



Hill & Lake Press

‘Where the biggies leave off...’

Published for the East Isles, Lowry Hill, Kenwood & Cedar-Isles-Dean Neighborhoods

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Volume 47 / Number 7

www.hillandlakepress.org

July 2022

City Council Sustains Mayor’s Veto of Hennepin Avenue Plan

By Janet Hallaway

On Thursday, June 30, the Minneapolis City Council sustained Mayor Jacob Frey’s veto of a plan to eliminate parking in favor of a 24-hour bus lane along a stretch of Hennepin Avenue between Douglas Avenue, in Lowry Hill, and Lake Street, in East Isles. The council needed nine votes to override Frey’s veto, but it had only eight.

The mayor’s principal concern was that the plan eliminated all on-street parking permanently, which nearly all businesses along the corridor view as vital for commercial viability. Following the opinion of the recently appointed Director of

Public Works Margaret Anderson Kelliher, who previously led the Minnesota Department of Transportation, the mayor supported city staff having the flexibility to balance parking vs. transit lanes with data based on future trends and needs.

The mayor sought a compromise by allowing the city to move forward with a consensus to help businesses that have suffered from the pandemic, civil unrest, inflation and staffing shortages.

Advocates for denying the mayor’s veto said they wanted to reimagine the corridor to make it more friendly for pedestrians,

bus riders and cyclists.

They envisioned a future where businesses would be supported by multimodal customers and claimed that there is ample off-street parking, which has been contested by businesses and the Uptown Association.

Prior to Anderson Kelliher’s appointment, Public Works invested \$1.25 million in transit planning and \$0 on commercial business planning expertise for the Hennepin Avenue Reconstruction Project.

The council is presently developing a compromise on the plan, which will likely return to the City

Council for a final vote in August.

The five council members who sustained the mayor’s veto were Lisa Goodman (Ward 7), Emily Koski (Ward 11), Linea Palmisano (Ward 13), Michael Rainville (Ward 3), and LaTrisha Vetaw (Ward 4).

Janet Hallaway lives in Lowry Hill and is the president of the Hill & Lake Press Board of Directors.

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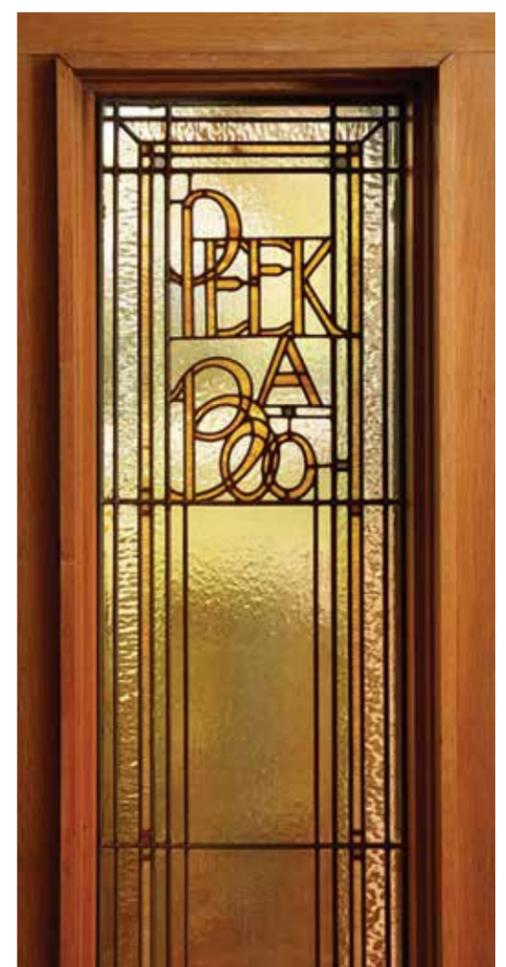
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(Photo by Dorothy Childers)

REI is offering kayaking lessons at Cedar Lake. Learn the fundamentals of kayaking in a comfortable setting and at a relaxed pace. You will learn about proper strokes and paddling technique, and get the chance to practice these new skills on a beautiful, local waterway. Check the REI events page for upcoming classes at REI.com.



(Photo by Minneapolis Institute of Arts)



Hill & Lake Press

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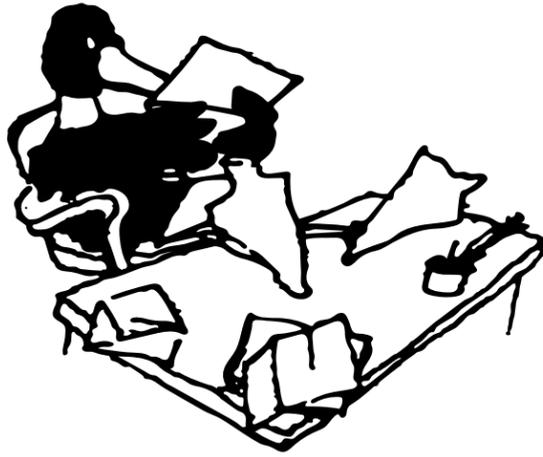
Distribution

U.S. Postal Service
Earl Van Norman, Store Deliveries

Advertising Deadlines

Next issue -
August 2022
Reservation deadline -
August 1, 2022
Materials due -
August 7, 2022

Please direct contributions and advertising queries to Heather Deatruck at 612-723-6004 or at hillandlakepress@gmail.com



FROM THE EDITOR'S DESK

By Craig Wilson, Editor

Perhaps you noticed that last month, for the first time, you received your Hill & Lake Press via the U.S. Postal Service. Partly because the USPS delivers to every individual apartment and condo address, we were able to expand HLP circulation from 6,000 in May to 8,000 in June. This month we will be increasing to nearly 9,000.

Since bulk-mail delivery can take anywhere from four days to two weeks, we will now publish by the month instead of on a specific date. In the past that was the third Thursday of the month (e.g., July 15 this month). Now you will not see a publication date, just the month and year: "July 2022."

I'm happy to report that delivery reliability increased dramatically for Cedar-Isle-Dean and Kenwood streets that are off the city's geometric grid. Reliability also increased for condominium and apartment units, which were difficult for door-to-door delivery people to access.

However, several addresses in East Isles and Lowry Hill reported not receiving papers at all—notably along the southern portion of Lake of the Isles Parkway and Douglas Avenue. We are presently investigating this and ask that you notify us if you do not receive a Hill & Lake Press in your mailbox by August.

In this issue Janet Hallaway reports that the Minneapolis City Council made a historic

vote on the Hennepin Avenue Reconstruction Plan to support Mayor Jacob Frey's veto of a plan to eliminate parking in favor of a 24-hour bus lane. We continue to hear from people concerned about the future of the commercial corridor. Mary Pattock writes about an opportunity to improve the Minneapolis 2040 Comprehensive Plan.

We also learn from Marty Carlson about the Park Board's release of the Preferred Park Concept for Cedar-Isles Master Plan, which many local residents feel is a step in the right direction. However, as reported by Neil Tremblay & Keith Prussing, many are skeptical of implications for ongoing maintenance, in view of the fact that the Park Board has a difficult time maintaining its current assets; an example is Cedar Lake Park Prairie, which hasn't been properly maintained for seven years.

Constance Pepin reveals that we have another potentially devastating invasive organism known as "jumping worms" in Cedar Lake Park. Finally, Josie Owens uncovers the clever design response in the Purcell-Cutts house in East Isles to the tuberculous pandemic 100 years ago.

Enjoy a lovely summer and please send us photos, artwork, stories and poems expressing how you are experiencing the warm months at hillandlakepress@gmail.com. We hope to cover it in August!

LETTERS TO THE EDITOR

Former City Council President Lisa Bender Moves to the 'Burbs
By Susan Lenfestey

Kudos to the Hill and Lake Press for its excellent coverage of the controversial makeover of Hennepin Avenue.

One of the stated goals of the makeover—to reduce carbon—is well intended, but in a sprawling northern city like ours, e-cars are a more viable solution than bikes and buses. This current plan includes neither parking nor charging stations for e-cars, does very little to reduce carbon, and will simply draw people to the car-friendly suburbs a few miles to the west.

Apparently that trend has already started. According to real estate records, former Minneapolis City Council President, Lisa Bender, Ward 10, co-founder of the Minneapolis Bicycle Coalition, advocate of the Hennepin Avenue makeover and proponent of protected bike lanes on city streets (including 26th and 28th) has purchased a home in Minnetonka.

She's entitled to do so, of course, but it is an interesting choice given her former stand on cars and bikes. "Parking is a sensitive issue in my ward but I know that sometimes it is necessary to take out parking to implement a complete system of protected bikeways and have and will continue to support building our system." (https://www.ourstreetsmpls.org/lisa_bender)

Minnetonka, take note!

Susan Lenfestey lives in Lowry Hill and is an original cofounder and current board member of the Hill & Lake Press.

Kudos to Margaret Anderson Kelliher for Being Reasonable.
By Carin Peterson

A July 13 StarTribune article reported that, "Hennepin is one of the busiest city streets in Minneapolis, carrying 15,000 to 31,000 vehicles, 6,600 transit riders and 220 to 280 bicyclists daily, according to the city." Is sacrificing small businesses and traffic flow worth appeasing 220 to 280 bicyclists? Hennepin Avenue deserves better. The current Hennepin Avenue Reconstruction Plan intended for the next 50 years is a colossal mistake for multiple reasons.

First, the City's plan is based on a woefully inadequate parking study. It claims that after the City removes street parking there will still be adequate spots in the lots along the corridor...but by the way neglects to mention

that those lots are private. They belong to The Kenwood, Kenwood-Isles Condos, Kowalski's, the YWCA, etc.—and will continue to be needed for their own customers and members and will not be open to the public.

How does this kind of flawed information from the City serve us? It does not. It only obscures the issue, and that seems intentional.

Second, it is a plan based on unacceptably inadequate public engagement (obvious by the ever-growing public backlash). It was conducted during a pandemic when few could attend meetings or afford to pay close attention. Well, we are paying attention now and we are ANGRY!

It is an attack on small businesses, businesses who neither want, need, nor approve of a plan that will kill them—yet a plan that they will be required to pay for through assessments. Why? Largely because a small but very vocal lobby has gripped our city government by the throat and holds us all hostage.

This plan is for a future where there will be no more small businesses. The only businesses that will survive will be the ones with surface parking lots.

It is a plan that turns Hennepin into nothing more than a commuter line, funneling people in and out of downtown—where occupancy rates are a fraction of what they were pre-pandemic and may never come back. It is a plan that relies on past data with little vision for the future, a future in which the only businesses that survive will have surface parking lots.

Is THIS really what we want for our city? Can nothing be done to stop this?

A reasonable compromise would have been to allow dedicated bus lanes AND parking to coexist by moving the unsafe bike lanes off this major corridor on to a far safer option, such as Irving Avenue.

But there is not much reasonable about a lobby that insists on getting all they demand and takes down anyone who disagrees with their ideas and approach. So, the plan, with 24/7 bus lanes and protected bike lanes, was passed last month by the City Council, 8-5, and that is a done deal.

However, Department of Public Works director Margaret Anderson Kelliher recommended that the bus lanes allow parking in the off-hours, and Mayor Frey vetoed that part of the plan. The

veto was later upheld by Council members Goodman, Vetaw, Koski, Rainville and Palmisano.

But Director Anderson Kelliher's commonsense compromise has been met with yowls from the bike lobby, and aspersions have been cast on her character and motives. It is beyond the pale that a life-time public servant should be pilloried on social media for doing her job.

