. Older. Immigrant. People of Color. LGBTQ. There's pretty good empirical evidence that diverse organizations make better decisions, so I believe that having a Park Board that reflects the city is positive and will ultimately lead to better park policy. Most importantly, I believe these candidates will promote park policies that benefit the people who need it the most—the thousands of Minneapolis kids, families, residents, and seniors who actually use the parks every single day. That means everything from expanding access to our parks, to investing in recreation and programming, to pursuing innovative ideas that will keep our parks healthy, welcoming, safe, and green. If you want to learn more about the candidates' stances on specific park issues, check out their websites or follow them on social media!

**What is your hope for the future of the park system?** Broadly speaking, I'd like to see future park dollars invested equitably. The neighborhood parks agreement comes with an equity matrix so that first priority goes to areas of historic underinvestment. I'd like to see us continue down this road and work this into more of the board's decision-making processes. As I said earlier, I absolutely LOVE Minnesota, but we were recently named one of the worst states for racial disparities. I don't think that's right. To the extent that the Municipal government can take steps to correct this, I think we should. More specifically, I'd like to see us invest more in recreation for kids, residents, and families. When I was the campaign manager for Save Our Minneapolis Parks, I had the opportunity to travel all over the city and speak with hundreds of citizens, park advocates, supporters, and volunteers. The most consistent thing I heard is that people would like us to invest more in programming (i.e. we need more basketballs, we should implement a new program to teach kids healthy eating, etc.). A lot of really great work has been done to improve our parks over the last five years, but I think it's fair to say that we've underinvested in recreation just a



bit. This makes sense when park buildings are falling down (see above), but now that we've secured funding to maintain our parks, I believe we should do more in this area.

**When you're not advocating for parks, what do you do?** Primarily spend time with my incredible fiancée Annie and our dog, Bear. We're in the middle of wedding planning which, as it turns out, may be even more complex than working on political campaigns.

### Minneapolis Volunteer Gardens Spring to Life on First Days of Fall. Neighborhood Associations Step Up to Help Beautify City

Volunteers and neighborhood associations are taking advantage of the 80-degree fall temps this weekend to create brand new community gardens throughout the city. Thanks to private donations and a lot of sweat equity, gardens in some of the most visible corners and corridors in the city are being converted from weedy, worn-out areas to vibrant, lush landscapes with native grasses, pollinator-friendly flowers, draught-tolerant plants and spring tulip bulbs.

**Saturday, Sept. 23, 9:00 a.m.** Lowry Hill Neighborhood Association garden at Freemont Ave. and Mount Curve (Freemont Triangle) in Minneapolis

**Sunday, Sept. 24, 11:00 a.m.** East Isles Neighborhood Association gardens along the Uptown Mall between Hennepin and Humbolt in Minneapolis (site of the Uptown Art Fair)

Led by Lake of the Isles residents, Mark Addicks (former General Mills executive and founder of The Minneapolis Good Chair Project) and his husband, Tom Hoch (candidate for the Mayor of Minneapolis), the groups will include other neighborhood volunteers.

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## SWLRT continued from page one

For months now, it seems like every day brings news of setbacks, new challenges, and fresh surprises. The 50 percent federal funding is by no means a sure thing, if and when the Met Council is finally able to apply to the Federal Transit Administration for a Full-Funding Grant Agreement. The civil engineering bids came in apparently so far over budget that the Met Council chair recommended rejecting all of them, making cuts to the project, and starting all over — and giving the big construction companies a “stipend” (i.e., taxpayer dollars) to cover their costs of preparing new bids.

Two years ago Hennepin County told everyone to “sharpen their pencils” as project costs threatened to balloon past \$2 billion. This month the Met Council chair told everyone to “sharpen their pencils” and make cuts to the project so the civil engineering bids could be reduced. The search is now on for big-ticket items — stations, for example — that could be cut without triggering one of the project backers’ nightmares: a new round of municipal consent votes.

In mid-August the Met Council hit the city of Minneapolis with a surprise double-whammy: an extension of the “tail track” used to park NorthStar commuter trains during the day and a 1.4-mile, 10-foot high, three-foot-thick concrete blast wall running from just west of Target Field clear to the proposed Penn Avenue/Bryn Mawr station. City and Met Council officials are scrambling to set up processes to design the wall and gather community input, to conduct a Section 106 review called for by the National Historic Preservation Act, and potentially to conduct a new Supplemental Environmental Impact study.

Very real questions of life-and-death safety continue to hang unanswered over the 8.5 miles of the 14.5-mile route where electrified passenger trains with sparking catenary wires will run alongside high-hazard freight trains carrying oil, ethanol, and chlorine. BNSF railroad was able to force the Met Council to build them a blast wall along their 1.4-mile portion of the 8.5-mile co-location section. Why don’t the the lives and property of tens of thousands of people living near the other 7.1 miles warrant similar protection?

### Get informed! Get involved!

And then there’s the LRT tunnel through the 62-foot-wide “pinch point,” excavated 60 feet down and permanently breaching the water table, a mere six inches from the footings of the Calhoun-Isles Condominium towers’ parking garage and two feet — 24 inches! — from the footings of the century-old concrete grain silos that the condo towers once were. Project engineers know this is a make-or-break situation: if excavation causes any vibration damage to the condo towers, it’s back to the drawing board.

Go to [hillandlakepress.com](http://hillandlakepress.com) to read coverage in the August 2017 issue of the Bryn Mawr wall and related developments.

In April 2013, three months after the stunning announcement in January 2013 by TC&W railroad that they could not accept the long-promised relocation of freight and would continue operating in the Kenilworth Corridor, Hill & Lake Press published a special report with articles by eleven neighborhood residents-turned-activists on various aspects of the new reality of co-location.

With SWLRT once again at a critical juncture, Hill & Lake Press is publishing another special report with articles by eight of your neighbors who, along with many others, have gotten deeply involved in the issues presented by light rail in the Kenilworth Corridor. Thank you to all of them for their activism. And for everyone else, the call that went out in April 2013 holds true today: Get informed! Get involved!

## SWLRT: barely containable costs, risks to lives and the environment, and a D on equity

By Jeanette Colby

If you’ve followed the Southwest Light Rail story, you won’t be surprised by the recent news about the nearly \$1.9 billion project: Construction bids from four experienced contractors all came in too high and/or did not meet all the Met Council’s requirements. The contractors weren’t told how much too high or exactly what requirements they failed to meet, just that they would have to try again, this time with a “stipend” from the taxpayers to cover their costs to prepare a revised bid.

If you haven’t followed the SWLRT story, you might wonder how and why such a mistake was made. Take a look at past issues of Hill & Lake Press and you’ll discover the project has been flawed from the beginning. (See, for example, “Southwest Light Rail in Minneapolis: Who will be held accountable?” by Patty Schmitz, May 2014.)

So if no mistakes have ever been made and if everything is still going as planned, why is the project in such turmoil, years behind schedule and regularly called “beleaguered” and worse in the media?

Since the mid-1980s, Hennepin County’s Board of Commissioners has dreamed of passenger rail between downtown Minneapolis and the southwestern suburbs. In 1984 they bought a corridor of land from the Chicago & Northwestern railroad and banked it until they were ready to act. No one saw this corridor as necessarily the best location for transit, but it was convenient and available.

By the time planning for passenger rail finally started getting serious in the mid-2000s, the proposed budget was around \$900 million and the TC&W freight rail company, hauling mostly agricultural products including ethanol, had moved back in on a “temporary” basis.

### January 2013: a watershed decision.

On the Southwest end of the line, the abandoned freight rail corridor had been transformed into a lovely recreational trail for a new neighborhood of high-end homes. Minnetonka and Eden Prairie dug in; this trail could not be used for light rail, they said. Hennepin County found an alternative route, and the budget rose to \$1.2 billion.

At the same time, two main routing alternatives were considered for Minneapolis: a route passing through Uptown, or one along the lovely Kenilworth Trail. To many Hill and Lake residents, the Uptown route made far more sense since it could both serve dense neighborhoods and preserve a bicycling and recreational trail that sees over 650,000 visits annually. To planners, however, the Kenilworth Corridor looked cheaper and easier, especially since the long-promised relocation of the “temporary” freight rail would be “a separate project,” they said, with a separate budget.

Kenwood, Cedar-Isles-Dean, and West Calhoun agreed that while Kenilworth wasn’t the best route, they would work with the County and the Met Council to make it the best it could be. They would trade freight rail for light rail. A three-year Draft Environmental Impact study released in 2012 affirmed that the Kenilworth corridor, with relocation of freight rail, was the best choice at the time.

The freight rail company using Kenilworth, however, felt they hadn’t been adequately consulted and rejected the relocation plan. Residents of St. Louis Park along the proposed freight re-route line organized to oppose it as well. After many painful discussions and public meetings, the Met Council decided in January 2013 to “co-locate” freight and light rail, despite the years of policy and promises not to do so. Freight relocation turned out not to be a separate project with a separate budget after all.

In exchange for accepting co-location, the City of Minneapolis got a Memorandum of Understanding that agreed to a tunnel at the narrowest part of the corridor and under Cedar Lake Parkway south of the Kenilworth Channel; landscaping in the area north of the channel that will be destroyed by SWLRT construction (but no tunnel); and a traffic study of the already-

congested West Lake/Excelsior area that, as it turns out, merely provides “guidance” for future traffic concerns. The City thought the MOU was binding but the Met Council has argued otherwise in court, so the future relevance of the agreement isn’t clear.

The failure to account for relocation of freight rail — either financially, practically, or politically — has proven to be the most critical error of this most expensive public project in Minnesota’s history.

By the end of 2014, the budget had increased to \$1.65 billion. But as engineering advanced, even Governor Dayton got sticker shock when an updated budget released in April 2015 came in close to \$2 billion. Planners “sharpened their pencils” and brought the budget back to around the 2014 figure. But by 2017, it had slowly, and without much comment, crept back up to nearly \$1.9 billion.

Cost increases and environmental impacts of co-location drew attention, but area residents and Citizens Acting for Rail Safety—Twin Cities (CARS-TC) also raised safety concerns: Is it reasonable to put sparking electric light rail within feet of ethanol-carrying freight trains? Through the Chain of Lakes? Especially since just a few years ago a freight train derailed in the Kenilworth corridor right behind the Minikahda Club? And since, for safety reasons, no similar projects have been approved or built anywhere in the country in recent years? (See Sarai Brenner and Claire Ruebeck’s article in the February 2015 Hill & Lake.)

Don’t worry, the Met Council said, we’re designing to all the appropriate safety standards.

### BNSF more concerned about co-location safety.

The Met Council may not be worried about the safety of co-location, but BNSF railroad is worried enough to demand a 10-foot high, \$20-million crash wall between its operations and the light rail (see accompanying articles in this issue and the August 2017 Hill & Lake Press). Should crash walls be built or other measures taken elsewhere along the line? Answers are not forthcoming.

In addition to the cost of building a wall and other measures that the Final Environmental Impact Statement didn’t address, taxpayers would be on the hook if a derailment or worse should occur in the co-location corridor. Thanks to the Met Council’s lobbying, a law passed this spring ensures that taxpayers and victims, not the privately-owned rail corporations, would be on the hook for damages over \$3 million should an accident occur.

The new Met Council Chair, Alene Tchourumoff, was apparently surprised by the most recent miscalculations. “I think we can bring innovative cost reduction strategies to the table and ultimately find efficiencies in this procurement,” she said, though no one knows just how much will have to be cut. Minneapolis and other cities on the line would have to consent to significant revisions; clearly, planners hope they can avoid major changes with “innovative strategies” and “efficiencies.” They don’t want to have to ask Minneapolis to consent to changes again.

The SWLRT’s laudable goal of improving public transportation project has been dogged by mistakes and ballooning costs. The Met Council’s and Hennepin County’s unwillingness to admit any fault or adapt or rethink their approach has cost support for all public transit at the Legislature and throughout the state.

SWLRT pencils will be sharpened yet again, Chair Tchourumoff assures us. She may have been surprised, but we’re not. This project that has proven to have barely containable costs, real risks for the environment and human lives, and inequities in the way it addresses suburban and urban transit needs. Will those sharp pencils really provide the Metro area with safe, cost-effective, and equitable transit for our \$1.9 billion investment? We wouldn’t mind being happily surprised, but won’t hold our breath.



**Amazing Minnesota Offers an Amazing Opportunity for Amazing Amazon**

By James P. Lenfestey  
(Special to the StarTribune (and HLP!) ) Adapted for the HLP

I hold in my hands a copy of the new book, “Amazing Minnesota: State Rankings and Unusual information,” by Lee Lynch, founder and retired CEO of Carmichael-Lynch advertising, and leading candidate for Minnesota’s most creative citizen (and resident of HLP land). The book, amazingly designed by Michael Skjel, tells the story of Minnesota’s remarkable national leadership in nearly every category of business, education, economy, health, and quality of life – data Lynch and his wife, Terri Saario, former executive director of the Northwest Area Foundation, wished they’d had available when recruiting national and international talent to our state.

