



Hill & Lake Press

‘Where the biggies leave off...’

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

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FIRST LOOK AT GREEN LINE TUNNEL

Article and photos by Courtney Cushing Kiernat



Courtney Cushing Kiernat is the President of the Kenwood Neighborhood Organization and a regular contributor. She lives in Kenwood.

Kenwood neighbors who almost literally have the Southwest Light Rail line (Green Line Extension) in their backyard took a behind-the-scenes tour of the infamous tunnel. Donning safety gear, neighbors were able to explore the tunnel from the north end where they learned about the construction process and challenges.

A train passed during the tour, illustrating the close proximity of the three lines and the importance of safety measures.

Kenilworth bike and walking trails are scheduled to open in 2025 and the Green Line Extension is slated to carry its first passengers in 2027.

This is the last stretch of the line to be completed, so Kenwood, Cedar-Isles-Dean and West Bde Maka Ska will continue to experience construction noise, detours, dust and vibrations until the end of project construction.



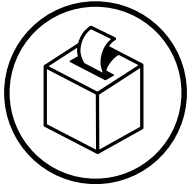
T METRO
Green Line
EXTENSION

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NEW TRASH BOOM!

Article and Photos by Courtney Cushing Kiernat and Henry LaBounta

Courtney Cushing Kiernat is the President of the Kenwood Neighborhood Organization and a regular contributor. She lives in Kenwood.

Henry LaBounta is a volunteer who regularly leads clean up efforts around Lake of the Isles. He lives in East Isles.

Lake of the Isles has a new water feature, a trash boom capture system

located at the storm drain outlets at Euclid and East Lake of the Isles Parkway.

Volunteer steward and East Isles neighbor Henry LaBounta collaborated with Minneapolis Public Works, MPRB and Freshwater to install the boom.

The boom will be in place for at least two years, spring through fall, and data will be collected to dem-

onstrate its impact on lake health.

Moving upstream to prevent pollution from reaching the lake, focus is also on storm drain clean up and trash pick up, a critical area where neighbors can make a significant impact. Storm drains flow directly to local lakes, rivers and wetlands, acting as a conduit for trash, salt and organic pollutants.

Nine neighborhoods around the

chain of lakes are participating in an Adopt-a-Drain program and monthly clean-ups spearheaded by the Green Guardians MN and funded by a Hennepin Good Steward grant. Adopt-a-Drain asks residents to adopt storm drains in their neighborhood and keep them clear of leaves, trash and other debris to reduce water pollution.

A friendly neighborhood competition is underway and East Isles is winning with 64% of their drains adopted. Adopters can name their drains and there is also a contest for the best names.

The need for volunteer stewards to help with this effort is sadly exemplified by the approximately 2,456 gallons of trash and 139 syringes collected from Lake of the Isles in the last three years. Volunteers can make a big impact by committing to Adopt-a-Drain and joining their neighbors during the monthly neighborhood trash pick-up walks.

Learn more online by going to www.handsontwincities.org and search for Green Guardians MN or contact Henry LaBounta at greenguardiansmn@gmail.com.

LAKE OF THE ISLES TRASH CAPTURE SYSTEM

Booms capture trash from the storm drain outlet.

KEEP LAKE OF THE ISLES CLEAN

Lake of the Isles is home to a variety of fish, turtles and other wildlife. It is 100 acres with 2.86 miles of shoreline. Lake's Island and Raspberry Island are protected wildlife refuges.

This project will help keep Lake of the Isles clean by capturing trash with booms placed at one of the lake's storm drain outlets.

Plastic bottles, bags, wrappers and other items can flow to the lake from city streets through underground stormwater pipes. The map below shows the different "zipshed" areas that each drain to Lake of the Isles.

You can help by picking up trash or adopting a storm drain. It's free and easy, and your wildlife neighbors will thank you!

PROJECT PARTNERS





Hill & Lake Press

Founded in 1976, Hill & Lake Press reports community news and events, educating and informing our neighborhood community members about issues of the day. Views expressed are not necessarily those of Hill & Lake Press.

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Our goal is to offer readers diverse perspectives on newsworthy events or issues of broad public concern to the Hill & Lake community. Our copy limit is 300 words (750 words for a commentary) and we reserve the right to edit for clarity and length.