I need to be perfectly clear that I do not dislike bike riders. My issue is with a lobby that insists on the righteousness of their cause and has been known to viciously attack those who offer differing opinions. Their tactics discourage good people away from seeking office and being a public servant.

I am prepared for their attacks. I have no plans to run for office. And my city, my Avenue, are worth it.

Think this can't happen to your street? In your neighborhood? They are probably already making plans..

Carin Peterson lives in the Wedge and spends considerable time in East Isles caring for her elderly

mother.

Embrace Change on Hennepin Avenue *By David A. Larson*

I read with great interest the debate. I've attended a few public meetings. I live near Hennepin and Franklin. I'm 68 and sell food for a living. In short, this project is way beyond me. So, here's simple, stupid.

Maybe what we're trying to preserve is past. Maybe some small family businesses need to give way to progress. Maybe one should travel the U.S., as I have, and see that our greatest cities are "people friendly," not "car friendly."

Maybe we need to attract more small businesses that don't want to invest in a currently run down looking, busy street. Be honest. This stretch is not that attractive or safe looking.

Maybe you should visit LA. Our "shining star" in America as to how the automobile destroyed a beautiful, highly populated city.

Maybe we could embrace change, move to the future, serve people

and take a hard look at what we're trying to save. An old, unchanged, street that is awaiting growth

David A. Larson lives in Lowry Hill.

A Response to Dr Erik F. Storlie's Opinion Piece "Failing Our Hennepin Avenue Businesses in Volume 47 Number 6." *By Zach Nickle*

Firstly, I appreciate Dr. Storlie for taking his time to share his view on the issue of Hennepin's redesign.

I agree with Dr. Storlie that it is short sighted for the committee to not review the 24/7 bus lane option. Is this the most effective use of space? What amount of bus traffic is there in the late evening hours? Anecdotally, it seems that safety concerns, particularly at night, push more people to use cars as opposed to public transit; why would this aspect of transport not be taken into account when forcing cars off the street?

That being said, It is difficult to understand Storlie's animosity towards bikes and bike lanes.

His fact suggesting 0.5% of the population, along with unsubstantiated claims about the racial makeup of that population, are a red herring and do not address the issues at hand.

Safe bike lanes seem to be a bit of a chicken-and-egg issue. I contend more people would feel safe biking if there was adequate infrastructure to promote cycling as a mode of transport. As suggested in the film, Field of Dreams, "If you build it, [they] will come".

Biking is more financially accessible than driving a car, promotes higher levels of physical activity, and creates relatively lower levels of numerous environmental pollutions, including sound, heat, and particulate emissions. He bemoans the potential of "killing local businesses so that people must drive to the suburb to shop". I share this opinion but believe safe, secluded biking options present an opportunity for increased traffic density influx to local businesses.

We do not know what the future will hold for businesses along Hennepin; however, we can prove that bikes are not incongruent with business traffic but are in fact

a boon by increasing access to these businesses by slowing down traffic and making Hennepin more available to non-vehicular traffic. I don't see where Dr. Storlie gets his crystal ball to suggest this is a death knell for businesses. This section of Hennepin, a classic example of a Stroad, as defined by Chuck Marohn, should prioritize people and not vehicles.

Making Minneapolis increasingly more bike friendly reduces the number of cars on the road, costs much less in road maintenance, and increases the density of traffic toward the businesses along Hennepin by ensuring safer, dedicated bike lane access. Businesses, like life, are not static; increased density along Hennepin is not something to be gawked at, but rather it should be a goal.

Zach Nickle lives in Lowry Hill and supports a healthy community; he enjoys biking and rowing and believes everyone should live in a city that maintains safe access to active modes of transport.

Will Science Save the City's Long Range 2040 Plan?

By Mary Pattock

As Hill & Lake Press goes to press, the City is smarting under a court order to pause implementation of the Minneapolis 2040 Comprehensive Plan until it complies with state environmental law.

The 20-year plan, passed in 2018, calls for city-wide, broad-brush upzoning on the theory that it will promote housing density as an environmental and housing equity strategy. The first such project of this magnitude in the U.S., the measure received much attention in the national press.

But three local environmental groups — Smart Growth Minneapolis (SGM), the Audubon Chapter of Minneapolis and Minnesota Citizens for the Protection of Migratory Birds, say the plan is flawed in a way that will work against its own environmental goals.

The City failed, they claim, to identify the serious environmental impacts that would accrue over 20 years as a result of the new zoning policy.

"We repeatedly asked the City to conduct an environmental study to inform the plan with science—just as Seattle and Moorhead did," says Rebecca Arons, SGM's executive director. "We told them it would improve the plan, help them meet its goals. We pointed out the obvious benefit of using science to inform this massive project. We promoted a well-thought-through vision in which environmental and equity strategies, such as multi-family housing, work together."

But the City refused, so in December 2018, the groups filed suit under the Minnesota Environmental Rights Act (MERA).

The City's case: exemption from the law

In court, the City relied on a single argument: that the plan was exempt from MERA's requirements. That argument was eventually shot down by the Minnesota Supreme Court, which returned the case to District Court Judge Joseph Klein.

Klein, who noted repeatedly in his decision that the City had mounted no substantive environmental defense, ordered it to either do a study or come up with "an affirmative defense" as to why it should not.

In the meantime, he said, the City is enjoined from implementing the zoning and land-use features of the 2040 plan (projects allowed under the 2030 plan can proceed).

The City is asking the court to lift the injunction because it poses a financial burden: Builders, whose projects the City greenlighted even though the lawsuit was pending, may sue.

The City claims there is no need to study what the cumulative effects will be of 20 years of increasing density as allowed by the plan—it should be sufficient to study individual projects. The environmentalists counter that the City has set the threshold for triggering an environmental impact study of an individual project so high—1,000 unattached or 1,500 attached units—that as a practical matter it would

hardly, if ever, be reached.

Finally, City attorneys say the environmental study requirement shouldn't apply to the plan because the plan shouldn't be taken at face value. Even though its land-use strategy is designed to produce 150,000 new residential units in the next 20 years, they claim it will be "centuries, millennia" before a build-out of that magnitude will actually occur and trigger the need for a study.

The Met Council and two other environmental groups have asked the court for permission to file amicus briefs supporting the City. Their requests propose to focus on the environmental goals of the 2040 Plan, but not the need to identify the environmental effects of a project that would incrementally — but massively — alter the face of the city.

The plaintiff's case for science

In court, the environmentalists built their case on an Initial Environmental Analysis conducted by Sunde Engineering.

The analysis concluded that Minneapolis 2040 "largely ignored the identification of environmental impacts that are likely to occur as a result of the plan."

Using standard industry methods and data absent from the Minneapolis 2040 Plan, Sunde explained how increased impermeable surfaces will produce more runoff, contaminant load, erosion and greater flooding potential.

Sunde said this will further stress the city's aging sewer system, already at capacity in some areas of the city, and introduce more pollution into the lakes and Mississippi River. The analysis cited other impacts that also deserve study, including reduction of the tree canopy, degraded air quality, increased noise, light and glare.

Arons says density cannot be a successful environmental and equity tool if it is used indiscriminately, without focus and intention. "It's not a one-size-fits-all solution you slap over a city and call it good. It needs to fit particular circumstances. Minneapolis isn't Seattle or San Francisco. We have our unique topography, tree canopy, the Chain of Lakes, and we're situated at the head of one the great rivers of the world. We also have specific infrastructure that must be considered—for example, our century-old stormwater system that has pretty much reached capacity."

"Far from opposing the plan's goals," says Arons, "our coalition is committed to achieving them. We are working to make sure the 2040 Plan reflects good science—not merely good intentions."

The Sunde analysis and more information about the environmental lawsuit can be found at SmartGrowthMinneapolis.org.

Mary Pattock, a long-time resident of CIDNA, serves on the Hill & Lake Press, Lakes and Parks Alliance and CIDNA boards of directors.



The Met Council has closed Cedar Lake Parkway until spring of 2023 to enable construction of SW Light Rail. (Photo Dorothy Childers)

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OPINION

by Martin A. Carlson

Bureaucrats and Urban Renewal: Some Thoughts on the Hennepin Avenue Redesign

Several years ago, our friend Brad gave my wife and me a gift subscription to *The Atlantic*. I don't always read it as closely as I should, but when I do, I typically find the articles thoughtful and provocative. One of the most recent issues featured a cover story on the life and legacy of the late Joan Didion.

While I didn't like the actual article that much, it still piqued my interest to the point that I ordered copies of two of Didion's essay collections, *Slouching Towards Bethlehem* and *The White Album*, which I now understand to be famous for their vivid portraiture and candid assessments of life in America in the 1960s and 70s.

For better or worse (worse, according to my wife), my reading taste frequently veers towards lowbrow escapism—car chases, explosions, and one-syllable action heroes. So Didion's writing nearly gave me a case of sensory overload: colorful and evocative descriptions, clear-eyed and incisive analyses that brought to life an era I remember mostly as disconnected images due to my young age at the time.

I was also struck by the numerous parallels between the issues of Didion's time and our own: social and political upheaval related to women's rights and abortion, rage against seemingly intractable racial injustice, a proxy war with Russia, and a serious presidential scandal—although I have to say January 6th is starting to make Watergate look like *A Bargain for Frances* (which, if you haven't read it, features talking badgers and conflict over a toy china tea set). Everything old is new again. And Didion herself, with her conservative instincts but exotic milieu, found herself sandwiched between what she saw as the banality of Reagan-era conservatism and the strident dogmatism of young activists, a dissonant reality for many of us today.

One of Didion's essays struck me as particularly relevant to our small corner of the world, and to the proposed Hennepin Avenue redesign in particular: a short 1976 piece entitled "Bureaucrats." In it, she describes a visit to the California Department of Transportation (or "Caltrans") to discuss the addition of a so-called "Diamond Lane"—what we now call an HOV lane—to the Santa Monica freeway. The effect was, of course, to further snarl already bad traffic and enrage local residents.

As Didion noted, "in practice this meant that 25 percent of the freeway was reserved for three per cent of the cars, and there were other wrinkles here and there suggesting that Caltrans had dedicated itself to making all movement around Los Angeles as arduous as possible." As a Caltrans director perhaps unwisely

admitted, "[W]e are beginning a process of deliberately making it harder for drivers to use freeways." Didion continues: "[O]f course this political decision was in the name of the greater good, was in the interests of 'environmental improvement' and 'conservation of resources,' but even there the figures had about them a certain Caltrans opacity," which she later characterized as "reminiscent only of old communiques out of Vietnam."

This essay jumped back to mind roughly a week later when I read Erik Storlie's lead article for the June issue of *Hill & Lake Press*, in which he summarized the scope of the proposed Hennepin Avenue redesign: car traffic confined and congested in single lanes, dedicated two-way bike lanes, 24/7 exclusive bus lanes, and the elimination of 92% of on-street parking.

Although accompanied by "a certain Caltrans opacity" on the part of our city planners, the motive for reducing traffic lanes by 50% seems fairly straightforward: a bureaucratically centralized, top-down push to make driving more difficult so residents will finally embrace public transportation and wintertime biking, despite age, physical fitness, disability, seasonal challenges, etc. The environment will benefit, resources will be conserved; everything old is new again.

The parking elimination is more sinister, because it carries with it a very real threat to our local small businesses. If customers can't easily park, these businesses are not likely to survive. And as Storlie recounts, "[C]ity planners have insisted there is an abundance of off-street parking, while failing to acknowledge that the bulk of it is for private use only." Talk about an argument reminiscent only of old communiques out of Vietnam.