Lynch’s beautiful book of Minnesota facts arrives at the ideal time, for the greatest recruiting opportunity in recent history was just announced by giant retailer Amazon, seeking an urban site for a second world headquarters eventually to employ as many as 50,000.

The Twin Cities and state far exceed every requirement Amazon has laid out: Relatively affordable housing, nation-leading education systems and results, excel-

lent and growing mass transit and light rail, a top-ranked airport 30 minutes from downtown with non-stop flights to the world, easy access to abundant arts and recreation.

And many more they have not indicated. As corporate headquarters for Target and Best Buy, two of the nation’s leading retailers, we know retail. Actually, Amazon understands that, for when Target downsized after the Canadian expansion fiasco, Amazon set up a recruiting office here. Those hires know how exemplary is our city and state, versus the expensive, traffic-choked, smoky, rainy, earthquake prone, utterly beautiful Pacific Northwest.

Minnesota’s political and business leaders will certainly develop a sweet package of tax incentives for such a monster economic opportunity, as will every other North American city above a million residents, an Amazon requirement. But no other city and state in North America so far exceeds all its other infrastructure requirements, as Lynch’s timely book demonstrates.

“Amazing Minnesota” succinctly inventories Minnesota’s singularity versus other states, including abundant fresh water, stable geology, and a gently warming climate that will drown, erode or roast cities in other climes. We offer the nation’s richest educational, cultural and arts opportunities, the nation’s highest educational attainment, leading theaters and museums, parks and bicycle paths, more lakeshore living, plus recreational opportunities equal to Seattle (OK, minus the mountains). The Twin Cities are famously immi-

grant and gay friendly, and Minnesota is the number one state for working women, all hugely important to businesses who must attract and retain creative talent.

Several surprising stats: Minnesota ranks number one in home affordability; number four in business climate (CNBC), and a \$100,000 salary in Minnesota is worth only \$75,263 in Seattle, due to our low cost of living and high median income. Politico says is straight: Minnesota is number one. Lynch cites the famous truism in the business community that Minnesota is one of the hardest places to recruit people to—winter anyone? – but because of the quality of business, community, and creative life, it is the hardest place to recruit people from.

“Amazing Minnesota” reveals everything that Amazon CEO Jeff Bezos and his smart lieutenants are looking for, and need. Tax breaks, as he also knows, mean little in the end, versus industrious, creative people who insist on an educational, arts, environmental, recreational, healthy and open community ethic. No city come close to the Twin Cities in offering those high standards.

Governor Dayton and legislative leaders, read Lynch’s timely book, published this month. Then send copies to every executive at Amazon. Whatever additional enticements you decide to add, the fact of established Minnesota leadership should be the clincher.

*James P. Lenfestey is a former editorial writer for the StarTribune covering education, energy policy, and the environment.*

# 7th Ward City Council Candidates Forum

Thursday, September 28, 2017

7:00 - 9:00 p.m. St. Paul’s Episcopal Church  
(corner of Logan and Franklin Avenues South)

**Participants:** Janne Flisrand, Lisa Goodman, Joe Kovacs, Tegen Zea-Aida

**Moderator:** League of Women Voters

7:00 p.m. to 7:30 p.m. – Social gathering (talk, cookies, coffee, water)

7:30 p.m. to 9:00 p.m. – Candidates Forum

**Co-Sponsored by:**

- BMNA — Bryn Mawr Neighborhood Association
- CIDNA — Cedar-Isles-Dean Neighborhood Association
- EIRA — East Isles Residents Association
- KIAA — Kenwood Isles Area Association
- LHNA — Lowry Hill Neighborhood Association

**NOTE:**  
No political signage  
(buttons, T-shirts or banners)  
allowed

## Sidetracked: The sordid story of SWLRT and freight rail safety

By Rep. Frank Hornstein and Claire Ruebeck

Colocation of passenger rail and freight trains — especially high-hazard trains carrying oil, ethanol and chlorine — presents public safety risks that have not been properly addressed for the planned SWLRT route. The late addition of the Bryn Mawr wall to the SWLRT project design reveals that. A transparent and thorough process is lacking and public safety concerns of collocating the SWLRT passenger rail adjacent to freight trains have been unduly dismissed.

Concerns with freight and light rail colocation began almost immediately after colocation was announced in January 2013. As a result of strong public pressure from our Lakes area communities and the city of Minneapolis, then-Met Council chair Sue Haigh and Governor Dayton decided to set up a process to re-examine a decision to keep freight and light rail together in the Kenilworth corridor.

Senator Scott Dibble and Rep. Frank Hornstein wrote to Haigh on August 8, 2013, stating, “The present situation has been foisted on all of our communities by past failures to keep a commitment and solve the freight rail issue long before we got to this point, thus opening up the opportunity for the rail carrier to change its mind in an effort to stay in the corridor. ... We certainly hope your agreement to go back to the drawing board with the freight rail companies bears fruit”

Following an outcry over the Met Council’s choice of a consultant with ties to the rail industry to study the colocation issue, a different firm was retained. Their study, released in early 2014, concluded that it was technically and economically feasible to route freight rail away from Kenilworth. The Met Council, unfortunately, continued to press on with its colocation plan and settled on the current alignment that includes colocation with a shallow tunnel at the southern end of the Kenilworth corridor.

### Vague assurances for now.

The Met Council released a Supplemental Environmental Impact Statement in 2015 that, once again, ignored community concerns regarding rail safety. Questions raised concerning emergency response, community right-to-know what hazardous materials were transported through the corridor, and specific issues regarding safety impacts during construction were answered with vague assurances that these issues would be worked out with the railroads at a future date.

That future date apparently was this past summer, and the Met Council failed in what may have been its last, best chance to address community rail safety concerns.

The recent freight rail *negotiations* were preceded by intense lobbying by the railroad industry during the 2017 Minnesota legislative session, with the aim to cap the railroads’ liability exposure. The result was a \$1.5 million liability cap for railroads operating in a shared corridor with passenger rail. If an incident involves a hazardous substance the liability limit increases to \$3 million. The Met Council supported this provision and advocated for its inclusion in the 2017 transportation bill, which was signed into law by Governor Dayton.

Yet liability was not the only issue. The railroads have insisted on the Bryn Mawr crash wall as well as a series of policies that prevent the city of Minneapolis or any other local government entity from passing any ordinances or policies affecting the corridor that the railroads find objectionable. Incredibly, the Met Council has agreed to sue local governments on behalf of the railroad industry should any such ordinance or policy be passed.

The Met Council’s agreement with rail companies, which includes a plan to build a wall separating Bryn Mawr from the Kenwood and Cedar-Isles-Dean neighborhoods along the proposed SWLRT corridor, represents the latest in a series of decisions that have disregarded or ignored community concerns about freight

rail safety and colocation of LRT and freight rail.

The Bryn Mawr crash wall, coupled with freight track improvements expected to be made for the railroad with public funds, will likely allow for freight train speeds to increase up to 45 miles per hour (i.e., a substantial speed increase from the current 25 miles per hour) in the area west of Target Field. The increased speed of a train is directly correlated with increased adverse incidents. This is of most concern when freight trains are carrying high-hazard materials such as oil, ethanol and toxic inhalants such as chlorine, which are hauled through our urban areas and city parks.

### 100-foot-wide debris fields.

The debris field from a derailment for a train traveling at 40 miles per hour could extend beyond 100 feet, which is problematic as the freight train tracks and the adjacent SWLRT passenger rail cars will be much closer through the Kenilworth than in many other sections. Generally, the separation distances between freight rails and planned SWLRT tracks are substandard and there is no allowance for a three-foot-wide blast wall.

Apprehensions about the impact of the overhead catenary system (i.e., electrical power source) used to operate the planned SWLRT have not been considered in the project. Studies have not been provided to ensure that the electrical system does not interfere with freight train signaling equipment and does not create stray current that may damage or ignite train cargos. Freight trains carrying ethanol might be especially vulnerable as ethanol can deteriorate tank-car valve seals and may release a highly combustible ethanol vapor creating a sensitive flammable atmosphere that can be ignited by an electrostatic discharge.

Frequent routing of mile-long flammable oil and ethanol trains in the proposed shared corridor warrants a robust SWLRT safety program that includes recommendations from the January 2017 report on Minnesota’s Preparedness for Ethanol and Oil Transportation Incidents issued by Department of Public Safety. Pertinent safety and preparedness measures include:

- Exercises and drills - worse-case scenario simulation and response.
- Local planning effort - neighborhood-specific risk assessment and evacuation planning.
- Community-focused communications and warnings - a targeted, preparedness-oriented public awareness campaign about oil and ethanol incidents involving trains plus improvements for local warning systems.
- Response equipment availability - inventory of necessary spill response equipment and materials, its location, and deployment times, including alcohol-resistant foam needed to suppress vapor and fire from an ethanol incident.
- Information about hazmat rail car contents – adoption of reliable informational software and use of commodity flow reports about the hazardous substances transported via rail through communities.

The Met Council must now re-evaluate its planned SWLRT colocation freight rail agreements, given their blatant lack of fairness and due process for impacted communities. The Met Council can start by conducting a thorough environmental review of the Bryn Mawr wall and revisit and reject any provisions that limit local control of freight rail safety.

Furthermore, the Met Council needs to create a transparent public process that provides answers to the myriad questions which have been raised by concerned citizens and local elected officials and that ensures a robust public safety protocol.

## SWLRT: How to contact the Feds

By Barbara Lunde

The Southwest Light Rail Transit project that is planned to put a train from downtown Minneapolis, through parkland, to Eden Prairie and back about every ten minutes will cost \$1,900,000,000, and growing. Half of this money is expected to come from the federal government, and it is not yet secured. The Met Council continues to encounter obstacles to applying for a Full Funding Grant Agreement (FFGA). A FFGA application in Spring 2018 is now mentioned as a possibility.

Here are some federal agencies that have been involved in SWLRT planning and the approval of funding and how to contact them. Usually these agencies respond to NUMBERS of requests for or against things, rather than lengthy discussions of facts. To influence them, get as many individuals as you can to contact them with an issue. It is OK to attach information supporting your reasons, but just the simple fact of a contact is more important. Contacts from persons with more political power and from organizations with more members bear more weight.

### Surface Transportation Board.

The Surface Transportation Board (STB) has jurisdiction over, among other things, railroad line construction. It just rejected a proposal to build a new railroad line around Greater Chicago. It would have been directly involved if freight rail through the Kenilworth Corridor had been rerouted in St. Louis Park.

The STB was created in 1996, when the Interstate Commerce Commission was dissolved. The STB currently reports directly to the President of the United States. It has an Office of Public Assistance, Governmental Affairs, and Compliance, which is the public’s point of contact. It’s phone number is 202-245-0238. If pressed, they might be able to give you more information about individuals to contact. Their website is [www.stb.gov](http://www.stb.gov). A postal mailing address is

#### Surface Transportation Board

Washington, DC 20423-0001

#### Federal Railroad Administration.

The Federal Railroad Administration (FRA) is one of the operating modes of the US Department of Transportation. It is primarily concerned with rail safety. It is probably the source of information about the evacuation zones around rail lines, shown on many SWLRT maps. It is also the source of the new safety standards for transportation of liquid fuels, which have not yet been completely implemented.

The website is [www.fra.dot.gov](http://www.fra.dot.gov). The Washington DC phone number is 800-724-5040. We are in FRA Region 4. Our regional office phone number is 312-353-6203. The office address is

#### Federal Railroad Administration

US Department of Transportation

200 West Adams St., Suite 310

Chicago, IL 60606.

#### Federal Transit Authority.

The Federal Transit Authority (FTA) is another operating mode of the US Department of Transportation. It provides financial and technical assistance to local public transit systems. The SWLRT expects the FTA to fund half of its the cost, or about a billion dollars. The web site is [www.transit.dot.gov](http://www.transit.dot.gov). The Acting Administrator is K. Jane Williams, phone number 202-366-4040. Her address is

#### Office of the Administrator

Federal Transit Administration

1200 New Jersey Ave., SE

Washington, DC 20590

The FTA’s general phone number is 202-366-4043. The FTA “Contact Us” information address is

#### Federal Transit Administration, East Building

1200 New Jersey Ave., SE

Washington, DC 20590

We are in Region 5 of the FTA. The regional office phone number is 312-353-2789. The Administrator for Region 5 of the FTA is Marisol Simon. The address is

Region 5 Office

Federal Transit Administration

200 West Adams St., Suite 320

Chicago, IL 60606

To page seven

From page six

**US Department of Transportation**

Both the FRA and the FTA are part of the US Department of Transportation. Its website is [www.transportation.gov](http://www.transportation.gov). The general phone number is 202-366-4000. They have an on-line contact form for comments or questions. To send something by US mail, you have to address it to a particular part of the DOT. The mailing address is

(Your specific Administration)  
 US Department of Transportation  
 1200 New Jersey Ave., SE  
 Washington, DC 20590.