Living Through Dusting

My name is Ivy Bea Josephine Hebert. I'm a big fan of the Hill & Lake Press.
I'm a house cleaner who cleans in the neighborhood. I recently wrote a poem I'd like to share with the community.

Dusting

I love to clean
I love to pay attention to the ledges
no one touches
The top of a door frame
The baseboard trim
Between staircase spindles
Maybe no one will notice the dust is gone
But they notice the room feels lighter
I've been cleaning the same houses for 7 years
I'm not sure if the families that live there know
That I've lived there too
I know how to shimmy the blinds so they don't get stuck
I know which hinges creak
I know how the living room looks when the afternoon sun streams in
How light reflects off the crystal votive
I've lived there too
I got a text that broke my heart in the kitchen
I've hummed down the hall
I've written apologies in my head
Waiting for the water to get hot
I've lived there too
The bathroom mirror has seen my hair at every length
The railing has felt my grip soften

The dust always settles
I am here to notice
Living

*Ivy Bea Josephine
East Isles*

Commentary: It's Good To Be Back!

Jeff grew up playing WESAC sports at Kenwood Park and Lake of the Isles, attended Kenwood and Jefferson schools, and of course wrote for the HLP Kids Issue! He has a career in engineering management and operates Blizzard Ski & Snowboard School with his wife, Jennifer, who works in nonprofit consulting.

After a 26-year absence chasing space-for-dollars in the western suburbs, my wife and I are excited to once again have a Minneapolis address — this time in East Isles. It's good to be back!
I grew up by Cedar Lake, and we bought our cute little 1919 Craftsman-style bungalow in Southwest Minneapolis as newlyweds. We loved our neighbors (and still do!). We enjoyed walks together to nearby shops and restaurants. No need for a car to enjoy a night out or a morning coffee! As we grew our family from

LETTERS TO THE EDITOR

two to five, we decided more space would be nice.

(Sad side note: In a familiar blow to the city's affordable housing stock, our cozy \$150,000 starter home with 1,450 square feet survived only two more owners before being torn down and replaced by an \$850,000 home with 3,000 square feet. We couldn't afford to live where we started!)

Coming up hundreds of thousands of dollars short for every house we toured in town, we made the too common decision to look westward for more space at a price we could afford. We spent eight years in Minnetonka (on the edge of Hopkins) and 16 years in Plymouth overlooking Medicine Lake. We loved our cul-de-sac community and enjoyed our walking/cycling trails, and we often drove into Minneapolis for Twins games, music, theater and dining. And deep down, we missed the city.

Then suddenly the kids were gone and those split-level stairs were wearing us out! The hunt was on for single level living with a home office and a guest room. (Yes, just one guest room. I think the kids got the hint.) We couldn't possibly cross the river — heaven forbid! — but we looked pretty much everywhere else. Many months into our search, we walked into that main-floor condo on Irving and instantly knew it was home. Okay, to be fair, my wife knew it was home; it took me a couple more weeks to catch up. Husbands, right?

It was time for The Big Downsize! Oh, the joys of purging! We thanked each item like Marie Kondo said, and then made some truly huge piles of stuff. Our best friend at Estate Maven made sure everything that could find a new home did, and everything that needed recycling (or worse) went to its proper place. Moving day came and went, and we're celebrating a year already in East Isles. It's good to be back.

So how are we doing? So good! The highlights: Walking to haircuts at Kenwood Barbers. (I got my first haircut there at age two from Jeanne, then Marilyn, Steve, and now Paul.) Walking to Sebastian Joe's for ice cream. Walking for coffee and treats at Spy House, Isles Bun and Tao Foods. Being introduced to Boludo pizza by our amazing neighbors, Mike and Lynn. Meeting other new small-town neighbors: Janet used to work with my sister; Linda knew my mother. And of course, lots of walks, in-line skating and cycling at Lake of the Isles and all around our wonderful Minneapolis Chain of Lakes.

To be fair, we've had a few bumps as well. The carjacking in the back alley followed by frantic banging on our door for help was a wake-up call that our beloved city is still hurting. The kicked-in garage door (nothing taken) was a reminder to maintain a safe home. A briefcase lying in the street had been snatched from a nearby contractor's parked vehicle (happily returned, only to fall prey to a smash-and-grab a few weeks later), which cautioned vigilance. Hennepin Avenue reconstruction has added unexpected traffic to Irving — but hey, that will only last a few years. Oy!