I was thinking about the parking issue when, at the request of a friend, I drafted a short email to Seventh Ward Councilmember Lisa Goodman on the 24/7 bus lane debate (to which I received a prompt and satisfying reply). It seemed obvious that many—if not most—of these businesses will fail under this plan. Why would anyone want this? That led me to remember one of the primary rules for dealing with bureaucrats: Don't pay attention to what they say, pay attention to what they do.

Applying that rule to the Hennepin redesign, the obvious answer seemed to be that the City actually wants these businesses gone. Why? The only answer I could come up with for why shuttered businesses would be desirable was so they could be torn down. And, given our current political climate, the obvious replacement would be new, large, high-density housing. So I was not

surprised when Storlie reported at the end of his article that city insiders privately admit this is precisely their goal.

If true—which I suspect it is—that's dirty pool, and we ought to be upset. Not because new, large, high-density housing is necessarily wrong—the rationale is not hard to articulate—but because we are being deprived of the chance to have a fair debate on the subject, instead having this major decision settled in secret and foisted on us in secret, largely by unelected bureaucrats.

The arguments for this proposed change seem predictable: equity, affordable housing tied to transit that residents will willingly embrace, environmental benefits. For my part, I'm not questioning the sincerity of these arguments, but I do question the likelihood those goals will actually be achieved. The "improved" stretch of Hennepin between 31st and 36th already resembles a concrete dead zone. As for the notion that intentionally creating congestion will divert people to public transit, we have a news flash from 1976: Diamond lanes didn't work.

Last I checked, L.A. residents did not embrace public transit, and their traffic congestion has been horrible for 50 years. Our own metro diamond lanes are newer, but they haven't fared any better. My guess is that Hennepin traffic simply diverts to side streets or other arteries, causing further congestion and disrupting residents' quiet enjoyment of their homes. As for the notion this speculative new housing will be affordable, that simply doesn't seem to be the trend anywhere in the city.

There's also the question of the cost, not just in dollars, but to the fabric of our neighborhood. Many Hennepin small businesses are long-standing, beloved and necessary for residents. Some are minority-owned. This proposed plan would obliterate a large swath of an historic commercial corridor, all in the name of large-scale "expert" social engineering.

Make no mistake: These are the same bright-eyed forces of urban renewal that tore down the Metropolitan Building, leveled the Gateway District, and destroyed vast swaths of downtown Minneapolis in the 1960s and 70s. The experts then thought they were accomplishing precisely what the experts now hope to achieve—a sweeping, centrally-planned, equitable vision—but despite their best intentions, those efforts proved a crushing failure and are now regarded as civic vandalism on a grand scale. Minneapolis has a pattern of demolishing its way to the future, but losing its history and producing less-than-stellar results in the process.

To my mind, this feels like 1976 all over again. When it comes to transit, housing, the environment (not to mention other pressing social issues), we're simply repeating the same old strategies that haven't worked for decades and praying for a different result. So what to do?

For starters, we should have a fair and informed conversation. If the City wants to shut down our local businesses in a non-judicial taking, it should say so. I'm guessing the business owners might have an opinion about that. The rest of us might too. But, if some of these businesses fail without governmental assistance, more housing may well make sense.

As for the streets, there will likely be a diversity of opinion. Personally, I think single-lane traffic with no parking is an epic failure waiting to happen. Although it will probably get me burned as a heretic, eliminating the bike lanes and medians seems like the lowest-hanging fruit, along with making the bus lanes more flexible.

For the most part, the only spaces more dead than the new "improved" section of Hennepin in Uptown are the many new bike lanes the City has installed in our neighborhoods. And for an interesting take on why bike lanes aren't actually that equitable, check out Patrick Rhone's excellent piece in *MinnPost*, "Color and privilege on the proposed Summit Avenue Regional Trail" (June 24, 2022). This is a chance to step away from tired transit orthodoxy and start talking about solutions that actually are new, including ride-sharing and electric vehicles.

Regardless, we deserve to have an informed, meaningful conversation. Despite some obvious flaws, the Park Board's recent Cedar-Isles master planning process sparked a thoughtful civic conversation. A clear neighborhood consensus quickly emerged, followed by a much-improved plan. I'm pretty sure we could do the same thing here, but that won't happen if the City won't be upfront about its plans and the likely consequences.

Now that we know (or reasonably suspect) what city insiders are actually planning, it's time to hit the reset button on public comment. Otherwise, a quote from a Caltrans director back in 1976 seems apposite: "I would emphasize that this is a political decision, and one that can be reversed if the public gets sufficiently enraged to throw us rascals out."

Martin Carlson is a longtime Kenwood resident who lives with his wife, Mary, near the West Bay of Lake of the Isles.

OPINION

by Martin A. Carlson

Cedar-Isles Master Plan: Vast Improvement

The most recent version of the Cedar-Isles Master Plan, the so-called “preferred park concept,” is a vast improvement over the prior iterations and deserves our overall support.

In my previous articles for Hill & Lake Press, I argued that the first versions were replete with solutions in search of problems, that less was more when it came to preserving the parks’ character and usage, and that a more restrained plan would be an important first step in rebuilding civic trust, which has been badly damaged after a decade or so of serious missteps.

In broad outline, this is that plan. While many of us may advocate for some tweaks here and there (and I will do so below), the overall plan is a substantial, meaningful improvement over the prior versions.

Gone are the permanent structures on park land. Gone are the parkway closures. Gone are the boardwalks. Gone are the floating bogs and parkland plantings that would have gobbled up valuable open lawn space.

What we have instead is a plan that focuses on water quality and ecology—a clear community consensus item—that is still respectful of both parks’ historic characters.

The structures that remain are structures we actually want: more and better portable restrooms that are usable year-round (unlike permanent ones), stable and less intrusive water access points, and—quite happily—an improved temporary warming house for the ice skating rink. These are all items that will improve the parks’ accessibility and functionality without impinging on their overall natural setting.

For me, the inescapable conclusion is that we have been listened to. For reasons not worth re-hashing, the prior versions of the plan did not at all reflect our community needs and preferences. As a community, we spoke up in great numbers in what I believe was a civil and thoughtful way, and a broad consensus emerged.

This new plan fully embraces that consensus and I, for one, am grateful to this new Park Board and its staff for its willingness to engage with us and change course to such a significant extent. That’s not always an easy thing to do, and I respect them for doing it.

I also believe particular credit is due to Elizabeth Shaffer and Cathy Abene, two of our new Park Board Commissioners, and Emma Pachuta, the project manager, for their consistent openness to community feedback and for effectively using the tools they have to help chart a new direction.

It’s important to emphasize this isn’t the final plan. A new public comment period has already started and given the significant course correction we have just seen, I’m inclined to take at face value the Park Board staff’s assurance that the new “preferred park concept” is not set in stone. If new points of community consensus or creative solutions emerge, there is room to include them.

Regardless, I hope that the great many residents and readers who took time to write the Park Board with comments will now do so again in overall support of the new plan and its focus on water quality and ecology.

Yes, writing emails and letters is not fun and is generally a pain, but in my view, we’ve just seen proof positive that community feedback matters, and if we like the new plan in its broad outline (which I hope we do), it’s now incumbent on us to defend it until it’s finalized.

As for the tweaks, I’m confident we can and will feel free to express our own individual views, but here are some that resonate with me and/or have generated traffic in my in-box:

Two-way bike trails on Isles

This is the number-one issue I’ve been hearing about from neighbors, and their concern is safety. While two-way bike trails have worked reasonably well on Cedar for years, the bike traffic levels on Isles are much higher, which means so is the potential for collisions.

This concern is amplified by the likelihood that inattentive or discourteous riders will simply disregard the official endpoints for the two-way sections and ride against traffic for the entirety of the lake.

Further, while the rationale for a two-way stretch on the south side is articulable—allowing an off-roadway counter-clockwise connection between Kenilworth and the Greenway—the rationale for a similar section on the east side of the north arm seems fuzzy at best.

Although not perfect, I think the better solution would be to stripe a counter-clockwise bikeway along the existing parkway, which already allows for counter-clockwise traffic around the lake. A striped lane would reinforce to drivers that the parkway is a shared resource and that they need to be watchful for bicycles and yield when necessary.

I also don’t think the volume of bike traffic would be much higher than it is now, since most bicycle through-commuters are likely to remain on the Midtown Greenway or the Kenilworth Trail (whenever LRT is actually finished) without diverting to the channel or the lake.

Cedar Lake Management Plan

Cedar Lake is more ecologically complex and in need of help than Lake of the Isles, and there needs to be a comprehensive management plan. While some detailed plans already exist to help guide decision-making (such as the Natural Areas Plan and Ecological Systems Plan), there is no management plan for the Cedar Lake area as a whole.

One thoughtful suggestion from a committed volunteer is to break the area into discrete, sensible management units, then plan and prioritize those units based on need, ecological importance, and achievability of the goals. This would probably catch issues like a “Mesic Oak Forest Restoration” where there never was a mesic oak forest (and where a forest of large cottonwoods exists today).

The Cedar Lake Park Working Group formed by community

members is working directly with the Park Board. The goals and recommendations of the Working Group will be presented to the public at the next meeting of the Community Advisory Committee at Lake of the Isles Lutheran Church on July 28.

Whatever happens, Cedar needs comprehensive and focused attention due to its deteriorating water quality, out-of-control invasives, and conflicting uses.

A detailed plan will better position the Park Board and volunteers to credibly apply for much-needed grant funding in the future, and would give the Board the flexibility to accept bona fide assistance from third parties, such as help with prairie maintenance and stabilizing fishing access points.

Finally, while the new park concept appropriately recognizes the importance of neighborhood volunteers, it needs to make clear that responsibility for maintaining this complex area ultimately rests with the Park Board alone.

There’s time to do this.

At present the “preferred park concept” is mostly a collection of maps; in the coming months it will become an actual written document, and these issues need to be comprehensively and realistically addressed.

Northeast Cedar Shoreline Trail

This is one that’s particularly dear to me. It’s the stretch of shoreline trail that begins at the eastern edge of the reed bed on the north side of Cedar and runs to the “mound” at the very northern edge of the lake (which I understand is actually a 19th-century industrial slag heap).

The new plan proposes to close it. To my mind, this is one of the most scenic stretches of trail in the Chain of Lakes; it’s quiet, showcases the lake, and offers great wildlife viewing (birds and turtles in particular). For years, I’ve made a point of taking our out-of-town visitors there, and they are consistently amazed we have such a calm woodland oasis in the middle of our busy city.

The proposed reroute would eliminate the lake and wildlife viewing entirely and direct traffic through a depressing thicket of buckthorn instead. Apart from the “mound,” which is deteriorating rapidly, the existing trail is stable and narrow, so it’s not contributing runoff or erosion in a material way, nor does it appear to be disturbing the wildlife.

Please, please, let’s keep what we have here.

Prairie/pollinator plantings on Isles

It’s not the plan, it’s the execution.

While I’m generally opposed to giving up open lawn space on Isles, the relatively modest plantings proposed in the new plan (mostly in the existing and little-used depressions) seem reasonably calculated to help with water capture and filtration, which ties into the overall goal of improving water quality.

The problem is maintenance, which to put it mildly has not been a “center of excellence” for the Park Board. If thoughtfully planted and maintained, these could be a reasonable addition to the park, but history suggests they would most likely turn into unsightly, unusable, invasive-choked weedbeds.

For a nearby example, look no further than the North Cedar Lake Prairie. I love this area, and the prairie conversion was a transformative use of the old railyard.