The Secretary of Transportation is Elaine I. Chao. She was married to Mitch McConnell in 1993. He is currently the majority leader of the US Senate.

**United States Congress**

All of these agencies are VERY sensitive to contacts from Congress people. That is where they get their funding.

Jason Lewis is a new Member of Congress from Minnesota's second district, which covers the south Twin Cities metro area and contains all of Scott, Dakota, Goodhue, and Wabasha counties. He has written a letter to Elaine Chao pointing out that "under the President's current budget outline this project (the SWLRT) would remain unfunded," and he hopes it will stay that way.

Jason Lewis' website is [jasonlewis.house.gov](http://jasonlewis.house.gov). His offices are

2805 Cliff Rd., Ste. 200  
 Burnsville, MN 55337  
 Phone 651-846-2120; and

418 Cannon House Office Building  
 Washington, DC 20515  
 Phone 202-225-2271.

Our own Fifth District congressman is Keith Ellison, who has not been overly sympathetic to our

concerns about SWLRT. Perhaps he will come to recognize the shortcomings of a mass transit line that bypasses masses of his constituents. Or perhaps he will come to realize why his predecessor, the late and much-loved Martin Sabo, was so outspoken in his opposition to SWLRT. Ellison's website is [ellison.house.gov](http://ellison.house.gov). His offices are

2100 Plymouth Ave. N.  
 Minneapolis, MN 55411  
 (612) 522-1212

2263 Rayburn Building  
 Washington, DC 20515  
 Phone: (202) 225-4755

**United States President**

Of course, the President, who says he wants to cut civilian spending, is Donald Trump. You might think that the chances of him acting, or even reading, a communication from you are slight, but you never know about tweets. However, the White House does take communications seriously. If they hear from enough people, they will look into things and the agencies do respond.

The President's White House website is [www.whitehouse.gov/administration/president-trump](http://www.whitehouse.gov/administration/president-trump). The President's number for comments is 202-456-1111. The switchboard is 202-456-1414. The President's website for email is [www.whitehouse.gov/contact](http://www.whitehouse.gov/contact). You can send a paper letter to

The White House  
 1600 Pennsylvania Ave. NE  
 Washington, DC 20500.

**SWLRT lawsuit nears court date**

By Mary Pattock

The environmental lawsuit filed by the Lakes and Parks Alliance against the Metropolitan Council over Southwest LRT returns to federal district court on October 4.

This time Chief Judge John Tunheim will hear both sides argue for a summary judgment in their own favor.

LPA is asking the Court to order the Met Council to restart the environmental review process, this time properly analyzing alternative routes that might do less damage to the environment than the one they chose — through the Kenilworth Corridor.

The LPA suit, filed in September 2014, charges that the Met Council failed to conduct such a review before choosing a route, in violation of the National Environmental Policy Act.

**Met Council Contradictions.**

LPA's environmental concerns are not parochial "NIMBY" complaints. In 2012, the Met Council's own Draft Environmental Impact Statement recommended against collocating freight and LRT in the Kenilworth Corridor, saying it would harm both the environment and quality of life.

In 2016, the council's Final Environmental Impact Statement echoed those 2012 findings — but, inexplicably, did not echo the conclusion. While agreeing that collocation would harm the Grand Rounds, including the Chain of Lakes, it failed to consider other alternatives, and advanced collocation in Kenilworth as the sole option.

Some supporters of the lawsuit believe the only possible reason for this startling and inconsistent change is that the council drafted the FEIS to fit a politically dictated outcome.

If LPA wins, the project would likely have to be re-scoped, re-designed, re-engineered, re-approved by municipalities, and re-bid. In the meantime, the Met

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## Pattock From page seven

Council could do nothing to further commit itself to the Kenilworth route.

Alternatively, if Judge Tunheim were to rule for the Met Council, LPA could appeal his decision. Or he could send the case to trial, delaying any decision well into 2018.

### Met Council Motions: Denied.

The Met Council fought in court first for dismissal, then for summary judgment. Judge Tunheim denied both motions and authorized LPA to proceed with discovery, writing that although LPA hadn't yet proved its case, "The Met Council has come dangerously close to impermissibly prejudicing the ongoing environmental review process," and that he needed more information to make a decision.

The Met Council next challenged LPA's right to conduct routine discovery — even of some documents that are in the public domain and available through Minnesota Data Practices Act. Once more the court decided against the council. The council asked for another judge to review that decision, and lost again.

### Do Met Council Commitments Commit?

The challenge for LPA attorneys Tom Johnson, Joy Anderson and Lew Remele is to demonstrate that the Met Council irrevocably committed to the Kenilworth Corridor before having properly investigated other alternatives, and that the Environmental Impact Statement should therefore be declared null and void.

They point, for example, to widely publicized agreements the Met Council concluded with the City of Minneapolis and the Park Board that prematurely committed all parties to actions relating to the Kenilworth route.

The Met Council argued that those agreements were nonbinding, a claim that stunned many in the community. In discovery, LPA found that one such person was Mayor Betsy Hodges, who in an email told then-Chair of the Met Council Adam Duinick in no uncertain terms that the City of Minneapolis understood its agreement with the Met Council to be binding.

### Strong support for lawsuit.

The community has continued to vigorously and generously support the lawsuit; last month LPA received a \$60,000 anonymous matching donation.

LPA is now a non-profit 501(c)(3) organization, so all past and present donations are tax-deductible. Supporters can contribute online at lakesandparks.com, or by sending a check to the Lakes and Parks Alliance of Minneapolis, 3100 West Lake Street, Suite 320, Minneapolis, MN 55416-5392.

More information about the lawsuit and LPA's environmental concerns is available at [www.lakesandparks.com](http://www.lakesandparks.com).

## Calhoun Isles susceptibility study: What is it and why is it needed?

By Paul Petzschke

You may have read or heard about how close the projected SWLRT project comes to the Calhoun Isles Condominium Association. Just to be clear, the construction project will come within 6 inches of the Garage footings and within 2 feet of the High Rise footings.

At these distances, the construction and operation of the SWLRT could make many residences in our Association unlivable. This statement is not made idly; it is based on hard evidence and the best science that is available. The High Rise is a renovated grain silo built with 100-year-old technology. It has 12-inch concrete walls and 10-inch concrete floors. While it is a very sturdy structure, it is especially vulnerable to vibrations. It behaves just like an iron bar — you hit it and the vibrations resonate.

In 2015, the Trammel Crow construction project to the east of Calhoun Village had a serious impact on the Calhoun Isles condos, even though this project was **160 feet** from our association. The image accompanying this article illustrates the distances and also shows the "pinch point" on west side of the 3151 Dean Court tower, the one closest to the Kenilworth Corridor. The

SWLRT will be squeezed between the 3151 building, the TC&W railroad freight track, and the Cedar Lake Shores Townhomes, which are just west of the freight track.

Over \$30,000 damage resulted. Two residents had to leave their homes because of excessive noise and vibration; shelving was literally knocked off the wall in another unit; two other residents described a chandelier swinging dangerously in their unit; vibrations were felt in the elevators; and the High Rise behaved like a "vibratory accelerator" (that is, the vibrations increased as they went up the walls of the High Rise).

### High rises are Category IV structures.

The damage and the experiences that occurred were unexpected and happened at a very low vibration level. The vibration was measured at a maximum peak particle velocity (PPV) value of 0.185 inches per second (ips). Our engineering expert, Itasca Consulting Group (ICG), performed a rigorous analysis and concluded that the High Rise is a Category IV structure (one that is most sensitive to vibrations). The Federal Transit Administration (FTA) vibration threshold (alarm level) for this kind of a structure is 0.12 ips.

The Met Council has disdained the damage reports, the hard evidence, and the testimony of our residents. They continue to presume that the High Rise is a modern reinforced-concrete Category I structure and to insist that the vibration threshold should be set at a PPV value of 0.5 ips. Since these PPV relationships are logarithmic, the Met Council alarm level would be **at least 5 times greater than the vibrations experienced during the Trammel Crow project.**

The Met Council has told us they've done enough for Calhoun Isles and that their construction protocol is "appropriate". ICG has recommended that doing a susceptibility study is the best path forward. A susceptibility study involves using known levels of vibrations to determine how the High Rise responds. ICG has recommended using the TC&W trains as the vibration source. The cost of doing a two-month study and analyzing the data is \$64K. The appropriate vibration threshold (alarm levels) for Calhoun Isles would then be established.

The Met Council claims that such a study would require an unnecessary and expensive overhaul of the environmental plan already approved by the FTA. Even though the Met Council has gone through extraordinary measures to optimize the hydraulic pressing device that will be used to install the sheet piling adjacent to Calhoun Isles, the best available literature on this subject (ground-borne vibrations due to press-in piling operations) states that the recommended minimum distance for a structure with architectural merit (such as the High Rise) is 8.5 feet, not 2 feet.

### IGC resolved UM vibration issues.

ICG was employed by the Met Council during the construction of the original Green Line. IGC resolved the vibration issues at the U of M, which cleared the way for the Green Line to be built. IGC is very concerned about the vibrations from the light rail trains as they pass by Calhoun Isles. They assess our situation to be worse than the one that faced the U of M. ICG has recommended that these operational vibration concerns be studied; the cost of this study is \$29K. It may be necessary to slow the light rail trains to a maximum speed of 10 mph in order to avoid excessive vibrations at our Association.

If the Met Council does not change their position and proceeds with tunnel construction, the impact on Calhoun Isles could be dire. A susceptibility study will occur, but it would be under the worst possible circumstances. Instead of one being done under very controlled conditions as ICG recommends, residents will be forced to take extraordinary measures in order to protect their property from high vibrations. These measures will include safely packing up valuable wall hangings and cabinetry, parking on the ramp or street instead of in the garage, and needing to restrict the use of the elevators. The Met Council has refused to offer relocation expenses during construction.

Doing this kind of an "on the fly" susceptibility study would, in all likelihood, show that the high rise is, in fact, a Category IV structure. It would be an unne-

## Petzschke continued

essarily painful and expensive way to prove this point. This finding would halt the project and force the Met Council to determine an alternate course. It would probably require another round of municipal consent.

For the record, the Calhoun Isles Condominium Association has taken a neutral position on the SWLRT project. Some of our residents oppose the project, and others support it.

We also recognize that the Met Council is under severe financial pressures. These financial concerns, however, do not justify putting Calhoun Isles residents at unnecessary risk. Through our multi-year efforts on this project, we've learned that installing the needed piling system via a drilled process could offer a very low vibration alternative. While this option could result in increasing the cost of the shallow tunnel threefold, from \$100M to \$300M, it does offer one possible engineering solution to resolving issues at the "pinch point".

## SWLRT's Bryn Mawr station: Urban mass transit for the masses?

By Susu Jeffrey and Michael Wilson

Urban mass transit stations: We think of crowds of people leaving colorful light-rail cars or waiting to board, with restaurants, shops, office buildings, coffee shops, football stadiums, and department stores a few steps away -- all the hustle and bustle of city life.

So how did the mass transit Southwest Light Rail line end up with a Penn Avenue/Bryn Mawr station, sitting out in the middle of nowhere at the foot of a bluff on a denuded valley floor, no vehicles in sight, with only bikers, walkers, chipmunks, and a few wild turkeys for company?

The answer is obvious: when you decide to run mass transit through parkland and an urban forest, far from any real concentrations of people, that's what you get.

Hennepin County's decision to use the Kenilworth Corridor for SWLRT underscored its primary purpose: to move suburban commuters in and out of downtown Minneapolis. Equity considerations -- the "jobs-rich southwest suburbs" -- compelled officials, however, to build two or three stations within a few miles of the dense, diverse, transit-using population centers of North Minneapolis.

What does the Bryn Mawr station look like? Southwest Project Office (SPO) renderings show a lovely station on an idyllic summer day. The landscape is barren, however, because you can't build ten-foot-high concrete walls and fully ballasted LRT tracks, plus move and rebuild freight tracks, without clear-cutting all the trees and bulldozing the lovingly nurtured native grasses and vegetation of Cedar Lake Park.