On the upside, we had so much fun at the Higgins' annual LOTI Pencil Sharpening, devouring ice cream treats as the pencil parade made its way through the crowd. We hung on the pencil's every word during the kids Q&A via old-fashioned string can telephone, and cheered as shavings fell and the LOTI Pencil was sharpened to perfection.

It's life in the city. It's part of the fabric that knits our community together. It makes us collectively stronger. And it's good to be back.

*Jeff Lewin
East Isles*



I saw this majestic buck in the woods just off Burnham Blvd. on Tuesday evening, August 6. (Photo Cecilia Michel)

A SUMMER OF DOWNED TREES AND FLOODING

Article and photos by Courtney Cushing Kiernat



Courtney Cushing Kiernat is the President of the Kenwood Neighborhood Organization and a regular contributor. She lives in Kenwood.

It has been a summer of strong storms, including heavy rains and winds causing overflowing lakes and flooded streets across Minneapolis. Sadly, Minneapolis’ urban forest has taken the brunt of the storms.

The Minneapolis Park and Recreation Board Forestry Department is responsible for the planting, pruning and removal of 400,000 park trees and all city-owned trees, including the 200,000 boulevard trees on 1,100 miles of streets.

The Forestry Department reports that approximately 300 trees have been lost due to storm damage this year, including about 50 park trees and 250 boulevard trees.

This does not include the many branches — large and small — that have fallen in multiple storms or the massive storm that occurred on August 26 that did significant damage to area trees, property and power lines. The MPRB Forestry Department will remain busy with storm clean-up into the fall.

Clean up was delayed due to the park board strike but now that a agreement has been reached, parks are being cleaned up.



IN DEFENSE OF THE 2040 PLAN: BIKE INFRASTRUCTURE AND TRANSIT

Opinion by Gene Tierney

Gene Tierney is retired from a career in commercial real estate and lives in Kenwood.

Cities are like living organisms. Just as in a living organism, if a single organ or system (respiratory, circulatory, pulmonary, neurological) gets sick, and the problem is left unaddressed, it creates an imbalance that will spread to other parts of the organism, and eventually the whole organism will die.

Likewise, if a single sector within a city (housing, environmental quality, employment, education, transportation) gets out of balance, the problem will spread to other sectors, and eventually the whole city will begin to die.

When a city’s housing costs become so high that people begin to move out, corporations that need qualified employees begin to move because they can’t find or retain qualified workers. And that’s how cities begin to die.

Take the rust belt industrial cities around the Great Lakes.

When the factory jobs moved overseas, the people who could move, did, the sickness spread to every sector of those cities, and they began to die. Other examples include the environmental pollution problems in Flint, Michigan, or Jackson, Mississippi; water shortages in the Southwest; sea level rise in New Orleans or South Florida: all serious problems that will kill those cities if not adequately addressed. It doesn’t matter what the issue is, if it’s out of balance without remediation it will get worse and spread to other sectors.

In the Twin Cities we have several problems that need addressing.

We have a labor shortage that’s affecting the many large companies we’re lucky to have. We have a housing supply and affordability issue, meaning that people with average incomes don’t

come close to being able to afford the average house. There are significant racial disparities in almost every category, we have pollution issues that must be addressed, and we’re already considered a high tax area.

“The Minneapolis 2040 Plan is an example of zoning policy designed to add density without destroying the character of our neighborhoods. The plan calls for adding more multifamily development along transit lines and in designated nodes, and eliminating single family zoning in favor of duplexes and triplexes.”

In the Twin Cities two policy prescriptions stand out as remediation for the list of problems we face.

First, slow the expansion of sprawling suburbs and add density to currently developed areas. Experts tell us that as much as 25% to 50% of the

cost of housing is regulation, and much of that is zoning designed to maintain single family residential neighborhoods.

The Minneapolis 2040 Plan is an example of zoning policy designed to add density without destroying the character of our neighborhoods. The plan calls for adding more multifamily development along transit lines and in designated nodes, and eliminating single family zoning in favor of duplexes and triplexes.