Unfortunately, it hasn’t been effectively burned in years and has become loaded with hard-to-eradicate weeds and other invasives, and there doesn’t appear to be any serious momentum to deal with it. We shouldn’t be adding such labor-intensive features to Isles until there’s a rock-solid means to maintain them. I don’t think we’re there yet.

Traffic on the west side of Cedar

Overall, I think the Park Board did an excellent job of balancing competing interests in this portion of the plan. The new plan (importantly) preserves two-way vehicle traffic on the parkway, but modestly constricts it to allow needed additional space for pedestrian and bicycle traffic.

My only gripe relates to the proposed comingling of bicycle and pedestrian traffic on the short trail that connects the parkway with the north Cedar Lake trail. Using pedestrians as a traffic-calming measure seems fraught with peril, and the existing connector trail has already been informally widened by several feet.

If it is formally widened to reflect this existing reality, there will be more than enough room for bikes and walkers with separate striping.

Kenilworth bike connector trail

The issue here is need.

The new plan proposes to add a connector trail along the north side of the channel from the

currently obliterated Kenilworth Trail (thanks, LRT...) to Lake of the Isles. The new plan thoughtfully envisions diverting bicycle and pedestrian traffic to a striped section of Kenilworth Place, which would preserve green space for much of the route, but still would require clearing and paving a decent portion of undeveloped land to make the actual connection to the Kenilworth Trail.

There is an already-existing connector trail that runs along Dean Parkway to the same point at Lake of the Isles, and it’s only about 500 feet longer than the proposed new connection. Do we really need two in such close proximity? Something to think about.

Those are the main issues I’ve heard about directly. Two others recently made it to me indirectly through the grapevine: (1) permanent restrooms on Isles, and (2) mountain biking at Cedar. I hope both issues go the way of the dodo.

As to permanent restrooms, I’d be more open to them if anyone could persuasively explain how permanent restrooms that are closed half the year would be more useful and accessible than year-round temporary facilities. Temporary restrooms can also be swapped out with greater ease if and when vandalism gets particularly bad. And they are far less costly to build, staff and maintain.

As to mountain biking, I confess to being biased.

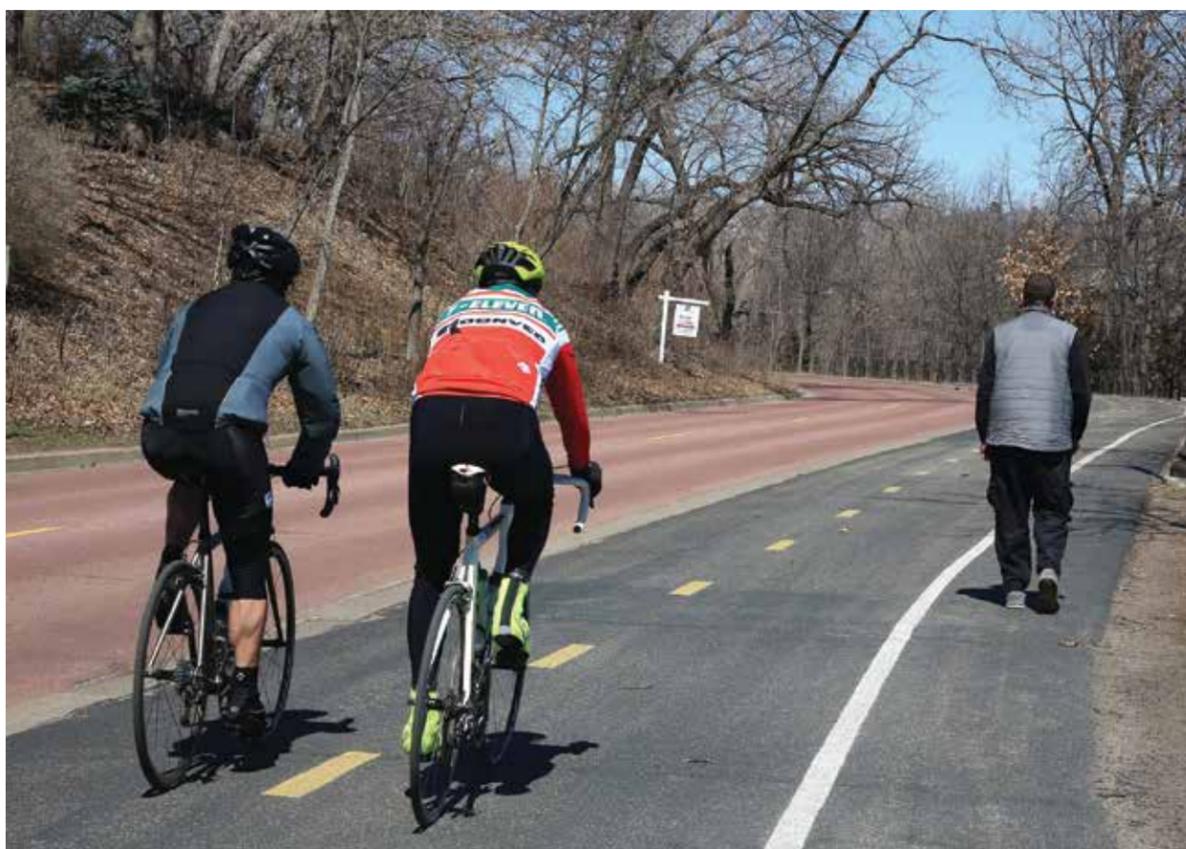
I hate mountain bikes with a passion, mostly for the destruction they cause to trails and green space, not to mention how snippy many of the riders get when pedestrians don’t jump out of their way quickly enough.

In particular, the trail conditions at Burnham Woods, on the east side of Cedar Lake, have deteriorated noticeably in the 20-plus years I’ve lived here due to mountain bike traffic. Although vocal, mountain bikers comprise a small subset of all park users, and their use takes up inordinate space and conflicts with pretty much everything else.

Mountain bikers have already been allowed to monopolize and destroy large sections of Wirth Park. Let’s keep them confined there.

That’s what I’ve got, and it’s possibly more than enough. As readers, regardless of your feelings on these individual issues, I hope you will take time in the next week or two to write in overall support of the new plan and to thank the Board for its responsiveness to our community needs and preferences; it deserves some credit here.

Martin Carlson is a longtime Kenwood resident who lives with his wife, Mary, near the West Bay



Bikers and pedestrian sharing a path around Cedar Lake. (Photo Dorothy Childers)



ALERT: Jumping Worms in Cedar Lake Park

By Constance Pepin



Jumping worms can be seen near piles of soil that resemble coffee grounds. (Photo by Constance Pepin)

On July 7, a visitor to Cedar Lake Park reported seeing Asiatic jumping worms in mulch along a trail near Cedar Lake, possibly the first appearance of this invasive species in a natural area in the Minneapolis Park system.

A type of earthworm, jumping worms are so named because when disturbed they sometimes appear to jump. They live near the top of the soil surface and in the leaf and mulch layer. People are spreading jumping worms throughout North America by moving infested potted plants, soil, compost, mulch and fishing bait.

Jumping worms were first found in Minnesota—in Loring Park—by Dr. Lee Frelich, director of the University of Minnesota Center for Forest Ecology. Since then, foresters have worried that the worms will find their way into forests, where they can do far more damage than in gardens and yards. Frelich has been quoted as saying he “never imagined such a horrific invasive species.”

According to the Minnesota Department of Natural Resources, jumping worms’ impact includes:

- Dramatic changes in soils, causing a unique texture similar to coffee grounds. Jumping worms feast on mulch and strip vital nutrients from topsoil, killing plants

and increasing erosion.

- Environmental harm to the landscape. Studies have found that nonnative earthworms dramatically change forest soils by eating the leaf litter layer and altering soil chemistry, soil organisms and plant communities. Jumping worms have been shown to have similar effects. There are no known methods for controlling invasive worms on a large scale in natural settings. Chemical treatments that would kill earthworms would kill beneficial soil organisms as well. The DNR advises that preventing the introduction and spread of jumping worms in Minnesota is more effective than controlling established populations.

Engaged community members have requested that the Park Board remove the mulch known to be infested at Cedar Lake, in an effort to mitigate the spread of the destructive worms, which can reproduce several times during a single growing season by burrowing into the soil and laying tiny cocoons.

We will share more information when it is available.

Constance Pepin lives in Linden Hills and is a regional representative serving on the Cedar-Isles CAC and its water quality subcommittee

MPRB Owns Two Mechanical Harvesting Machines

By Rachael Crabb, MPRB Water Resources Supervisor

Permitted Aq. Plant Harvest Areas for Lake of the Isles 2022



(Image by Minneapolis Park and Recreation Board) .

In recent years, the Minneapolis Park and Recreation Board (park board) has kept one aquatic weed harvesting machine at Lake Harriet and operates there for the summer. The other machine runs on a route that minimizes the chance of spreading new aquatic invasive species.

It starts in Cedar Lake, then moves to Lake of the Isles, and then ends at Bde Maka Ska. As you may know, both Lake Harriet and Bde Maka Ska have been designated as infested for zebra mussels, which is why the machines cannot move off of these lakes once stationed there without a decontamination step.

In some years, the harvester can finish up at Bde Maka Ska, be cleaned and dried, and then

start the route over again, giving Isles and Cedar a second pass. In 2022, I am not sure that this action can be accomplished, since the cold spring caused the program to have a late start and our warm weather and low water both contribute to significant plant growth at Bde Maka Ska and the other lakes.

The temporary loss of the boat launch at Bde Maka Ska and the closure of the Kenilworth channel due to bridge work further complicate the desired AIS-free transfer of the harvesting machine

Rachael Crabb is the Water Resources Supervisor for the Minneapolis Park and Recreation Board.



JONES-HARRISON
SENIOR LIVING

Cedar Lake Prairies Need To Burn

By Neil Trembly & Keith Prussing

Prairies are maintained by fire. Before European colonization, the vast American prairies burned periodically from lightning-strikes or were actively burned by the indigenous peoples. Fire brings renewal, releases nutrients, clears away debris, removes invasive trees and shrubs.

On the north side of Cedar Lake, there have been railroad operations since the 19th century. The land was mostly flat, once submerged under the lake itself or the wetlands leading north and east towards Bassett's Creek and downtown Minneapolis. Due to the combination of a five-foot drop in water level and much industrial fill, there was enough stable ground for Burlington Northern Santa Fe Railroad (now BNSF) to conduct major operations until it removed all the rails in the mid-1980s, leaving only the present main line. At that time, the company put the land up for sale.

One proposal was to purchase the land to build condos and other high-density projects. Happily, a group of citizens had a different idea—that the land could be a nature park. A partnership was created between the Citizens of the Cedar Lake Park Association (CLPA) and the Minneapolis Park and Recreation Board (MPRB) to create a park. The citizens were clever and fund-raised the \$1.8 million purchase price.

Forty-eight acres of land were purchased privately in 1991, then deeded to MPRB in one of the largest land acquisitions in Minneapolis in decades. CLPA and the MPRB dug in to work. The ensuing concept master plan resulted in the 1995 construction of the award-winning Cedar Lake Trail, along with the establishment of over 30 acres of prairie. The flat ground was shaped into hills, swales, and dips, then tilled and seeded. The remnant soil was rocky and sandy, but slowly the prairies grew, helped along by over 20 years of efforts by hundreds of volunteers planting over 25,000

native plants. Construction began in 1995.

The Cedar Lake Park prairies are lovely now, almost 30 years later.

But there is a problem.