### The 300-foot-long sky tunnel.

Then there's that Rube Goldberg-like elevator shaft connecting to a sky tunnel which heads north to the top of the Bryn Mawr bluff. SPO graphic artists minimize the dimensions in their renderings to make it look like a stroll in the park. But make no mistake: this is a massive, fully-enclosed 300-foot-long sky tunnel. Once you're in it, you have two choices to reach open air: either go all the way to the exit on the bluff, or go to the south end and take a 30-foot ride down to the valley floor in an elevator that may or may not be working.

The top of the bluff is already used as an encampment for people lacking indoor shelter (see photo). LRT riders accustomed to using the elevated East Lake Street and Franklin Avenue Blue Line stations know all too well about the dirt, the smells, the often-malfunctioning elevators, and above all the safety concerns -- being safe as well as feeling safe. At least the Minneapolis Police Department's 3rd Precinct station is two blocks from the East Lake station.

Repeated requests to the SPO's outreach people to answer questions about plans to ensure safety, security, and sanitation at the Bryn Mawr station have gone unanswered. People thinking of using the Bryn Mawr station are thus left to ask themselves: do I really want to chance using the sky tunnel at 10 pm on a cold,

Bryn Mawr Station to page 10

### CICA Damage aerial

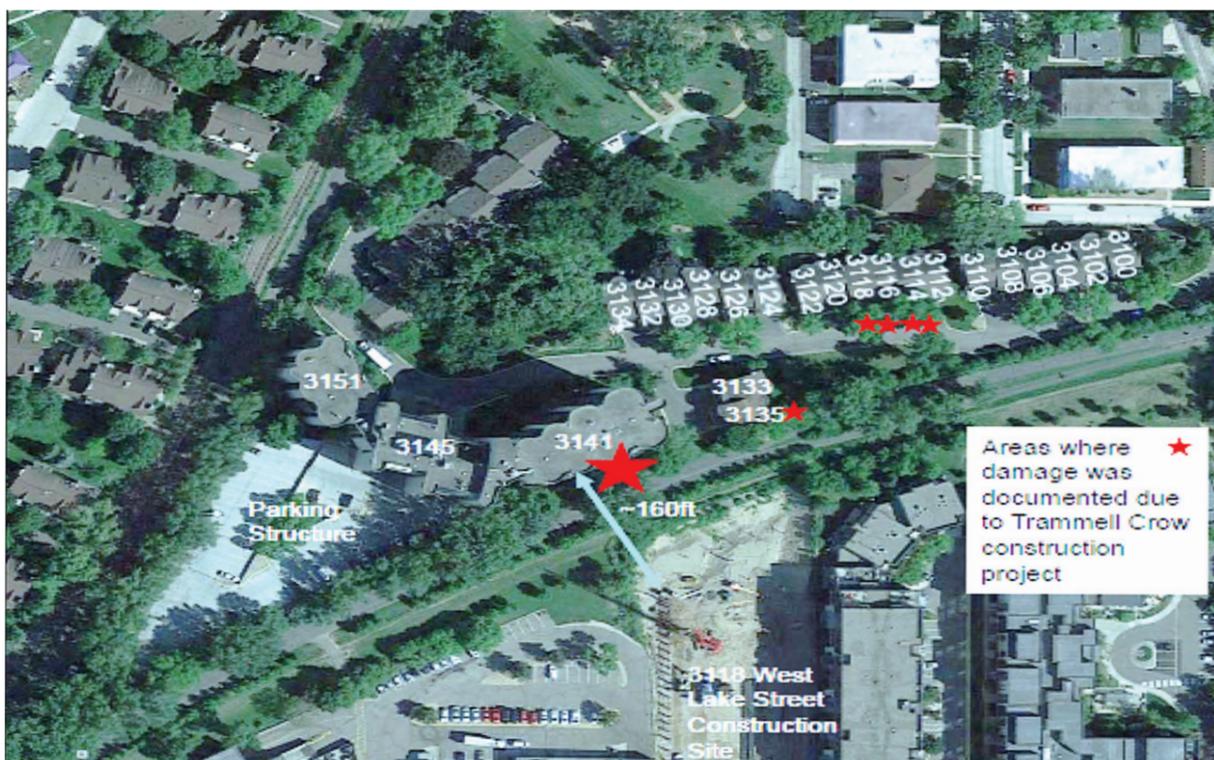


Photo courtesy Paul Petzschke. Caption: Michael Wilson.

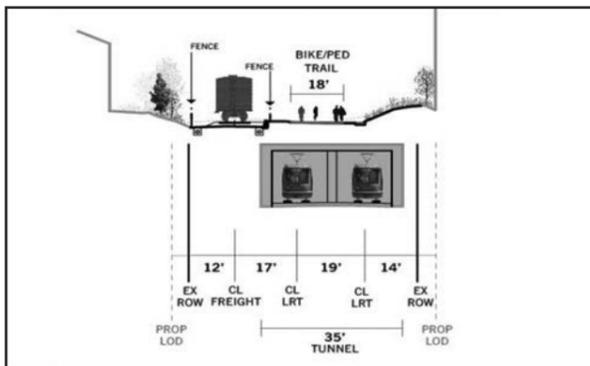
An aerial photograph of the Calhoun Isles condominium towers shows the locations of damages caused by excavation for the new Trammell Crow apartment building to the east of Calhoun Village. SWLRT tunnel excavation will be much closer, much deeper, and far more problematic.

SWLRT continued...

Pinch point illustration to the right:

The SWLRT right-of-way is a mere 62 feet wide at the Kenilworth Corridor pinch point, barely enough for the LRT tunnel and a freight rail track.

Graphic: Southwest Project Office. Caption: Michael Wilson.



### Tunnel by CICA garage



Photo and caption: Michael Wilson.

Paul Petzschke, chair of the Calhoun Isles Condominium Association board's SWLRT Committee, illustrates via an orange piece of paper draped over a yardstick just how close -- 6 inches! -- to the footings of the CICA garage the 60-foot-deep LRT tunnel will be dug. Tunnel excavation will occur 24 inches from the footings of the century-old, all-concrete grain silos which now house the condo towers.

Turn to page 18 for a detailed description of the SWLRT writers in this issue.

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- David Wilson  
22 year Lowry Hill resident

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- Founded the city’s Affordable Housing Trust Fund, providing gap funding to people at 30-50% of the metro-wide median income to help find a home.
- Pushed the city to invest in environmental infrastructure, such as constructing green roofs on the Target Center, Central Library, and City Hall, and the largest solar array in the upper Midwest at the Minneapolis Convention Center.

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SWLRT's Bryn Mawr station continued

Encampment



Photo and caption by Michael Wilson

The top of the Bryn Mawr bluff at the foot of Penn Avenue is currently home to numerous people lacking permanent shelter. If the Bryn Mawr LRT station is built down in the valley under the bluff, people using the encampment will be asked to relocate.

Bryn Mawr/Penn station



Graphic: Southwest Project Office and caption by Michael Wilson

The Bryn Mawr LRT station sits in Cedar Lake Park under the Bryn Mawr bluff. To access it patrons will need to traverse a 300-foot-long sky tunnel, then drop down 30 feet via elevator to the valley floor.

windy winter night when there's no one around?

So how do you get to the Bryn Mawr station? Currently there is no bus service to the station area, but the SPO says that perhaps Route 9 will be reworked to stop at the trailhead. Route 9 only goes as far north as Glenwood Avenue, however, so North Minneapolis residents seeking to take SWLRT to the jobs-rich southwest suburbs face at least one and most likely two or more transfers.

There's no parking at the top of the Bryn Mawr bluff, so you'll need to ask someone to drive you over. You can bike, or you can take the long walk on the

bridge over Interstate 394. Once there, you're on your own.

As you stand atop the Penn Avenue bridge over I-394 you might look westward to the intersection of 394 and Hy. 100, where thousands of apartments have recently been built or are under construction and huge office blocks are sprouting like dandelions. Perhaps there will be someone else at that moment standing out there looking eastward toward the shimmering towers of downtown Minneapolis while they wait for the pokey Route 9 bus -- the only transit available in the area -- to take them on a circuitous route eventually into

downtown.

Both of you may well ask: where is the sense in spending \$2 billion on a mass transit line that favors parkland and an urban forest over parts of the city where masses of people actually live? Why can't a \$2 billion LRT train be built right next to major roads and highways so people can leave their cars at home and hop on the LRT, instead of ignoring the road and highway grid and running diagonally through parkland and an urban forest?

Valid questions that should demand a reset of the route planning process. But don't look to Hennepin County or the Met Council for an honest answer.

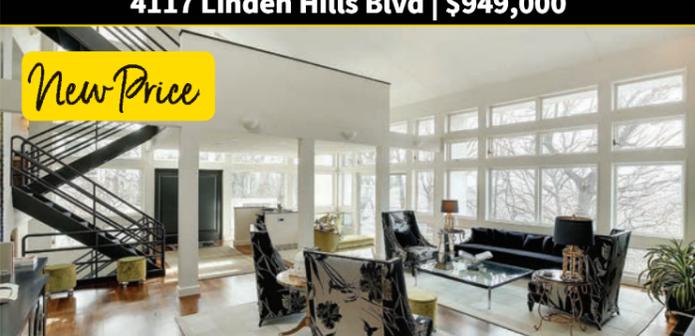


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## Isles Ensemble returns for 14th season, brings beauty to our doorstep on Sunday, September 24

By Michael Wilson

What has eleven members and brings the beauty of chamber music right to our doorsteps four Sunday afternoons each year?

For a growing number of Hill and Lake residents the answer is easy: the Isles Ensemble, which begins its 14th season with a 2 pm concert this Sunday afternoon, September 24, at Lake of the Isles Lutheran Church.

The eleven Isles Ensemble members all come from the A-list of Twin Cities musicians, with extensive concert and teaching experiences and positions in prestigious orchestras and ensembles throughout the U.S. A new member this year is Sifei Cheng, a violist with the Minnesota Orchestra since 1995. Former Ensemble member Tom Turner returns this year after recently stepping down as principal viola with the Minnesota Orchestra, a position he held for over 20 years.

The multi-talented Cheng has completely redesigned the group's website for the 2017-18 season. Go to <isle-ensemble.org> to learn more about the season, the players, and the group.

### Beethoven, Stravinsky and Walton

Sunday's concert opens with early Beethoven, his String Quartet in F major, Op. 18, No. 1, with Ensemble members Helen Chang-Haertzen and Joanne Opgenorth (violins), Sifei Cheng (viola), and Laura Sewell (cello).

"Starting our 2017-18 Isles Ensemble season with

Beethoven's very first quartet seems like an auspicious and appropriate way to begin!" says Sewell. "There is probably no greater group of chamber music pieces than the 16 string quartets by Beethoven. They are grouped into three categories which correspond with the stages of his life (Early, Middle, and Late) and this quartet, obviously from his early period, is full of youthful optimism and vitality. It also has one of the truly great and profound slow movements in all of the

quartet repertoire which is based on the dramatic and tragic tomb scene from Shakespeare's 'Romeo and Juliet.'"

The middle piece at Sunday's concert will be Stravinsky's Suite Italienne for Violin and Piano, with Helen Chang-Haertzen (violin) and Tim Lovelace (piano). Chang-Haertzen notes that the Suite Italienne

Isles Ensemble to page 12

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**Isles Ensemble from page 11**

is an arrangement from Stravinsky's Pulcinella ballet score inspired by 18th century Italian composer Pergolesi. "This piece is fun to play because Stravinsky mixes this old-style composition with his own signature," she adds. "Each dance movement is full of life. I especially am looking forward to performing this piece because it is happy and uplifting!"

Sunday's concert concludes with William Walton's Piano Quartet in D minor, performed by Stephanie Arado (violin), Tom Turner (viola), Tom Rosenberg (cello), and Tim Lovelace (piano). "Many performers and listeners are drawn to the Walton Piano Quartet by its compelling rhythmic vigor," Lovelace comments. "The fact that Walton wrote such an attractive work at the age of 16 is astonishing; it places him in the company of Mozart and Mendelssohn. You can hear Walton flirting with impressionism, modernism, and English folk music, but the overriding feeling is one of unabashed romanticism. There's a good reason Walton became a successful film composer."

The Ensemble players ask for a general admission donation of \$15 (\$10 for students and seniors), a generously modest amount for such a fine concert. It underlines the fact that the musicians do it for the joy of playing with each other and for the pleasure of bringing their music into the heart of our Hill and Lake neighborhoods. As always, a reception will follow the performance.

And put the next Isles Ensemble concert on your calendar right now: Sunday, November 19, at 2 pm.