Second, as part of the suburban migration promoted by post WWII economic policies, the Twin Cities abandoned the streetcar system and focused instead on automobile-based transportation. Today the typical household pays approximately 20% of its take-home income on transportation costs. Without viable transportation options, our roads are congested, our air polluted, and our households are car-poor and unable to afford other necessities.

As with any living organism, it’s important to focus attention on policy prescriptions designed to alleviate the problems we have. In the Twin Cities, as in many other cities around the country, that means limiting sprawl, reasonable increases in density to the already developed areas, and recreating a legitimate multi-modal transportation system.

I live across the street from the Southwest Light Rail line construction, and while I share my neighbors’ frustrations with the timing and cost overruns, the pain of construction is meaningful because it’s necessary to make the city we love viable and healthy into the future.

PROPOSED DEVELOPMENT COULD HAVE LONG-TERM EFFECTS FOR LOWRY HILL

By Marty Carlson, Edited by Jill Field



The proposed renderings of the Baylor Boutique as presented by the developer to the Planning Commission Committee of the Whole on August 1. Commissioner feedback was to show a rendering with adjacent houses for better context. (Images AWH Architects)

Marty Carlson is a regular contributor and lives in Kenwood.

A new three-story, multi-unit residential building on top of a one-story parking garage is proposed for development at the northwest corner of Douglas Avenue and Fremont Avenue South in the Lowry Hill neighborhood.

Approval of the project could potentially upzone Lowry Hill from Urban Neighborhood 2, which currently represents the housing typology for the neighborhood according to the city, to Urban Neighborhood 3, which is typically located in higher density areas like Loring Park or Hennepin and Lyndale Avenues.

Spearheaded by Tim and Doris Baylor of JADT Development Group, the plan is to demolish two existing triplexes built in 1910 and replace them with an eight-unit condominium complex featuring 14 enclosed parking spaces in a semi-underground garage along Douglas Avenue.

On August 1, the Baylors presented their vision to the Planning Commission Committee of the Whole, arguing that the existing buildings are in disrepair with major structural issues. They have owned the buildings for 40 years and raised their kids there, but have lived along the North Minneapolis riverfront for the past two decades.

“Approval of the project could potentially upzone Lowry Hill from Urban Neighborhood 2, which currently represents the housing typology for the neighborhood according to the city, to Urban Neighborhood 3, which is typically located in higher density areas like Loring Park or Hennepin and Lyndale Avenues.”

The development site encompasses two properties at 1302 Douglas Avenue and 1716 Fremont Avenue South, totaling 13,543 square feet. Currently zoned as UN2 (Urban Neighborhood District) and BFI2 (Interior 2 Built

Form Overlay District), the site sits in the middle of Lowry Hill, nearly a half mile west of Hennepin Avenue. The proposed development aims to combine the two lots and includes a new curb cut on Douglas Avenue for garage access, with a large retaining wall running the length of the street and wrapping around the block up Fremont Avenue toward Mount Curve.

The proposal has generated significant discussion due to its scale and design, which exceeds the area's current zoning limitations. Under existing regulations, the site is designated for small-scale residential use, permitting structures up to 2.5 stories and limiting lot coverage and impervious surface coverage. However, the Baylor project seeks variances to allow for greater lot coverage, increased impervious surface, a higher floor area ratio (FAR) and a building height of 40 feet — five feet above the district's limit. If the ground-level retaining wall is included, it's 12 feet higher. As a result, the project would stand above adjacent homes at the intersection by at least a story.

City staff identified two potential paths forward.