Prairies need maintenance. They need to be burned and mowed periodically. Otherwise, invasive plants, shrubs and trees grow, and eventually crowd out the native plants. Unfortunately, that is happening out in the CLP prairies.

So, what is being done to address and manage this situation?

The Minneapolis Parks & Recreation Board's management plan for the Cedar Lake Park Prairie recommends controlled burning of the prairie every three years. Sadly, this has not happened. The last time the prairie was burned was in 2015—seven years ago.

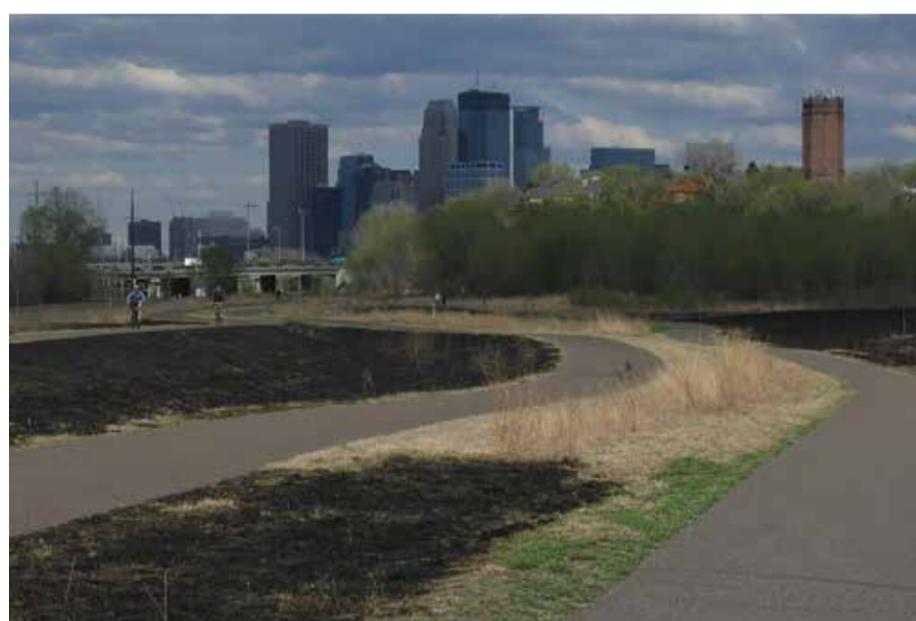
What concerned citizens want to know is, does the park board have a plan for burning (and mowing) the Cedar Lake Park prairies? Has the work been scheduled? If so, can the park board share that schedule with the public? And is there an ongoing maintenance schedule—based on the park board's own management plan—for nurturing nature in the prairie?

“Just leave it the way it is” will not do. This is an urban park, and it needs to be managed.

Neil Trembly, of Bryn Mawr, & Keith Prussing, of New Hope, are on the board of directors of the Cedar Lake Park Association.



Original construction of Cedar Lake Park. (Photo provided by Keith Prussing)



Proper prairie maintenance requires burning. The image above is the prairie shortly after a burn. The image below is the current prairie in need of a burn. (Photos provided by Keith Prussing)

Hill & Lake Press
SUMMER
IN THE
CITY



Ruby-throated hummingbird feeding at a bee balm plant. (Photo by Angie Erdrich)



Swallow tail butterfly on liatris. (Photo by Angie Erdrich)



Goldfinch eating a volunteer sunflower that grew from bird seed. (Photo by Angie Erdrich)

Meet Your Neighbor

A monthly column by Craig Wilson, Editor

Actress Shirley Vernard



Shirley Vernard. (Photo provided by Speaking Systems)

Craig Wilson interviews actress Shirley Vernard via email about her family, career, and upcoming release of the film, “Prologue,” which premieres in Minnesota July 13 at the ICON Theater in St. Louis Park. Thanks to Erin Hunter, who recorded this interview.

What was your childhood like?

[Your Hill & Lake Press] communiqué requested that: “I consent to an interview for a local newspaper concerning impactful moments in my career and personal life.” I acquiesced and began to open my memory windows to early days which led to my lifelong career. The first image is my mother in a fox stole and my father in a pinstripe suit holding a baby—me—their first and only child with loving, accepting gazes. That picture never left.

When moving from St. Louis—hot, sultry, and friendly—to Minnesota—not so much of the above, we settled in what was, even then, a community of artists and their patrons with opera, legitimate theater, and flourishing film houses. Mother had been an amateur actor in St. Louis and now was busy with my father’s career, so she entered me into dramatics taught by Anne Heritage Scott at MacPhail music.

My first recital was at six years old, and my last class was when I was 18. I

studied every year save summers, Anne having been a Broadway actor, schooled me in pantomimes, dialects, occasionally in dance class and critiqued every performance from an early age. I cherish her wisdom, her flair and her serious approach to stepping on to the stage. She was a good coach and demanded the hard work of a performer. I have never deviated from this pursuit and am so grateful for the producers and directors who have invited me on their artistic paths and have stayed close.

How did you become a professional actress?

On to the University of Minnesota theater department and anthropology as a minor. Sixty-one memorized productions (yes, some were scenes) before I graduated in ’61. It was a small theater department taught by outstanding professors who wanted to see us succeed in all venues.

Throughout the school years, many of us were performing weekends, small events and readings. We were learning and working at the same time. That is where I began improv and historical recordings, which paid well, introducing broadcast into our litany of talents.

Some of us recorded numerous albums for the Catholic Church and along with being generously rewarded, we heard fascinating stories of nuns sneaking out of the window at night to have a hamburger or cigarette. Often times they were funnier than we were.

I have been fortunate to tour shows, get married, begin a family, get divorced, continue the family and realize then, as even now, my first priority was my children. My second being my enduring career in broadcast, stage and film. How lucky to be in this marketplace where writers, corporations, studios, media, directors, actors and crews all love one thing together: the business.

What were some of your favorite roles?

Theater was my first love; however, I grew to love the medium of radio—which is coming back, by the way—and now film. I look forward to each film opportunity as I’m doing more than I thought.

Some of my favorite stage roles: early on Mrs. Malaprop in Sheridan’s “The Rivals,” Martha in “Who’s Afraid of Virginia Woolf,” Jean Brodie in “The Prime of Miss Jean Brodie,” Jocasta in “Oedipus Rex,” a long run of “Dolly,” Virginia in “Three Viewings” by Jeffrey Hatcher and several rewarding roles at Chanhassen. I had three roles in Caryl Churchill’s “Cloud 9” at the historic Cricket Theater, which were life-changing for the performers and the audiences indeed. Gratitude for those directors, writers who made it all happen: Luigi Salerni, Garland Wright (three astonishingly memorable seasons at the original Guthrie), the late Charles Nolte (a gift to theater), Kent Stephens, Douglas Hughes and for film the Zellner Brothers and Justin Joseph Hall of Fourwind Films.

Your latest role is in the film, “Prologue,” which premieres in Minnesota July 13 from 6-10 PM at the ICON Theater in St. Louis Park. What is the film about and what is your role?

As described by its summary on the www.fourwindfilms.com website, “Prologue is a short film charged with secrets and terrible communication skills. It follows Julie, a young Italian woman living in Northern California. She is perfectly happy until her husband expects something from her that she doesn’t feel comfortable giving and cannot figure out how to tell him. With the unexpected help of an elderly stranger, Julie navigates how to live her truth.”

According to its writer, Piper Werle, “Prologue tells the story of a woman not being heard by a loved one about her wants and needs. The

gaslighting our character deals with is a symptom of a problem that can lead to women’s— and human—rights being trampled on in bigger ways, like this.” I played the role of the “elderly stranger,” Christina, who helps resolve a marital issue.

I was flown to LA, and we drove six hours to film on location in Yosemite. It was a blast! Fortunately, we wrapped up filming just prior to the COVID-19 pandemic and severe fires plaguing Northern California. I start shooting my next film this month locally.

Your raised highly successful kids in Lowry Hill. Tell us about them and what they’re up to?

Last but always first, two of my wonderful children have developed nonprofits for our cities — my son Whitney, director of Friends of the Mississippi River, my daughter Adrienne of Project Success. Kate leads outreach for our Met Council and Erika is a chiropractic doctor. All helping our communities!

I’m glad of this visit too, but we need another edition to wax lovingly about my family, travels, devoted partners in Lipservice—the first talent guild in the United States.

Any parting thoughts?

Jimmy Stewart had a “Wonderful Life.” My life, thus far and my surroundings have been astonishingly blessed as well as thoughtful, instructive, and inspirational.

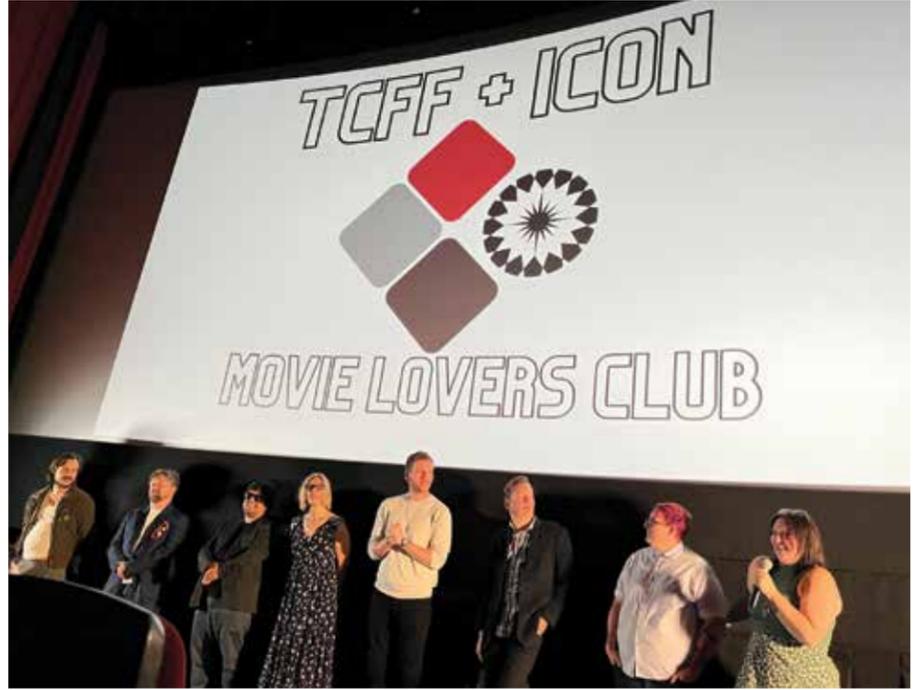
Craig Wilson is a Lowry Hill resident and the editor of the Hill Lake Press. Craig has been contributing to this column since 2008.