Photo by Dorothy Childers

The eleven Isles Ensemble members affirm their embrace of all four Hill and Lake neighborhoods by gathering on the shore of Cedar Lake. (That's Jones-Harrison in the background.) The Ensemble begins its 14th season on Sunday afternoon, September 24, 2 pm at Lake of the Isles Lutheran Church. (Photo: Leslie Shank and Sifei Chang. Caption: Michael Wilson.)

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# LOWRY HILL NEIGHBORHOOD ASSOCIATION

By Emily Beugen, Secretary

## LHNA Board Meeting Minutes September 5, 2017 at the Kenwood Rec Center

Board Members Present: Phil Hallaway, Emily Beugen, Tom Huppert, Evan Stern, Toni D'Eramo, Lee Switzenberg, Jimmy Fogel, Michael Cockson, Scott Shaffer, Clint Conner, Sarah Janecek

Others: Kathy & Roy Williams, Erik Sather, Bob Hinck, Jean Rottman, Tonna Moore, Mike Jamieson, Bruce Brenner, Michelle Bruch, Sarah Larson, Ed Levin, Peter Scal, Richard Knuth, Ashley Dow, Bill Graves, Jim Graves, Denise Graves, Kyrra Rankine, John Edwards, Laurel Edinburgh, Aaron Berc, Tim Thompson, Sarah Larson

The meeting was called to order at 7:03 p.m.

Approval of Minutes: Michael Cockson moved and Tom Huppert seconded that the minutes of the June 6, 2017 meeting be approved. The motion passed unanimously.

**Community Announcements:** Council member Goodman was unable to attend meeting, but provided a written report. "Lunch with Lisa" will be Wednesday, Sept. 27th from 12:00 - 1:00 p.m. at Opus Hall, Room 202 (University of St. Thomas).

City wide information: Mayor has submitted budget to City Council with final approval scheduled for December 8. More than 45,000 households using organics recycling with 4,000 tons of organic material diverted from trash. MnDot has begun work on 35W project. Information links can be found on Lowry Hill website. Medaria Arrandondo approved as police chief. New law restricting sale of all flavored tobacco products takes effect August 2018.

**Treasurer's Report:** Balance of \$8,439.27. Mr. Hallaway reported that he has submitted a request to the City for \$51,500 of NRP for funding of the Hennepin/Lyndale median and Fremont/Mount Curve projects.

Confirmation of recent email votes: Clint Conner reported that the Articles of Incorporation have been amended and that the By-Laws should be updated. President Phil Hallaway entered into agreement with Dorsey & Whitney for pro bono work for any present and future work on the Articles. Tom Huppert and Clint Conner seconded that the following motions accepted by email voting in July be confirmed:

Motion 1: Authorize additional \$4,000 for Fremont/Mount Curve Triangle improvement.

Motion 2: Authorize additional \$6,000 for water conduit at the Walker/Hennepin area

Director Vacancy: Baygan Hartzheim has moved out of area and Jennifer Bickett has given her resignation. These vacancies will be filled by vote of the remaining Directors. Bob Hinck, lifelong Lowry Hill resident, volunteered to serve as a Director. Michael Cockson moved and Toni D'Eramo seconded that Bob Hinck be elected a Director to fill one of these vacancies. The motion passed unanimously.

**Appointment of Committee Chairs:**

Environmental committee needs a chair, no one interested at this time.

Jimmy Fogel volunteered to serve on the Crime and Safety committee.

**Environment Committee:** Nothing to report.

**Zoning and Planning Committee:**

The following variance requests have been approved by the City:

64 Groveland Terrace - freestanding energy solar system

717 Kenwood Pkwy - attached garage and changes to front yard

2104 Irving - development of two four foot retaining walls

725 Vineland Pl and 1750 Hennepin - increase number of free-standing signs and allowance of dynamic sign

Variance requests are expected for the following properties:

46 Summit Pl - small addition, replacement of retaining wall and landscaping

725 Kenwood Pkwy - addition of kitchenette and

bathroom in carriage house.

**Crime and Safety Committee:** Nothing to report. Current information is available on the LHNA website.

**Events:**

- Lake of the Isles Walking Tour recap - about 50 people participated. LHNA made a donation of \$500 to Alliance Housing for this event. It was agreed that additional tours be conducted in the future.

- Ice Cream Social recap - Exceeded expectations with an estimated 250-300 people present. More ice cream will be needed next year.

- Neighborhood Garage Sale - Saturday, September 9th. All is ready for this event.

- 7th Ward City Council candidates' forum - LHNA co-sponsoring with Bryn Mawr, CIDNA, EIRA and KIAA this event on Thursday Sept 28 at St. Paul's Episcopal Church from 7 to 9 PM. Four candidates will participate. It will be moderated by The League of Women Voters. No political signage, buttons or apparel allowed. Ad will be in this month's Hill and Lake Press.

- Sculpture Garden Tour - TBD

- Dunwoody Tour - TBD

**Neighborhood Priorities:** Douglas Median Update - nothing to report

Emerson Triangle - Urn has been installed.

**Communications:** Mr. Hallaway reported that he had received Chris Madden's resignation. Ms. D'Eramo reported on updating of the website. Content is staying about the same, simply need to update some information. Photos will be replaced with high resolution versions. Website should be live by October 2017. A mobile version will also be available. Each committee will be set up with an email address so that they can receive communications directly. It was also suggested that Board meeting agendas be posted on the website prior to meetings.

**New Business:** The By-Laws require the Secretary to maintain roster of all Directors with their address

and phone numbers. Mr. Hallaway will collect this information and forward it to the Secretary.

**PERIS Project:** Jim Graves, CEO of Graves Hospitality, Sarah Larson, Landon Group consultant, and the Graves architect led a discussion of the proposed project.

The proposed 41-unit housing project will be located at 1930 Hennepin, between Lowry Hill Liquors and Lowry Hill Meats, facing Hennepin and backing up to Colfax. It is currently zoned C1 in the pedestrian overlay district, restricting height to 4 stories or 56 feet. Overlay deters parking on Hennepin and moves it to Colfax. First floor will include 2200 square feet of retail space. A 9-foot-wide walkway with courtyard and bike storage will be provided on the Lowry Hill Meats side of the building. Fifteen parking stalls will be provided for residents. Fifteen permanent supportive housing units will be for foster youth. The remaining 26 units, predominantly studio apartments, will be affordable housing for individuals with maximum incomes of \$30-35 thousand per year. Maximum occupancy is two persons per unit or 82 persons for the entire facility.

Sarah Janecek stated that financial questions need to be answered before moving forward.

Sarah Larson provided an overview of financing for this project. Cost to build is \$10.1 million, which will be funded through the Federal Low Income Tax Credit Program, with the awarding of funds through the City. The Graves Foundation has filed an application for tax credit funding with the City. Applications will be ranked on a competitive point scale, with the awarding of funds in the fourth quarter of 2107. If Graves wins funding, the project would be completed within a year. The building would be owned by the Graves Foundation and investors that purchase the tax credits, which are paid out over 10 years.

Ongoing financing for site management, security,

LHNA to page 14



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## LHNA FROM PAGE 13

and building services would be provided through rent and public rent subsidies. Funding for case management, mental and physical health, support for educational goals, career development, and pathways to self-sufficiency will be provided by private and public funds. Graves has committed \$3 million for the first 10 years of funding to these services. After 10 years, Graves will still have an obligation to provide funding for 45 years which is attached to the deed of the property as a covenant.

Several residents expressed imminent concerns about the project including: Colfax being used as a service alley, traffic congestion, and loitering of youth. Burch parking and valet services is an ongoing issue within the neighborhood and adding this project will only make the situation worse.

Ms. Larson stated that tenants must sign a lease with normal rental clauses. A full-time property management service will be provided with around the clock security. Foster youth will be well monitored. In addition, they must be graduated from High School or have a GED and must be working or going to school a minimum of 80 hours a month. A youth advisory council is helping to write the rules for the individuals that are 18-21 in this program.

Several residents, including Jeff Brown, stated that this project makes sense because it is important to help these individuals succeed and give them a community to do so.

Upon motion duly made and seconded the meeting

### September 2017 KIAA Meeting Minutes

By Jack Levi

#### KIAA Board met on 9/12/17 at the Kenwood Recreation Center

Chair Shawn Smith called the meeting to order at 7:07 p.m.

Directors present: Vice Chair Larry Moran, Treasurer Matt Spies, Secretary Jack Levi, Jeanette Colby, Angie Erdrich, Kyle Leier, Will Stensrud. Directors absent: Mike Bono, Carl Goldstein, Mark Brown, Jeremy Nichols. Also present: Councilmember Lisa Goodman, Jake Warner, Jean Deatrick.

The Agenda was Approved Unanimously

#### City Council Update – Lisa Goodman

- Sept 27 is Lunch with Lisa. One of the topics will be the “60% design review regarding Peavey Plaza”. One of the decisions made so far is that there will be no public restrooms at the Plaza, but the MN Orchestra will be providing a restroom for the public.

- In October, the Superbowl committee is giving out \$100,000 and organizing lots of kids’ activities.

- October street sweeping: the City is looking at a 4-5 week window. Date for starting has not established yet.

- The Mayor delivered the budget today. Details at: <http://www.ci.minneapolis.mn.us/mayor/news/WCM-SP-204780>

- Minneapolis early voting date is September 22, 2017

- So far, 45,000 households signed up for organic recycling in Minneapolis.

- The Graves Foundation is proposing a facility near Hennepin & Franklin for affordable youth housing.

#### Thrill Kenwood, Clothing Swap & other topics - Shawn Smith

Thrill Kenwood will happen again this year, and \$2,150 is needed for the budget. Shawn asked that KIAA approve a \$750 contribution. The motion was approved by KIAA, unanimously.

Kenwood neighbors have expressed an interest in holding a clothing swap. Angie Erdrich requested the KIAA sponsor this activity, as it is an opportunity to both support re-use and build community. It could be held at the Kenwood Rec Center for a \$75 room rental fee. The board unanimously approved a \$75 expenditure for this activity. Funding was supported as it ties to KIAA neighborhood priorities to build more neighborhood connections at the Rec Center.

KIAA approved up to \$300 to sponsor a Ward 7

## CEDAR ISLES DEAN NEIGHBORHOOD ASSOCIATION

By Monica Smith

### BOARD MEETING MINUTES, September 13, 2017

The meeting was held at Jones-Harrison Residence. Board members in attendance: Interim Chair Mike Wilson, Secretary Rosanne Halloran, Stephen Goltry, Stacia Goodman, Rich Heichert, Barbara Lunde, Jan Nielsen, Taylor Pentelovitch, James Reid, Karen Stublaski, Amanda Vallone, and Vern Vander Weide. Staff: Monica Smith

Interim Chair Mike Wilson called the meeting to order at 6:00 p.m.

#### City Council Member Lisa Goodman, Ward 7

The city is offering low-cost pet vaccination clinics on September 17 and October 1. Details at [minneapolis.mn.gov/animals](http://minneapolis.mn.gov/animals).

Lunch with Lisa is Wednesday, September 27, noon at University of St. Thomas. The topic is Peavey Plaza.

Street sweeping will begin October 16.

candidate forum. Funding will come from NRP money where expenses qualify for reimbursement. The forum will be at the St Paul Episcopal church on Sept 28 at 7pm.

There is a shortage of election judges this year; everyone is encouraged to apply for the vacancies.

There will be a modified grievance policy regarding KIAA and all other neighborhood associations. This means that, if someone objects to the way an association allocates funds, they can bring a grievance. More information on this will be available shortly.

Louise Erdrich/Birch Bark Books new additional location update: Still being renovated; it will be an extension of the book store; there may be some other social activities there.

Many neighborhoods do Happy Hour gatherings; should KIAA do something like that? At Bockley Gallery? TBD.

#### How to make Cedar Lake a Better Place – Jake (Ron) Werner

Jake Werner came prepared with a slide presentation to make a case for a more orderly, better groomed area all around Cedar Lake. Jake would like to see funding for a paved path around Cedar Lake and removal of downed trees and invasive Buckthorn. The scope of the Lake goes beyond just Kenwood; it involves two other neighborhoods and therefore coordination with them is important.

This discussion arose in the context of ideas for possible structural changes at East Cedar Beach that could lead to a safer and more welcoming environment for everyone.

**612 Sauna Society** – Will Stensrud: The sauna in the application process; it will no longer be a summer-end activity, but the process is on track for a later opening; Will continues to talk to them to see where things are at.

#### Hidden Beach – Jack Levi

Jack and Will talked about having the Shakespeare in the Park Series at East Cedar Beach (in addition to the existing locations). More ideas for Hidden Beach activities are encouraged and they should be brought to the KIAA board meeting next month for discussion or emailed to Will Stensrud, East Cedar Beach Committee Chair, [willstensrud@gmail.com](mailto:willstensrud@gmail.com). The East Cedar Beach committee will begin planning for next year this fall, so activities will be ready as soon as the weather warms next spring.