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Opening night of the film "Prologue." (Photos by Jody Lichtor)




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FEATURE

Photos by Dorothy Childers

Summer Solstice Party at the Home of Tom Hoch and Mark Addicks



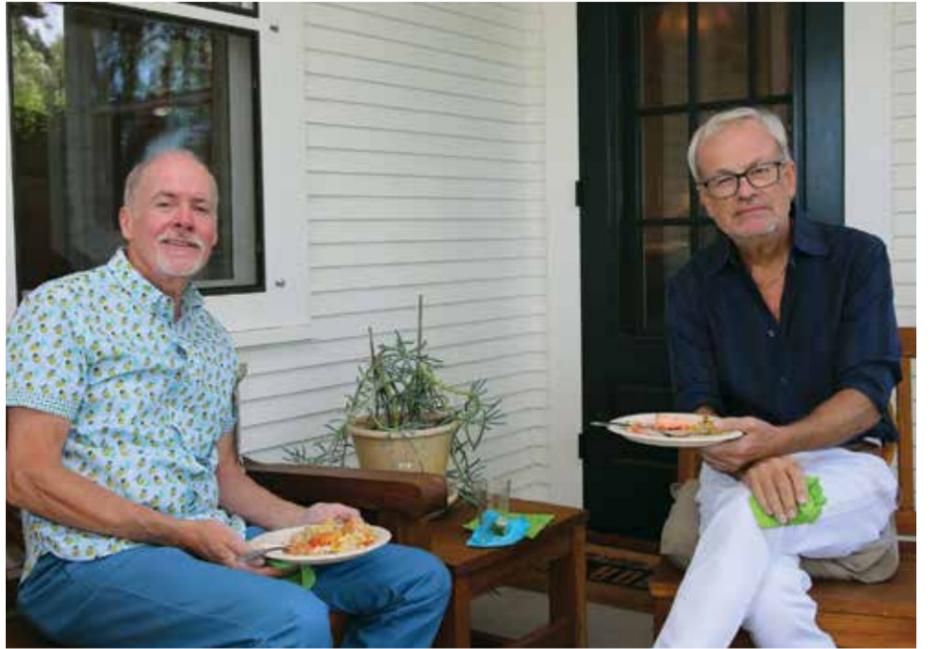
Missy Thompson, Tom Hoch (Host), Gar Hargens



Tina Wilcox, Mark Addicks (Host), Mary Cerudi, and Jack Hecker



Left to Right - Mary Reyelts, Paul Reyelts, Amy Kern, Mitch Kern, Martha Sandberg, and Willy Willette



Don Donahugh and Phil Johnson



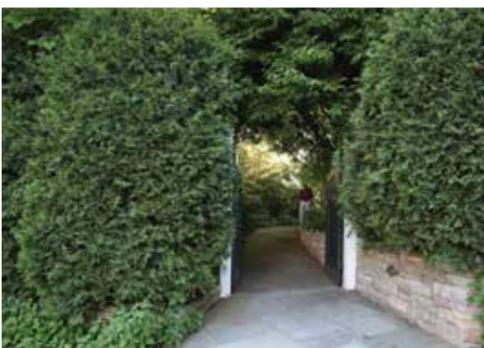
Danielle Baggett, Hennepin County Sheriff candidate Dawanna Witt, and Jesse Winkler



Herman Milligan, Senator Tina Smith



Maria Burns Ortiz, Alicia Gibson, and Berlin



Entrance to the Solstice Party



Unidentified group of party goers



Lisa Krohn, Karin Birkeland, Lee Mitau, former Mayor R.T.Rybak, and Fred Krohn



Shade garden

FEATURE

Photos by Kobi Conaway and Shou Ming Ikuta Owen

Jim Conaway Art Opening Party at the Home of Kobi Conaway and Andrew Owen



Sheila & Rick Baker, ND Gaye & Tai Conaway



Neighbors and friends



Tomie Conaway and KC Foley



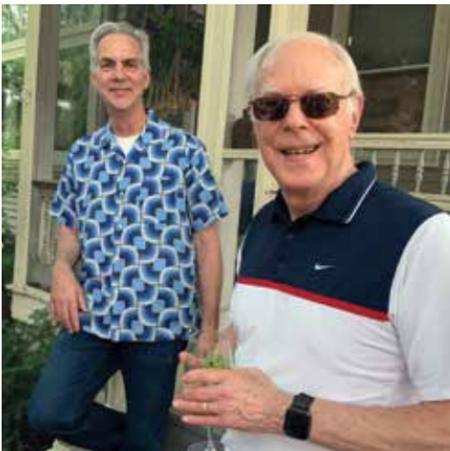
Artist's granddaughter Shou Ming Owen and her friend Ruby Wold



Cym Warkov and Dawn LeBail



Artists Jon Neuse, Paul Kellett and Steve Ozone



Host Andrew Owen, neighbor Ken Rich



David Hamilton of American Composers Forum, and photographer Steve Ozone



David & Cheryl Evelo and Tom McBrien

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MINUTES



Board Meeting June 11 2022

Board Members Present: Mark Brown, Jeremy Nichols, Will Stensrud, Matt Spies, Jim Barnett, Melinda Platt, Courtney Kiernat, Amy Du, Jack Levy, Lana Baggenstos
Board Members Absent: Kyle Leier

1. Approval of June Meeting Minutes. Jeremy Nichols motioned to approve the June meeting minutes, motion was seconded by Will Stensrud and passed unanimously.

2. Updates from City Council member Lisa Goodman.

3. Updates from David Davies on Southwest Light Rail and impacts to the neighborhood.

4. Public Comments. Question about how we could address goose excrement around Lake of the Isles.

5. Updates on East Cedar Lake Beach. Yoga is generating around 70 people per week. Funds budgeted for the beach activities was used to purchase a wireless microphone and speaker to amplify instructions. A poet reading by Witness Writers (@wintess writers on Facebook) will be added to the schedule of events for August 21st. Details on events can be found at kenwoodmpls.org.

6. Coordinators Report from Amanda Vallone. We have 469 followers on Facebook page. Amanda is working on a postcard with events and volunteer opportunities along with a trivia fundraiser at the Kenwood Restaurant. Hill and Lake is expanding distribution to reach more renters in the market area and will be mailing through USPS.

7. Metro Bloom Grant. The land ownership at the northwest corner of Kenwood school has been resolved. Planting and landscaping will take place this fall. Nineteen homeowners plus Kenwood school has been approved, with several more on the waiting list.

8. Cedar Isles Master Plan update from Will Stensrud. Water quality has been a top priority. Now is the time to review the plan and provide feedback. More information can be found at: https://www.minneapolisparks.org/park-care-improvements/park-projects/current_projects/cedar-lake-lake-of-the-isles-kenwood-master-plan/

9. Update on Fishing Event at Cedar Lake on August 21st. A fishing event will take place at dock/pier on the southwest side of Cedar Lake. There are opportunities to volunteer.

10. Financial report. No extraordinary revenue or expenses in June. Jeremy Nichols made a motion to adopt the following board

resolution, which was seconded by Matt Spies and approved unanimously.

Resolved that Kenwood Neighborhood Organization coordinate with City of Minneapolis Neighborhood and Community Relations staff to execute an administrative change to the 2022 Kenwood Neighborhood Organization Citywide Neighborhood Network Fund/Equitable Engagement Fund Budget, increasing the "Safety Programming" line item of the Equitable Engagement Fund Project Expenses by \$4,000 and reducing the "Events" line item by an equivalent amount.

11. Addition business/ discussion. An infestation of invasive Jumping Worms has been cited at East Cedar Lake near the south end of Burnham Woods. The worms can do harm to the health of the forest. Amanda will send an e-blast to the neighborhood.

The next meeting will be on Monday, August 1.
Minutes Submitted By
Matthew Spies.



Cedar-Isles-Dean
Neighborhood Association

Board Meeting June 8 2022

Board Members Present: Laura Cederberg (Chair), Tim Sheridan (Vice-Chair), Mike Siebenaler (Treasurer), Mark Miller, Stephen Goltry, Amanda Vallone, Mary Pattock, Claire Ruebeck. Rosanne Halloran, Scott Herold

Board members absent: Dean Kephart, Laura DeMarais

Others present: Councilmember Lisa Goodman, David Davies (Met Council), area residents

CIDNA Board of Directors returned to in-person meetings after a two-year hiatus due to the COVID-19 pandemic. The meeting was called to order at 6:04 pm.

Councilmember Lisa Goodman reported: The next "Lunch with Lisa" is on June 29 to meet with business owners from Seven Points project and other Uptown businesses. Board members thanked Lisa for helping to ensure that graffiti under the Dean Parkway bridge was promptly removed.

David Davies with the Met Council reported that construction of the Kenilworth corridor tunnel is continuing, including excavation of the tunnel near the Cedar-Isles Condominiums (CICA). There will be improved monitors and monitoring equipment to reduce risk of damage to the CICA buildings. Cedar Lake Parkway is closed at Burnham Road on May 23 until spring of 2023.

There will also be closures of the Cedar Lake channel for demolition purposes.

The bike/walking trail across the railroad tracks on Cedar Lake Parkway will soon be detoured utilizing 28th Street, Depot Street and the alley behind the 2700 block of Xerxes Avenue. A mature tree was removed to make way for the temporary trail, and David said the Met Council will try to avoid removing another one.

Governance Committee chair Laura Cederberg asked that a minimum of two CIDNA board members attend each of the many activities and events planned during this summer. CIDNA's July meeting will focus on the planning of the Fall Festival and board retreat. Communication Committee Chair Mary Pattock reported: Still working on signs to welcome people to the Cedar-Isles-Dean neighborhood. Development of new CIDNA website continues. CIDNA's E-News has an "open rate" of 60% — about twice the 32% average for nonprofits. The committee is ordering merchandise, mugs and shirts, with the new CIDNA logo.

Mary, who also serves on the board of the Hill & Lake Press, said the paper will now be distributed by US mail. That means it — and the CIDNA minutes and other news that it carries — will reach every individual address in the area, including every unit in area multiple dwellings. This supports CIDNA's efforts to involve renters in the organization.

Social Committee Chair Amanda Vallone reported: Monthly storytelling at Park Siding Park starts June 10. CIDNA is sponsoring live music at Cedar Lake South Beach on Saturday, June 18, 4 pm. The Summer Solstice celebration will be held at Cedar Lake South Beach, June 21, 6 pm — free and open to all. The full list of CIDNA summer events is available at cidna.org.

Environmental Preservation Committee Chair Claire Ruebeck reported: Another great garlic mustard removal on June 5. The Minneapolis Parks and Recreation Board is expected to release the Cedar-Isles Master Plan on June 22. Claire presented three designs by Minneapolis artist Lili Lennox for the planned mural on the comfort station at the Cedar Lake South Beach comfort station. Cedar-Isles-Dean residents can vote on their favorite design June 15-June 30. The designs are available for the public to view and vote on at cidna.org. The final selection will be announced in July. A storm water management meeting is scheduled for June 9.

Safety Committee Chair Stephen Goltry reported: No meeting of the safety committee last month. Reviewing intersections and crosswalks for ideas to improve safety. Treasurer's Report (My opinion only - I think every role/committee should be represented in the minutes, even if it states that there was no report. Perhaps with the exception of Land Use Committee and Transportation Committee -we haven't had either for ages) CIDNA donated \$500 to Jones Harrison Residence to use as it sees fit. Jones Harrison has been a vital support to CIDNA, allowing CIDNA to use its spaces for board and community meetings at no charge.

Coordinator's Report: Rachel Svihel reported that CIDNA will send bi-monthly e-newsletters, starting June 16. Additional online engagement tools planned include adding CIDNA board members' biographies to the web site and creating a QR code for people to access CIDNA information. CIDNA Board unanimously elected officers for 2022-2023: Laura Cederberg (chair), Tim Sheridan (vice-chair), Mike Siebenaler (treasurer). The secretary position remains open.

The meeting was adjourned at 7:44 pm. CIDNA's next meeting will be held Wednesday, July 13, 6-7:30 pm at Park Siding Park. There will be no August meeting.
Submitted by Mike Siebenaler.

At the time of publishing the minutes for the following neighborhood associations were not available. Please visit the association's website to see their June 2022 meeting minutes.



EAST ISLES
NEIGHBORHOOD ASSOCIATION



Hill & Lake Press is a non-profit newspaper funded and supported by its advertisers and neighborhood associations:

- East Isles Residents Association (EIRA)
- Kenwood Neighborhood Organization (KNO)
- Cedar-Isles-Dean Neighborhood Association (CIDNA)
- Lowry Hill Neighborhood Association (LHNA)

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FEATURE

By Josie Owens

The Purcell-Cutts House: A Solution to Tuberculosis



(Photo courtesy of Minneapolis Institute of Arts)

“The house and dress of the future will give us control of our environment, without interfering with our mental and physical nakedness. Our rooms will descend close to the ground and the garden will become part of the house. The distinction between indoors and out-of-doors will disappear ... [W]e will sleep in the open.” American-Austrian architect Rudolf Schindler wrote this in a health column in the *Los Angeles Times* in 1926.

At the turn of the 20th century, an architectural movement in both Europe and America reacted to illnesses affecting the population, mainly tuberculosis.

In his book, *The Last Crusade: The War on Consumption, 1862–1954*, Mark Caldwell states that tuberculosis of the lungs — “consumption” — was the leading cause of death in 19th-century America, and that by the mid-1800s, it had claimed millions, if not tens of millions, of lives worldwide. By 1900 it was still killing a seventh of the human race. Not much was known about treatment throughout the 1900s, and prior to the discovery and use of antibiotics, treatment was limited to the method of patient care. As late as the 1940s, it continued to cause more deaths than any other contagious disease.

In 1882, German physician Robert Koch isolated *Mycobacterium tuberculosis*, the tiny rod-shaped bacterium that causes the disease. This led to the realization that the microscopic organisms

traveled on dust particles or airborne droplets, providing physicians two approaches to slow the disease: isolating the infected and keeping them as inactive as possible.

Doctors in Europe concluded that, since TB affects the lungs, patients who received lots of fresh air would improve. Sanatoriums were built to offer patients space and fresh air away from polluted, crowded cities. The first American sanatorium for pulmonary tuberculosis was established in 1875 by a Bavarian, Joseph Gleitsmann, in Asheville, North Carolina. Not only was the mountain air beneficial — so was the hygienic design of the space and furniture.

Residential architects began to design homes that offered a similar environment. Prairie School architects, led by Frank Lloyd Wright, rejected the Victorian style with its heavy drapes, ornate furniture and crowded rooms; all of these features increased dust and dirt in the home. Instead, they sought to design homes that were cleaner both in style and hygiene.

Purcell and Elmslie, an architecture firm in Minneapolis, followed this school of thought. William Purcell, who had worked briefly for architect Louis Sullivan, designed a house with his wife Edna for the family including their two sons in 1913 with these ideas in mind. The house at 2328 Lake Place, known as the Purcell-Cutts house, embodies this modern hygienic design aesthetic. It was gifted to the Minneapolis

Institute of Arts (Mia) by its second owners, the Cutts family.

When the museum closed during the COVID-19 pandemic, Jennifer Komar Olivarez, who heads its exhibition planning, Mia’s Head of Exhibition Planning and Strategy and Interim Curator of the Purcell-Cutts House, saw it as an excellent opportunity to revisit how this previous health crisis shaped the architectural design of the Purcell-Cutts house.

To begin with, the unique placement of the house some 30 feet back from the street minimizes exposure to dirt and dust. The windows face the gardens of the neighbors, offering both privacy and clean air.

To minimize the spread of germs caused by frequent visitors, Purcell implemented some novel hygiene designs.

Step one—don’t let the germs in! Instead of the ice man bringing the block of ice into the home along with his dirt and germs, he would insert it directly into the icebox by way of an opening cleverly cut into the side of the house, eliminating any need to enter the home.

Step two—stop the germs as quickly as possible! Visitors entering the house would remove outer clothing carrying dirt and dust and wash their hands immediately. To the right of the front door, Purcell placed a large closet with a sink and coat-and-hat rack.

The Turnblad Mansion at the Swedish Institute, built in 1904-1908, similarly has a cloakroom with a sink by its staircase.

This was not the only place one could wash hands in the Purcell-Cutts house. The maid had her own sink in her private quarters on the second floor. The guest bedroom had its own sink to minimize the need to use the family bathroom. The family bathroom used the newest materials and designs for cleanliness.

Enamel-coated cast-iron, a development introduced by the Kohler Company in 1883, made tubs and other products “superior, clean and hygienic,” according to Angela Miller, manager of archives and heritage at Kohler. The fixtures were easy to wipe down and keep clean.

Similarly, the kitchen had a modern, hygienic design. Purcell utilized a new flooring material and installation technique. Magnesite, a material made from magnesium oxide, sawdust, lime, pigment and other materials, was poured into a mold and then let to harden. The result was one continuous floor and baseboard where no dirt can get lodged. The solid-surface countertops and large enameled sink were also easy to keep clean.

To increase access to fresh air, Purcell incorporated lots of windows and screened porches. In fact, sleeping outside was found to be helpful to the TB

sufferer. Irving Fisher, a Yale University professor, designed and marketed a portable sleeping tent in 1906. Purcell incorporated this idea with a sleeping porch on the second floor.

Olivarez explains, “The sleeping porch was something Purcell and Elmslie felt strongly about as therapeutic and important to the house.” The couple’s twin brass beds were cleverly placed on casters so they could easily be rolled out to the porch over a fold-down threshold.

Lots of windows throughout the house helped increase light and air. Olivarez says, “The windows are out-swinging casements with removable screens to allow for cross breezes in the large, open floor plans.”

The house had one of the newest inventions, a central vacuuming system, first seen in Minnesota architecture in 1908 at Glensheen Mansion in Duluth.

Even the furniture was designed with health care in mind. Instead of dust-attracting wardrobes, architects added closets. Purcell concealed additional storage in the floors and in drawers under the child’s bed. Dust was minimized by built-in desks and cabinets. As a reclined chair eased the user’s ability to breathe, an Adirondack chair or a chaise might have been found on the lower porch. Mia has an excellent example of the “Sitzmaschine” reclining armchair (model no. 670, c. 1905) designed by Joseph Hoffman; it is similar to the

chairs used in sanatoriums.

Purcell himself contracted TB (he later recalled that he was likely suffering from symptoms as early as 1905, though he was not diagnosed until 1930 at an advanced stage) and became one of the many Americans who moved west for better climates. After treatment at sanatoria in Banning and Monrovia, California in the 1930s, he settled with his second wife in Pasadena, a city that grew and prospered as a direct result of TB patients seeking

better weather in an ideal climate.

Pasadena became a haven for TB sufferers when two brothers, both doctors, brought 150 patients there in the 1870s. Pasadena agreed with Purcell, and he lived there until his death at 84 in 1965.

Although the architectural designs helped alleviate tuberculosis, it was a Minnesota medical discovery that eventually ended the disease in the 1940s. First

tested on TB patients at the Mayo Clinic in the winter of 1944, streptomycin was found to kill Mycobacterium tuberculosis within weeks, negating the need for the fresh air and isolation cure.

However, the beautiful architecture of the Purcell-Cutts house remains, along with its many beneficial hygienic features.

In fact, during the COVID-19 pandemic, those same health recommendations were revisited and encouraged.

Remember to wash your hands!

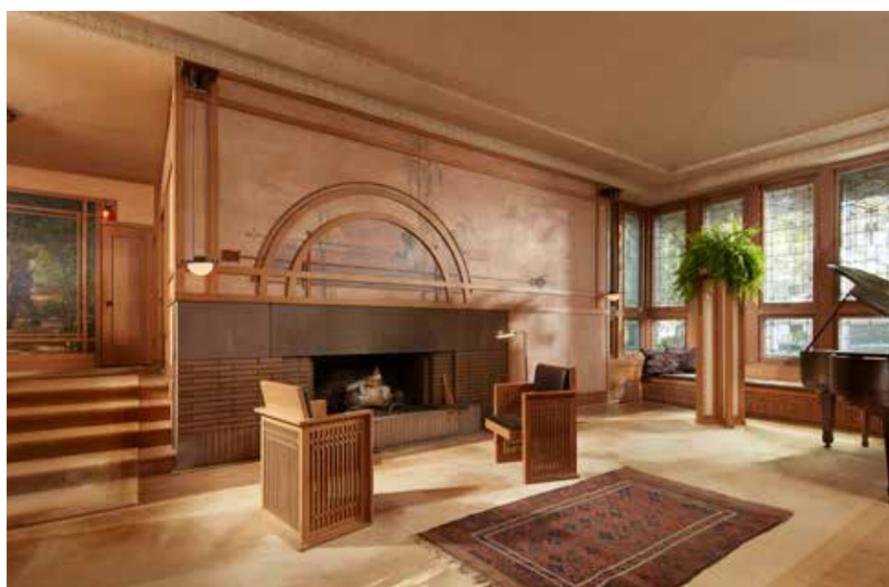
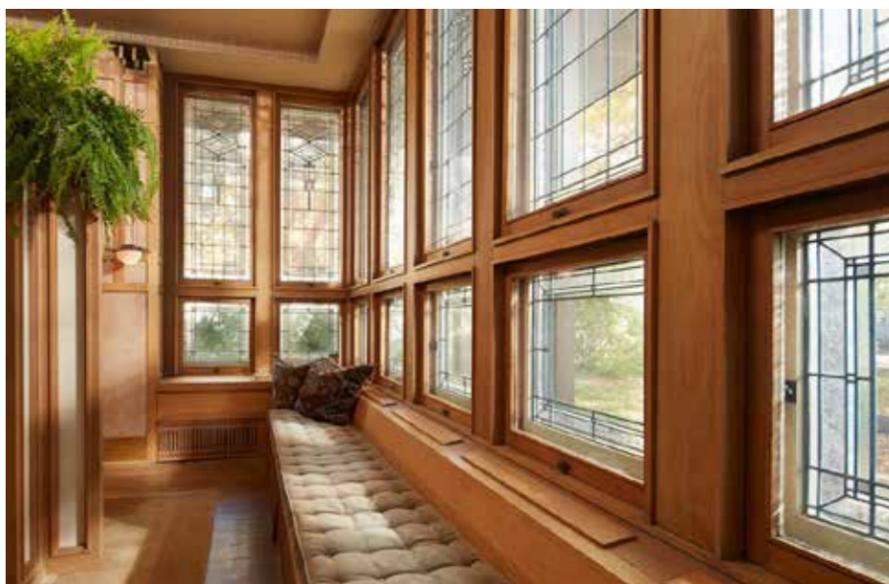
To learn more about this historic home and other new information about it, please sign up for a public tour! The Purcell-Cutts house is at 2328 Lake Place in Minneapolis. Guided hourly public tours are held on the first full weekend of every month and run 10 a.m.-2 p.m. Saturday and noon-3 p.m. Sunday. Cost is \$10 (\$8 for museum members) and free for ages 17 and under. Reserve at tickets.artsmia.org

or 612-870-6323. Portions of the house are inaccessible to some people with limited mobility.

Josie Owens, a former lawyer and educator, lives in the Lowry Hill neighborhood and volunteers at Minneapolis Institute of Arts and the Weisman Art Museum.