Chair Shawn Smith adjourned the meeting at 8:37 p.m.

The next Kenwood Isles Area Association Board meeting is on October 2, 2017, from 7:00-8:30 p.m. at the Kenwood Recreation Center. Monthly meetings are held on the first calendar Monday of each month unless otherwise noted. KIAA invites and encourages participation by every resident to each program, service, and event organized by KIAA. Should you require an accommodation in order for you to fully participate, or if you require this document in a different format, please let us know by contacting us at [kenwoodminneapolis.org](http://kenwoodminneapolis.org)

The Planning Commission public hearing for 3100 MSP, LLC (Brickstone project) is Monday, September 18, 4:30 p.m. at City Hall, Room 317.

Variance requests are being sought for 3311 Cedar Lake Ave and Cedar Lake South Beach.

Early voting begins September 22. The Early Vote Center is located at 217 S Third St.

The Mayor has released a draft of the 2018 budget.

#### New Board Member

The CIDNA Board voted to appoint Taylor Pentelovitch to fill a vacancy on the CIDNA Board.

#### Announcements

The next Park Siding Park Gardening day is Saturday, September 23, 9:00 a.m. – Noon at the park. All are welcome.

Public hearings will be held by the Planning Commission on Monday, September 18, 4:30 p.m. at City Hall, Room 317, for the following:

- To amend the site plan review standards and regulations for exterior building materials

- To revise regulations for telecommunications towers, antennas and base units

- To revise the off-premises advertising requirements downtown

Sons of Norway on Lake St will be redeveloped. The project team is hosting an open house on Thursday, September 14, 4:00-6:00 p.m. at Sons of Norway.

The Mayor announced a draft of a zero waste plan at [minneapolis.mn.gov/zerowaste](http://minneapolis.mn.gov/zerowaste).

#### Ward 7 Candidate Forum, Mike Wilson

A Ward 7 City Council Candidate Forum, hosted by CIDNA and four other neighborhoods, will be held on Thursday, September 28, 7:00-9:00 p.m. at St. Paul’s Episcopal Church, 1917 Logan Ave S. The League of Women Voters will moderate the forum and all four candidates will participate. The CIDNA Board approved up to \$150 for one-fifth of event expenses.

A Candidate Forum focusing on affordable housing will be held on Tuesday, September 19, 6:30-8:00 p.m. at Hennepin Ave United Methodist Church.

#### Bylaws Amendments

This discussion was postponed.

**CIDNA Neighborhood Yard Sale**, Amanda Vallone

Jones-Harrison is hosting a Rummage Sale, September 15-16 (9:00 a.m. – 3:00 p.m.). Five neighborhood households will also participate.

#### Fall Festival, Elaine May

The Fall Festival will be held on Sunday, October 8, 1:00-4:00 p.m. at Park Siding Park.

Volunteers are needed; contact [info@cidna.org](mailto:info@cidna.org).

#### Wine Tasting Fundraiser

The fundraiser to support CIDNA and Uptown area neighborhood associations will be held on Thursday, October 26, 6:00-9:00 p.m. at St. Mary’s Greek Orthodox Church, 3450 Irving Ave S. Tickets are \$25 in advance and CIDNA keeps 100% of proceeds from tickets we sell. CIDNA and EIRA will pay for a promotional ad in the September and October issues of Hill and Lake Press.

Contact [info@cidna.org](mailto:info@cidna.org) to purchase tickets or go to [handlwine.eventbrite.com](http://handlwine.eventbrite.com).

#### Variance Request

Cory Zurowski, 3311 Cedar Lake Ave, attended the meeting to share his plans to build a second floor on top of the existing front of his home. Two variances are required – one for steep slope within Shoreland Overlay District and one for front yard setback at 24 feet (25 feet is required).

#### Speaker Series, Monica Smith

The Perfect Shaah with Ifrah Mansour, An Immigrant Story Told through Somali Tea, will be held on Sunday, October 1, 3:30-4:30 p.m. at Jones-Harrison. Ifrah Mansour is an internationally recognized Somali artist and educator. The CIDNA Board approved up to \$150 of unrestricted funds for tea and snacks to be served at the event.

**NRP/CPP Report, Claire Ruebeck and Monica Smith**

**CIDNA**

**Lincoln Del Cookbook Launch**

CIDNA received a thank you note for its support of Bridge for Youth.

Draft feedback from the Neighborhoods 2020 meetings is available for review and comment by October 31. Go to [minneapolismn.gov/ncr/wcmsp-202320](http://minneapolismn.gov/ncr/wcmsp-202320).

The committee is reviewing a draft grievance policy and will respond with comments.

Two contracts will be extended – tree grants and Neighborhood Priority Plan for Southwest LRT.

The committee is considering extending the loan to Nonprofits Assistance Fund in support of affordable housing for one year. The CIDNA Board will be asked to approve any extension.

Cedar Lake South Beach. Construction bids are due on September 19. The construction contract will be awarded on October 4.

The committee will not meet in September. The next meeting is Tuesday, October 24, 3:30 p.m. at Rustica.

**Transportation Committee, Mike Wilson**

A contractor doing renovations at Calhoun Beach Club has paid for a one-year lease from Hennepin County for construction staging and worker parking at the rear of the CBC building along the near the Midtown Greenway. Vehicles are allowed during working hours only. A sign will go up shortly warning car owners that vehicles parked there evenings and weekends will be towed.

Calhoun Village is implementing access and parking improvements to the property. The work will be done in three phases. Access to and from the Midtown Greenway will be restored the week of September 18.

The September issue of the Hill and Lake Press will feature articles about Southwest LRT.

Lakes and Parks Alliance lawsuit: October 4, 2017 is the hearing date for the motions for summary judgment.

**Pedestrian & Safety Committee, Steve Goltry**

The committee is planning a walkabout in October to observe traffic issues in the Lake St/Excelsior Blvd area.

**Renaming of Lake Calhoun, Mike Wilson**

The Hennepin County Board will hold a public hearing on renaming Lake Calhoun on Tuesday, October 17, 6:00 p.m. at Hennepin County Government Center, Room A-2400, 300 S 6th St.

The CIDNA Board approved a resolution that opposes the removal of the name Lake Calhoun from the body of water and supports recognizing the history of the Native American peoples through the addition of the Dakota name to the park entrance signs and through historical signs and interpretive activities.

**CIDNA Committees/Chair and Vice Chair**

Rosanne Halloran and Amanda Vallone will work on information to present to the CIDNA Board regarding committees.

Amanda Vallone will serve as Interim Chair until October 11. Jan Nielsen will serve in the role from October 12-November 8.



Wendi Zelkin Rosenstein signing book copies.

Photo by Dorothy Childers

**By Laurie Savran**

Last Sunday, September 10th, the long-awaited book launch for the Lincoln Del Cookbooks took place in the parking lot of the old Lincoln Del on Minnetonka Boulevard. The weather was beautiful and people hung around to taste the array of sweets that were offered as well as to hear the band which included Temple Israel's Rabbi Sim Glaser. There were long lines to buy the book and also to have co-author Wendi Zelkin Rosenstein, granddaughter of the original owners, sign their copies, but no one seemed to mind as they greeted old friends and other admirers of the restaurant. The Lincoln Del meant so much to me. Growing up it was always a treat to get corned beef, pumpernickel bread, blintzes, bagelach, chocolate pie, and other treats to eat at home. Whenever my cousin Pookie came to town we went to the Del and shared the grilled Rueben or Rachel and blintzes. During Passover I ate there regularly as they had a Pesadich menu for those of us not strictly kosher but observed the dietary restrictions of the holiday.

One of my favorite memories of the Del was when my father, Morrie Fruen, met his buddies for breakfast at one of the back tables where they schmoozed about

**New business**

A binder with CIDNA Board information is available in the Little Free Library at 3519 W 29th St.

The meeting was adjourned at 8:05 p.m.

Next meeting

The next meeting is Wednesday, October 11, 6:00 p.m. at Jones-Harrison Residence. Amanda Vallone will serve as Interim Chair.

Note to CIDNA residents: sign up for our monthly



Laurie Savran

the old North side. I would sometimes go there just to see my dad so happy with his old friends. Besides, my favorite breakfast ever was the cheese omelet. No one knows how they got the eggs and cheese to rise with such a puffy presentation.

Before my in-laws, Sarah and Gordon Savran, moved to St. Louis Park from Bismarck, ND, the Jewish community from Bismarck would order a whole car load of food that someone would pick up to share back in North Dakota.

Oy, those bagels. If I were asked when I would like to go back in time, it would be to have a toasted egg bagel with butter from the Del. When you went there you usually knew half of the people eating there, and admiring the deserts in the glass case was part of the fun. Just before the Del closed for good, my friend Penny Jacobs bought a half dozen rum cakes to store in her freezer which sadly didn't last very long. Now we have the receipt book and we can try to re-create those wonderful dishes that we all remember so fondly.

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Not an ordinary destination.*

## Books for Africa: Special Fall Book Collection at St. Paul's

St. Paul's Episcopal Church on Lake of the Isles is organizing a book collection October 12-14 to support Books For Africa (BFA). St. Paul's has collected books within its congregation for over a decade but wants to increase its support to BfA by expanding its efforts to the surrounding community. To learn more about St. Paul's, please visit its website (<https://stpaulsmpls.org>).

### Background on BFA

The mission of Minnesota-based Books For Africa is to end the book famine in Africa (see [www.books-forafrica.org](http://www.books-forafrica.org)). BFA partners with non-governmental organizations (NGOs) in Africa to ship sea containers of books to rural school libraries, orphanages, adult literacy programs, and community resource centers. BFA strives to help create a culture of literacy and provide the tools of empowerment to the next generation of parents, teachers, and leaders in Africa. BFA is the largest shipper of donated text and library books to the African continent, shipping over 37 million books to 49 different countries since 1988. In 2016 BFA shipped 2.4 million books, 154 computers and 62 e-readers containing 467,000 digital books to 25 African countries.

Books donated by publishers, schools, libraries, individuals, and organizations are sorted and packed by volunteers who carefully choose books that are age and subject appropriate. BFA provides the donated books, and the recipient organization in Africa or their financial supporters worldwide pay the shipping costs and distribute the books. The books end up on once-empty library shelves, in classrooms in rural schools, and in the hands of children who have never before held a book. Each book will be read over and over again. When the books arrive, they go to those who need them most: children who are hungry to read, hungry to learn, hungry to explore the world in ways that only books make possible.

### Kinds of books accepted (gently used and relevant to an African reader):

popular fiction and nonfiction reading books (soft and hard cover)

books less than 15 years old

primary, secondary, and college textbooks (soft and hard cover) with a 2000 or newer publish date

reference books such as encyclopedias and dictionaries published in 2005 or later

medical, nursing, IT, and law books with a 2000 or newer publish date

### Collection logistics

Books can be dropped off at St. Paul's during the following hours and days: Thursday afternoon, October 12, 1-5 PM; Friday morning, October 13, 9 AM-1 PM; and Saturday, October 14, 9 AM-4 PM. St. Paul's is located at 1917 Logan Ave South (corner of Franklin and Logan) on the north end of Lake of the Isles. The drop-off location will be in front of the church on Logan Avenue (look for the sign). Please place books in sturdy grocery bags or small boxes for ease of transport. Help will be provided curbside if needed. Please call 612-377-1273 with any questions.

Most households in our community have books they no longer use, so this is a great opportunity to pass your unneeded books on to children in Africa who have very few and who will truly appreciate and value them. Please join St. Paul's and Books for Africa to end the book famine in Africa.

### CIDNA Speaker Series

#### The Perfect Shaah with Ifrah Mansour

An Immigrant Story Told through Somali Tea

October 1, 2017 (Sunday) 3:30-4:30 pm

Jones-Harrison Residence, Centrum Room

3700 Cedar Lake Avenue

Ifrah Mansour is an internationally recognized Somali artist and educator. She weaves text, movement, and digital media to create multi-sensory artwork and storytelling that illuminates the stories of immigrants. Join Ms. Mansour for a presentation about her work and enjoy a cup of Shaah (Somali spice tea). Meet "Grandma" from Mansour's play *How to Have Fun in a Civil War*, which will be featured at The Guthrie Theater Dowling Studio in March 2018.

## How to Handle Yard Waste in the Gypsy Moth Quarantine

The Minnesota Department of Agriculture (MDA) is reminding residents in the gypsy moth quarantine area of the Lowry Hill neighborhood to not move tree or woody shrub branches out of the quarantine. Leaves and grass clippings can be placed for city collection. Please refer to the city's website for information.