An advertisement for Standard baths from the early 1900s. (Jay Paull/Getty Images)



(Bottom two photos courtesy of Star Tribune)

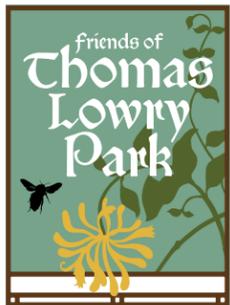
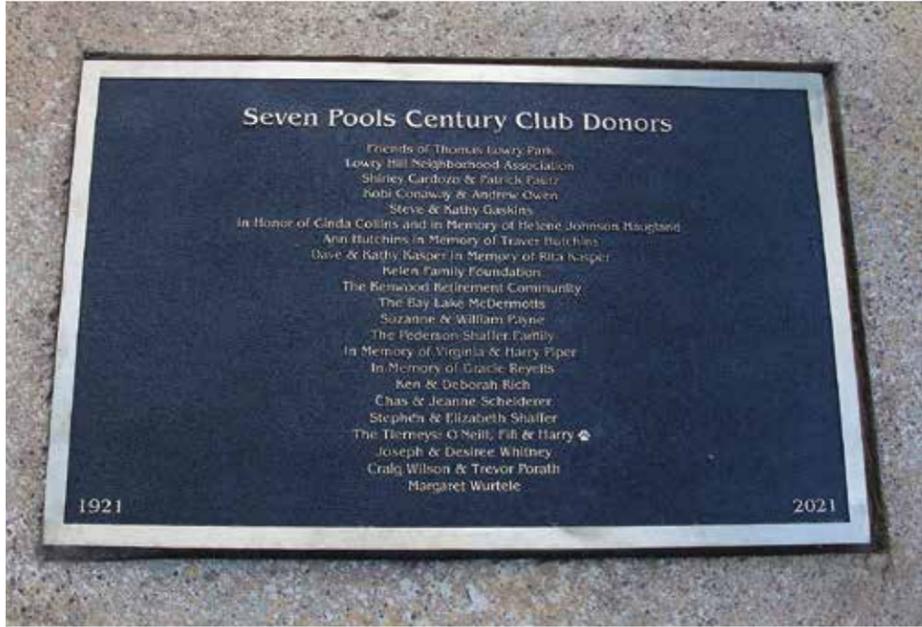
EAST ISLES Neighborhood Summer Social

Joanne Levin Triangle Park
26th & Irving

Wednesday, August 17
6 to 8 pm

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THANK YOU, GENEROUS SUPPORTERS
Ice cream, Kowalski's Uptown Market
Cookies, Isles Bun & Coffee Music, Steve Havig, Lakes Area Realty



The Seven Pools Century Club plaque was installed at Thomas Lowry Park in Lowry Hill to honor donors who gave \$10,000 or more to the Seven Pools resortation project. A future plaque to be installed on-site will read, "The Minneapolis Park Commission acquired this triangular site in 1922 at the urging of area residents, who agreed to be assessed for the land cost and improvements to preserves it as a park. Over the next century, generations of people formed fond memories of picnicking, playing, strolling, reading, sunbathing, gathering and enjoying this jewel of a park. In 2019, community members again asked the Minneapolis Park and Recreation Board to join in a co-operative effort to fund the restoration of this historic site, led by Friends of Thomas Lowry Park. Thanks to contributions of Century Club donors and hundreds of individuals from across the country, the Seven Pools continues to flow through the hearts and minds of generations of past, present and future."

(Photo by Dorothy Childers)



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Dear Neighbor

A monthly column by Dorothy Richmond

Let's talk about kitchen design. I'll start with mine. Not to go into too many details, but I'll just say that if all the people who have been to my house—and countless others if they saw photos—voted for the most glorious kitchen, I'm confident that mine would come in dead last.

The designer Hillary Farr, of HGTV's "Love It or List It," would have an apoplectic fit. Zillow wouldn't know what to make of it. Architectural Digest would feature it only if they put out a parody issue. And yet, I love it.

The house was built in 1931. Certainly there have been tweaks, improvements and code upgrades, but the kitchen, with the exception of dead appliance replacements, is as it always was. Herbert Hoover in full bloom.

Part of it is a galley and part of it is not. I guess you'd call it L-shaped were it not for the nook that used to house the telephone, making it more lightning bolt with 90-degree angles. Whatever it is, it is not today's ever-so-popular open concept. When I entertain, I don't want help and I don't want to be on display. I want my guests to mingle, elsewhere, and I want to hear them talking and laughing over hors d'oeuvres and drinks. If they're laughing about or at me, I don't care so long as they're having a good time.

The house I grew up in was built in 1906 and had a kitchen even more primitive. While my parents had graduated to a bona fide Frigidaire, it was still called the icebox. I thought people who used the word "refrigerator" were snooty.

Do you ever watch "House Hunters," another of HGTV's offerings? I used to watch it the way I used to dive into a big bag of Doritos: delicious at first, then followed by disgust.

"House Hunters" makes me sad, not so much because of the cookie-cutter, sterile designs; rather, due to the buyers. And the younger they are, the sadder I feel. So often they're 20-somethings, neonates in the work-world, tying themselves down to a plot of land and a mortgage way too young, unaware that the job, so welcome in the beginning, will devolve to Stalinesque torture, but they'll be trapped. And their demands guarantee they'll never be out of debt: granite countertops, stainless appliances, an island the size of Rhode Island, more storage than a Williams-Sonoma warehouse—the list goes on. When I was in my twenties looking for an apartment, my "must-haves" were running water, a front door that locked, rent I could pay out of pocket, and a lease with an out-clause that didn't include my firstborn.

Your twenties are for being carefree, grateful for others' cast-offs knowing you can later abandon and cast off those items to traipse through unknown lands and have adventures. As an old friend said, it's last call for being wild and silly. The house, the trappings can wait.

The Greek poet Constantine Cavafy, wrote a marvelous poem, "Ithaka," about Odysseus's sailing home from the Trojan War. The trip took Odysseus 10 years and is a metaphor for arriving at one's goal. I discovered this poem while in college and the first sentence gripped me then and has guided my life since: "When you set out for Ithaka ask that your

way be long, full of adventure, full of instruction."

The goal is to have a meaningful life.

I'm no longer in my twenties. The furnishings and fripperies of those days are long gone, but the memories of travel, risks taken and people I've met remain fresh and comfort me more than any high-end stove could.

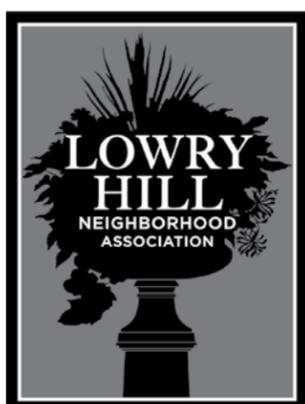
And now, I'll go down to my weird kitchen for another cup of coffee. And I'll enjoy it. Immeasurably.

— Dorothy

Dorothy Richmond is an experienced Spanish instructor and the author of several Spanish textbooks. She is a longtime resident of Cedar-Isles-Dean.



LOWRY HILL NEIGHBORHOOD ASSOCIATION



Get ready for the NEIGHBORHOOD SUPER SALE!

SATURDAY
SEPT. 10th

In Lowry Hill and East Isles

Shop garage sale goods and treasures from 9 a.m. to 3 p.m.

To register as a seller: a \$10 fee covers ads, yard signs, and neighborhood maps of participating super sale locations. Unsold items will be picked up Monday after the sale and delivered to Arc's Value Village Thrift Stores and Donation Centers. Just check the box when you register. A link to register is available on our website – lowryhillneighborhood.org

Save-the-date for these upcoming events!

Fishing at the Lakes is Sunday Aug 21st from 12 p.m. to 2 p.m.

Historical Walking Tour is Sunday Sept 11th from 9 a.m. to 10:30 a.m.

More information on our website soon.

Follow us!: LHNA is now on Instagram @lowryhill_mpls. Or follow us on Facebook, search for Lowry Hill Neighborhood Association.

Donate: We rely on support from residents like you. Please consider making a charitable donation to LHNA on our website or send a check to: LHNA, PO Box 3978, Minneapolis, MN 55403

LHNA Meetings: Summer hiatus: meetings resume in September!

safety tips:

KEEP YOUR HOME SAFE

*To help deter crime in
our neighborhood!*

Safety at home is important in keeping everyone safe. Here are a few very simple things that you can do to help keep your home safe:

- Keep exterior lights on! On front porches, back porches, side doors, and near your garage. Motion detector lights are also very effective.
- Keep exterior doors and windows locked. Use quality locks, including the garage doors. Keep garage doors closed unless you are in or near the garage, even during the day.
- Don't leave a garage door opener in a car parked outside on the street, parking pad, or alleyway.
- Don't leave wallets, purses, computers, or other valuables in a car, even if the car is in the garage.
- Don't leave valuables, like bicycles, unsecured on porches, patios, or in the yard. And, if you have very valuable bicycles, even if stored in the garage, keep them locked.

Sign up for the LHNA email newsletter at lowryhillneighborhood.org

Saint Paul's Church on Lake of the Isles Collection Saturday - July 23 - 10am-2pm

future dates: Aug 27, Sep 24, Oct 22

We will be sorting all donations at the curb this year, so please check carefully before you donate to save time as you drop off (we don't have the staff or space to distribute/dispose of unrequested items). Thank you so much for thinking of your neighbors -locally and throughout the world- during their time of need!

Groveland Food Shelf (grovelandfoodshelf.org)
and **Joyce Uptown Food Shelf**
(joyceuptownfoodshelf.org)

All non-expired, shelf-stable foods and unused household product donations are welcome.

The most popular items chosen by clients are

- o coffee
- o beverage mixes
- o cooking oil
- o canned meats and fish
- o beans
- o peanut butter

Cash donations will also be collected on-site to support Joyce Uptown's bulk purchasing efforts.

Books for Africa (booksforafrica.org)
and **Saint Paul's Little Library**

Gently used/new, culturally sensitive books* accepted - no mildewed, dirty, or torn books, please.

- o children's and Young Adult books
- o current adult fiction

The following published in the last 10 years:

- o dictionaries/thesauri/reference books

*Not accepted: encyclopedias, travel, or cookbooks.

Episcopal Relief & Development

(episcopalrelief.org)

Cash donations will be taken to assist those displaced by the invasion of Ukraine.

YouthLink (youthlinkmn.org)

Listed items only, please; space is very limited.

- o bug spray
- o deodorant (*big need!!*)
- o adult XS & S underwear
- o bras
- o lip balm
- o hair conditioner
- o backpacks
- o diaper bags
- o 2T clothing
- o newborn-3mo clothing
- o car seats
- o baby socks
- o baby bottles

Ella Baker Global Studies and Humanities Magnet School (formerly Jefferson Comm. School - <https://jefferson.mpls.k12.mn.us/About>)

- o backpacks of various sizes (preK-8)
- o facial tissue boxes
- o Ticonderoga brand pencils
- o sidewalk chalk
- o Crayola brand markers, crayons, colored pencils
- o socks

Thank you
for your
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Saint Paul's Church - Our Faith in Action



Bespoke Pride on Douglas Avenue in Lowry Hill. (Photo Nancy Hanauer)



Native, bicolored metallic green Sweat bee on blanket flower. (Photo Angie Erdrich)



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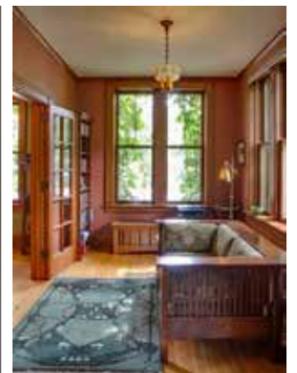
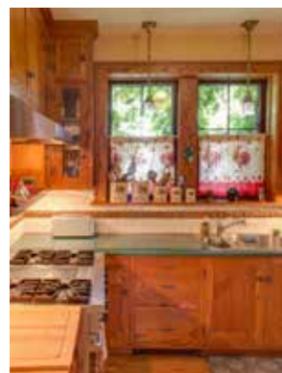


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Photography by Tim Counts