There are several options for residents that need to prune trees or shrubs in the quarantine.

□ Keep all of the material on your property until the quarantine is lifted in late spring/early summer 2018.

□ Dispose of the wood in a recreational fire. Please follow Minneapolis guidelines for recreational fires.

□ Hire a tree care professional that has a compliance agreement with the MDA. The compliance agreement ensures that material is disposed of properly and does not have the potential to spread gypsy moths to new areas of the city or state. Currently, there is one company that has a compliance agreement with the MDA to operate in the Lowry Hill Quarantine: Rainbow Treecare. More companies will be added to the MDA website when/if more compliance agreements are signed. DO NOT hire tree care professionals that do not have a compliance agreement.

The MDA will continue to update the neighborhood on the status of the gypsy moth infestation and quarantine. Look for informational meetings this fall and winter. You can find more on gypsy moth on the MDA website at [www.mda.state.mn.us/gypsymoth](http://www.mda.state.mn.us/gypsymoth).

If you have questions about gypsy moth or the quarantine, you can contact MDA's Arrest the Pest info line at 888-546-6684 or email: [arret.the.pest@state.mn.us](mailto:arret.the.pest@state.mn.us).

### During a public hearing, the board will hear public testimony regarding a petition to change the name of Lake Calhoun to Bde Maka Ska.

• Tuesday, October 17, 6 p.m.

• Hennepin County Government Center Board Room, A-24, • 300 South Sixth Street,

Participants can park for free after 5 p.m. in the Government Center ramp. Enter on 3rd Avenue.

In lieu of public testimony, the board also invites people to submit written comments to [board.clerk@hennepin.us](mailto:board.clerk@hennepin.us) before the end of the public hearing.

Following the public hearing on Tuesday, October 17, 2017, the department will prepare a Board Action Request to enable the board to take formal action on this request.

### Hennepin County Public Hearings:

• All individuals wishing to speak at a public hearing can call the clerk of the board (612-348-3081) prior to a meeting with a public hearing and indicate a desire to speak at the public hearing, or sign up as a speaker prior to the public hearing.

• The presiding officer of the public hearing will call individuals who have indicated a desire to testify.

• Individuals must address the topic of the public hearing and must keep their testimony up to 3 minutes, unless the presiding officer provides them additional time. In addition, individuals must direct their remarks solely to county board members.

• Speakers must be respectful to the board, staff, and others in the audience. Any speaker who uses foul, abusive or inappropriate language or uses foul, abusive or inappropriate displays or other support materials will be stopped and will not be allowed to continue with his/her comments, will be ordered to leave the microphone area and will be directed to be seated. Speakers failing to comply with direction from the presiding officer may be removed from the meeting.

Also, it is advisable to plan ahead and arrive early because anyone attending the hearing will have to go through security. Remember that certain items may be confiscated. After going through security, proceed to the A tower elevators. Anyone planning to speak will want to sign up at the hearing to speak and they need to do that before the beginning of the hearing. It is advisable to have a copy of any prepared comments to give to the clerk.

## OUTER SPACE COMES TO THE BAKKEN MUSEUM FOR AN EVENING IN OCTOBER

### The final Evenings event of 2017 explores space with out-of-this-world guests and more

Unlock the secrets of the universe and find out why Space is the Place on October 5, 2017 from 5:30 p.m. to 9 p.m. during the last Evenings at The Bakken event of the year. This celebration of World Space Week features craft cocktails and cool treats and is perfect for those who are curious about the cosmos.

Act like an awe-struck kid again with hands-on fun like tiny comet-making, paint your own Aurora Borealis, build a Super Sound Cone and listen to stellar sounds just like NASA's big satellites do in space, and craft a tiny constellation to take home and put up on your ceiling for some indoor stargazing.

The Bakken Museum is also pleased to partner with the Bell Museum of Natural History to present the popular ExploraDome for adults to experience space from right here on Earth. Guests can discover the awesome power of black holes and gravity wells and learn how mass and weight differ from planet to planet.

Experts from the University of Minnesota's Wearable Technology Lab will be on hand to show off some of their projects and give visitors a chance to see what the future of space suit technology could look like using skin-tight materials, revolutionary heating and cooling systems and more. WCCO-TV | CBS Minnesota Meteorologist Molly Rosenblatt will join us for the evening to answer your weather questions about this crazy blue sphere we call home, and the Minnesota Astronomical Society will be at the museum with their eyes to the sky to give you a glimpse of the galaxy.

Take a virtual tour of the galaxy with Minneapolis-based virtual reality company Visual VR, try space-age treats made right here in the Milky Way by Sweet Science Ice Cream, and get space suit fashion tips from the University of Minnesota's Wearable Technology Lab. Or buy a slice from Parkway Pizza St. Louis Park and sip on a craft beer, wine, or a signature cocktail as you explore the museum.

Evenings@TheBakken is an excellent opportunity to experience The Bakken Museum after hours, enjoy a cocktail or drink and experiment with STEM activities in a unique environment. This adult event is for guests 21 years of age and older.

The Bakken Museum inspires a passion for innovation by exploring the potential for science, technology and the humanities to make the world a better place. The museum is Minnesota's only Smithsonian-Affiliate Museum and features a world-renowned collection of books and artifacts, multiple galleries focusing on the wonders of electricity, plant medicine, bio-technology, and science, and The Florence Bakken Medicinal Garden. For more information, visit [www.thebakken.org](http://www.thebakken.org) or call 612-926-3878.

### The Twin Cities Jewish Chorale Announces Ninth Season

The Twin Cities Jewish Chorale (TCJC) will begin its ninth season with the first rehearsal on Wednesday, September 27, 2017. Rehearsals will take place at Temple Israel on Wednesday evenings from 7:00 to 9:00 PM. The TCJC looks forward to welcoming returning singers and new voices to the group. Two formal concerts are scheduled: one on Sunday December 17th, with music based on text from the Bible, and the second concert will celebrate the 70th anniversary of the state of Israel with performances on May 10th and May 13th. During the year, TCJC will also bring Jewish music to individuals in the Jewish community and the general community with short performances at various venues. The Twin Cities Jewish Chorale is a volunteer group of singers devoted to learning and performing Jewish choral music. Its mission is to share with the Twin Cities community a full range of Jewish choral music through concerts and short outreach events, so that audiences experience the beauty, variety, and affecting nature of this music. A pre-season get-together will be held on September 10th. Please email [twincitiesjewishchorale@gmail.com](mailto:twincitiesjewishchorale@gmail.com) with any questions or comments.

**Vigorous City Council race in Ward 7; neighborhood associations sponsor candidate forum on September 28**

By Phil Hallaway, Carla Pardue, Shawn Smith, Kevin Thompson, and Michael Wilson

All elections are important, but this year's Minneapolis elections on November 7 are pivotal. Candidates for Mayor, City Council, and Park Board are presenting citizens with significantly — often strikingly — different views on how to govern our city.

Ward 7, like most of the city's other 12 wards, is seeing a vigorous contest to determine who will represent us on the City Council come January 2018. To help residents learn more about the candidates and decide whom they're going to support, the five neighborhood associations at the west side of Ward 7 are co-sponsoring a City Council candidate forum on Thursday, September 28, from 7 to 9 pm at St. Paul's Episcopal Church (on the hill at the north end of Lake of the Isles).

Participating will be current Ward 7 City Council Member Lisa Goodman and challengers Janne Flisrand, Joe Kovacs, and Teqen Zéa-Aida.

The five resident groups — Bryn Mawr Neighborhood Association, Cedar-Isles-Dean Neighborhood Association, East Isles Residents Association, Kenwood-Isles Area Association, and Lowry Hill Neighborhood Association — have engaged the League of Women Voters-Minneapolis to conduct the forum to ensure an orderly, informative, and respectful experience for residents and candidates alike.

**The League stresses that no campaign banners, signs, T-shirts, buttons or other campaign paraphernalia will be allowed in the forum hall.** A designated place will be provided outside the forum hall for candidates to distribute campaign literature.

Questions from the audience will be taken in written form only, with the moderator reserving the right to screen questions. The League says their intention is to select questions that represent the interests expressed by audience members and those who submit the questions. The League also has a well-known firmness for setting and enforcing time limits on the candidates' responses.

Early voting begins on Friday, September 22. Go to <vote.minneapolis.gov> to see sample ballots, learn about ranked-choice voting, and get answers to all your questions about this year's election.

**Come on September 28 to the Ward 7 forum sponsored by your neighborhood associations. And whether you do it early, absentee, or in person on November 7th, be sure to VOTE!**

**Lunch with Lisa**

**September 27, 2017**

Join Council Member Lisa Goodman for lunch and conversation.

**Excited!!** We welcome the Public Works Deputy Director Lisa Cerney and the project design team, Coen+Partners to get a look at the **Peavey Plaza Design**. Come and see new design graphics of the plaza and learn where they are in the process of revitalizing this amazing Minneapolis Icon.

St. Thomas University, Opus Hall 202

\$10.00 lunch is offered. Come early to get your lunch and a good seat.

Discussion starts promptly at noon.

Please RSVP to Ruth by the 19th @612-673-2207.

You may also e-mail **RSVP** to **Ruth.Weakly@minneapolismn.gov**

**Last lunch Oct. 25**

**The Lowry Hill Neighborhood Association Wants You To Leave A Light On To Help Deter Crime In Our Neighborhood.**

**We encourage residents to leave the front light and back porch lights ON ALL NIGHT.**

Light is a BIG deterrent to criminals. It will not cost you more than a few dollars increase in your monthly electric bill.

**Other tips we encourage are as follows:**

- **Lock all first floor or easy access windows**
- **Close and lock garage doors and car doors.** Don't leave valuables on porches or in yards. Lock bikes with a U-lock in the garage.
- **Make sure alarm systems are armed** at all times.
- **Get to know your neighbors** and watch out for each other.
- **CALL 911** if you see suspicious persons or activity – don't hesitate, make the call.

**LOWRY HILL NEIGHBORHOOD INFORMATION**

**7th WARD CITY COUNCIL CANDIDATES FORUM**

- Thursday, September 28, 2017
- 7:00 p.m. Social gathering. Complimentary cookies, coffee, and water
- 7:30 p.m. to 9:00 p.m. Candidates forum
- Location: St. Paul's Episcopal Church at the corner of Logan and Franklin Avenues South
- Participants: Janne Flisrand, Lisa Goodman, Joe Kovacs, Teqen Zéa-Aida
- Moderator: League of Women Voters
- This event is co-sponsored by BMNA, CIDNA, EIRA, KIAA and LHNA
- **No political apparel or signage permitted (buttons, T-shirts, banners, etc.)**

**NEIGHBORHOOD GARAGE SALE**

Thank you to all our residents who registered and held sales. We had great participation and will do it again next year.

**VOLUNTEERS WANTED FOR THOMAS LOWRY PARK**

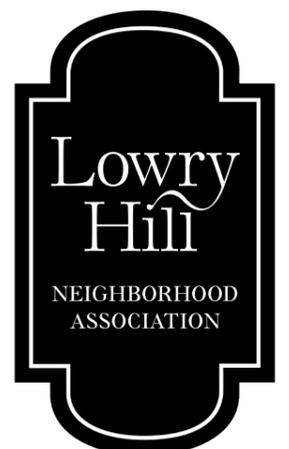
Saturday, October 14th 10:00 a.m. to 12:00 noon. Meet at Thomas Lowry Park, 900 Douglas Ave South, corner of Colfax and Douglas. Bring gardening gloves and tools. No tools? No problem. You'll still be useful!

**GYPSEY MOTH QUARANTINE FOR LOWRY HILL**

For details visit <http://www.mda.state.mn.us/gypsymoth>.

**UPCOMING LHNA BOARD MEETINGS:**

October 3rd and November 14th at the Kenwood Rec Center from 7:00 p.m. to 9:00 p.m. All residents are invited. If you have a concern, question or wish to be on the agenda, contact us at [lhna@lowryhillneighborhood.org](mailto:lhna@lowryhillneighborhood.org)



**Visit [lowryhillneighborhood.org](http://lowryhillneighborhood.org) for more information, our event calendar and to sign up for our monthly e-news.**

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## Lake Calhoun from page one

state, and federal government bodies would need to recognize the new legal name. Whether the hundreds of map and app makers, GPS and Google Map sites, and tourism-oriented businesses would do so as well is an open question. It would be an outcome with considerable potential for confusion.

The process for naming or renaming bodies of water is addressed in Minnesota Statutes by Chapter 83A: State Geographic Features. Chapter 83A can be found at [revisor.mn.gov](http://revisor.mn.gov). Type "83A" (without the quotes) in the "Retrieve by number" box on the left, under the picture of the Capitol.

For the U.S. Board on Geographic Names' "Principles, Policies, and Procedures" manual, go to [geonames.usgs.gov/docs/DNC\\_PPP\\_DEC\\_2016\\_V.1.0.pdf](http://geonames.usgs.gov/docs/DNC_PPP_DEC_2016_V.1.0.pdf).

### From Calhoun neighbors, a resounding 'No.'

Name-change proponents gathered approximately 200 signatures on the petition submitted to Hennepin County. Well over one-third of the signers appear to live in the suburbs, with Edina folks well-represented. (Many signers wrote that they live in Minneapolis but used a suburban ZIP code.) About seventeen of the signers live in one of the five neighborhoods which border Lake Calhoun.

Minnesota Statute requires that 15 of the signatories to the petition be registered voters in Hennepin County. Of the 15 signatories used by the County to meet this requirement, seven live in Richfield. Only one of the 15 lives in a Lake Calhoun neighborhood (Linden Hills).

But how do the people who would be most impacted by a name change feel about the prospect? During July and August a remarkably determined West Calhoun Parkway resident found out. He knocked on the doors of 196 residences within a block of Lake Calhoun with a petition carrying a simple statement: "We do not support changing the name of Calhoun to Bde Maka Ska." People living at 172 of those residences — an overwhelming 88% — agreed and signed the petition. At only 11 residences did the respondents say they wanted Bde Maka Ska to be the only name of the lake. People at 13 residences had no opinion.

At its September meeting the Cedar-Isles-Dean Neighborhood Association adopted a resolution opposing the renaming of Lake Calhoun and supporting "recognizing the history of the Native American peoples with the body of water called by the Dakota Bde Maka Ska through the addition of the Dakota name to the seven brown park entrance signs, which occurred in October 2015, and through historical signs and interpretive activities already planned as part of the Park Board's Calhoun-Harriet Master Plan."

### Hearing guidelines and contact information.

For those of us unfamiliar with public hearings before the County board, County Auditor Mark Chapin provides these guidelines.

- Residents wishing to speak at a public hearing can call the clerk of the board (612-348-3081) prior to the hearing and indicate a desire to speak. Residents planning to sign up to speak when they arrive must do so prior to the start of the public hearing.

- The presiding officer of the public hearing will call individuals who have indicated a desire to testify. The presiding officer has discretion to call individuals in any particular order.

- Individuals must address the topic of the public hearing and must limit their testimony to 3 minutes, unless the presiding officer provides them additional time. In addition, individuals must direct their remarks solely to county board members.

- Speakers must be respectful to the board, staff, and others in the audience. Foul, abusive or inappropriate language and inappropriate displays or other support materials will not be tolerated. Speakers failing to comply with direction from the presiding officer may be removed from the meeting.

- It is advisable to have a copy of any prepared



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Since March 1976, The Hill & Lake Press has served the community as a non-profit newspaper staffed by volunteers. Views and opinions expressed by our writers are not necessarily those of Hill & Lake Press.

HILL LAKE PRESS Selected Real Estate Sales August 2017											
STREET ADDRESS	ORIGINAL PRICE	Seller Contrib	DAYS MKT	SALE PRICE	TYPE	BED BATH	SQ FT	TAX VALUE	PROP TAX	YR BLT	
1421 W Franklin Ave	\$ 549,000	\$ 0	16	\$ 549,000	H	4/3	2,086	\$ 383,500	\$ 5,991	1928	
2325 Girard S	675,000	0	4	658,000	H	4/3	3,258	530,000	8,260	1987	
31 Park Lane	820,000	0	91	650,000	H	3/3	2,379	731,000	12,403	1950	
1804 Humboldt S	699,000	0	8	689,500	H	6/3	2,800	624,000	10,124	1900	
1519 W 22nd St	749,000	14,450	65	722,500	H	4/3	3,546	667,000	10,922	1912	
2740 Ewing S	799,900	8,000	72	772,000	H	4/3	2,906	713,000	11,688	1929	
1904 Irving S	895,000	0	40	874,000	H	4/3	3,364	758,000	12,531	1900	
2128 Penn S	1,050,000	0	42	975,000	H	4/4	3,327	871,000	14,649	1909	
3433 St Paul Ave	1,195,000	0	98	1,049,000	H	4/4	3,471	950,500	16,137	2014	
2760 Dean Pkwy	1,200,000	0	53	1,125,000	H	4/4	3,211	850,500	14,264	1929	
1724 Colfax S	2,499,900	0	672	2,100,000	H	4/6	5,859	1,391,500	24,401	2008	
2500 Lake Place	2,599,000	33601	232	2,175,600	H	6/6	9,913	2,149,000	38,307	1909	
Sources: Harvey Ettinger - Steve Havig					Home	H					
					Condo	C					
Broker Reciprocity Websites / Hennepin County					Townhouse	TWN				(Go to <a href="http://mplsrealtor.com">mplsrealtor.com</a> for additional info)	

comments to give to the clerk.

Let your county commissioners know how you feel about the proposed name change by email, phone call, or letter -- or all three. The mail address for all commissioners is A-2400 Government Center, 300 South 6th Street, Minneapolis, MN 55487.

- Commissioner Mike Opat  
[mike.opat@hennepin.us](mailto:mike.opat@hennepin.us)  
Phone: 612-348-7881
- Commissioner Linda Higgins  
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- Commissioner Jeff Johnson  
[jeff.r.johnson@hennepin.us](mailto:jeff.r.johnson@hennepin.us)  
Phone: 612-348-7887

You can communicate also with DNR Commissioner Tom Landwehr at [commissioner.dnr@state.mn.us](mailto:commissioner.dnr@state.mn.us). Mr. Landwehr's mail address is Minnesota Department of Natural Resources, 500 Lafayette Road, St. Paul, MN 55155.

## Thank you, SWLRT Special Report contributors to this issue!

**Jeanette Colby's** profession is program evaluation. She has been deeply involved with SWLRT for many years and is a KIAA board member and immediate past chair.

**Frank Hornstein** is our District 61A state representative in St. Paul, where he has taken a leading role on issues of freight rail safety. He's an avid biker and recently gave up his car. He's a strong transit supporter -- when it's done right.

**Bryn Mawr resident Susu Jeffrey** is a water activist and founder of Friends of Coldwater.

**Barbara Lunde** is a retired electrical engineer who spent her working years in Washington, most recently as a training specialist in the "rocket part" of the FAA. She currently serves on the CIDNA board and is a member of the board's Transportation Committee.

**Mary Pattock**, a long-time Cedar-Isles-Dean resident, is a board member of the Lakes and Parks Alliance of Minneapolis.

**Paul Petzschke**, a retired 3M chemical engineer, chairs the Calhoun Isles Condominium Association board's SWLRT Committee. He is also a member of the CIDNA board's Transportation Committee.

**Cedar-Isles-Dean resident Claire Ruebeck** is a board member of Citizens Acting for Rail Safety-Twin Cities (CARS-TC). She chairs the CIDNA board's NRP/PPP Committee.

**Michael Wilson** is a retired MPS and Breck School educator. He serves on the CIDNA board and chairs its Transportation Committee.

## Prii Fleet

By Madeleine Lowry

Quick—what’s the plural of Prius? Priuses? Priui? Prii?

My husband, Phil, became the proud owner of a Prius Prime this summer, bringing our household total to three Prii. Our daughter inherited the 2005 model, our first Prius, a little scratched, but no worse for wear after 12 years of service.

With the Prius Prime I think Toyota did something quite ingenious. They solved the electric range conundrum in a way that makes a lot of sense. Charge up the battery and it runs like an electric vehicle. When the charge is spent, you have an uber-efficient gas-electric hybrid.

I know, I know, everyone is lusting after the snazzy all-electric cars: The Tesla, the Leaf, the Bolt, the BMW. These all have the same problem, in my mind. No matter whether the range is 100, 200 or 300 miles on electric battery power, it’s not enough.

Oh, it’s fine for the average week, but we don’t buy cars for average weeks. We consider worst-case scenarios because we keep cars for years and years. If you anticipate making long car trips, you’ll want to be able to use the same car that you use for your regular workweek. Would it be eco-friendly to keep a second gas-powered vehicle to

make those trips possible?

The beauty of the Prius Prime is that it has an all-electric range of 25 miles—enough to cover the daily commute. Though 25 battery-powered miles may seem puny, that’s a potential 175 miles a week or 9,000 miles a year sans petrol. And the battery charges in five hours using a regular household plug. No charging station needed. Genius!

With some gas in the tank you can handle any side trips that come up during the week without having to worry about getting stranded. For longer road trips, you can rely on the very efficient gas engine that gets 50+ miles to the gallon. In our first month of driving, including a trip to the North Shore, we used one tank of gas and covered 1,000 miles.

Beyond the savings to the environment, we think the safety features are outstanding. Adaptive cruise control detects the speed of the car ahead of you and slows you down accordingly. There are driver alerts if you stray from your lane and automatic breaking if an obstacle or pedestrian appears in your path. Oh, yeah! We’re halfway to autonomous driving!

The only drawback of the Prime is that it seats 4 instead of 5, and has less trunk space, which makes my regular Prius hatchback the “big” car in our family. But this does not deter Phil from singing the praises of his Prime.

Welcome, sleek snug Prius Prime, to the growing Lowry home fleet!



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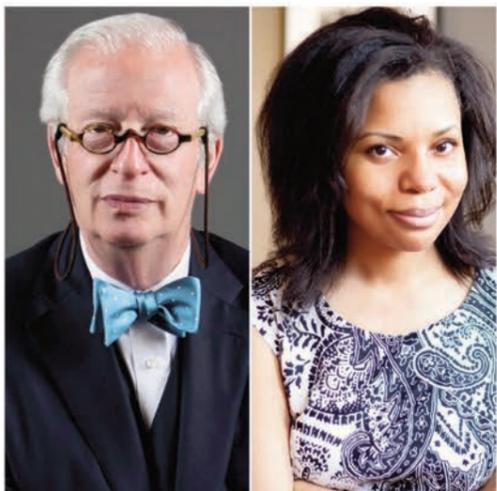
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# PROTECT Your Parks, Your Lakes, Your City's future!

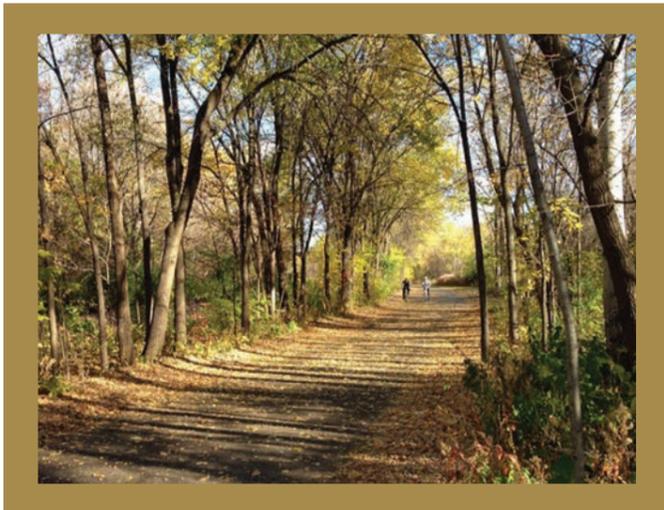
Support the lawsuit to keep the Met Council from ruining the Kenilworth Corridor and 44 acres of urban forest and prairie.

**Met Council's own Final Environmental Impact Statement says the SWLRT will:**

- **Add** – not diminish – greenhouse gases
- **Harm** the Minneapolis Chain of Lakes
- **Adversely affect** the Grand Rounds Historic District and Kenilworth Corridor

For more information check out our PowerPoint Presentation at [lakesandparks.com](http://lakesandparks.com) and click on "What's Wrong!"

Paid for by the Lakes and Parks Alliance of Minneapolis – a 501 (c) (3)



## MAKE YOUR TAX-DEDUCTIBLE DONATION

Go to [lakesandparks.com](http://lakesandparks.com) or send your check to:  
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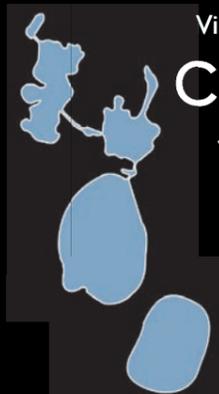


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Neighborhood rental available. 3BR/4BA/2 car garage. Large 3300 sqft main floor condo unit. Monthly rent includes all utilities except cable/electric. \$4600



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Visit these and more than a dozen additional distinctive homes during the City Lakes Tour fall open house. Plan your route of the participating homes at [citylakestour.com](http://citylakestour.com).



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