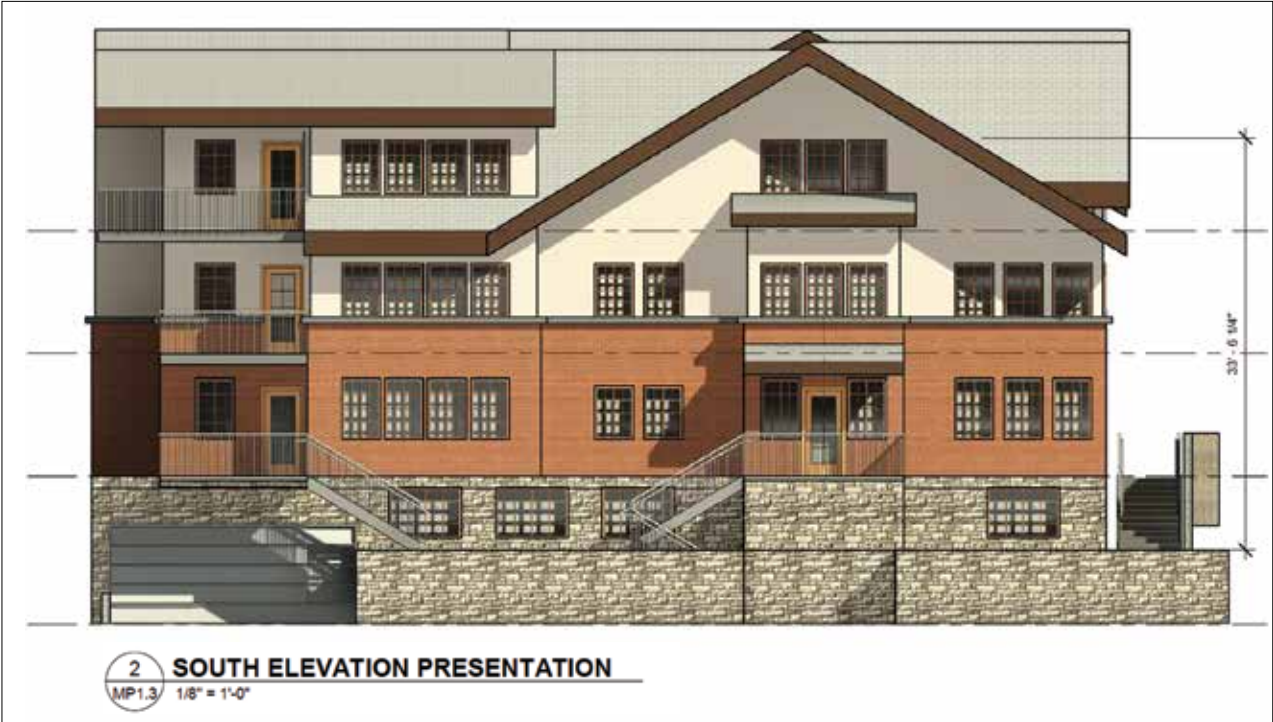
The first option involves amending the city's comprehensive plan to rezone the site

BEAT THE HEAT WITH A SWEET TREAT

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from Interior 2 to Interior 3, allowing for higher density and larger buildings on the site or for the entire neighborhood. This route would likely involve fewer variances but requires major changes to the built form guidance for the area, having a potentially significant long-term impact.

The second option would keep the current zoning, but require five variances to accommodate the proposed building's size and design. The city's planning staff and planning commissioners have expressed reservations about both paths, particularly the variances, which they appear to believe are driven more by the developer's preferences than by the site's unique characteristics.

At the Planning Commission meeting, Mr. Baylor made the argument that the develop-

ment would attract high quality residents by providing an opportunity for condominium home ownership. While some community members appreciate the prospect of new ownership opportunities in the neighborhood and greater housing diversity, others have raised concerns about the building's size and its impact on the area's character. The project also could displace what's called "naturally occurring affordable housing," i.e., residential rental properties that are affordable, but are unsubsidized by any governmental programs. Rents for such properties are relatively low compared to the regional housing market as a whole.

The Planning Commission encouraged the Baylors to consider reducing the scale of the development, noting that approval of the re-

quired variances was unlikely. It is unknown whether the Baylors plan to move forward.

Jill Field is a copy editor and is responsible for editing this piece due to the fact that editor Craig Wilson lives in close proximity to the proposed development.



Hill & Lake Press

**Stribby Gray Duck
joins the flock.**

Welcome to the neighborhood, Stribby!



PARK BOARD REALLOCATES \$10M TO NORTH COMMONS PARK IN UNPRECEDENTED POLICY PIVOT

By Marty Carlson

Marty Carlson is a regular contributor and lives in Kenwood.

On August 21, 2024, on a closely divided 5-4 vote, the Minneapolis Park and Recreation Board passed a resolution reallocating \$10.3 million in capital improvement funds from a range of neighborhood park projects to the proposed \$45 million redevelopment of North Commons Park, the bulk of which will go to a new recreational center.

Featuring a water park, multiple sports courts, a craft room, and multipurpose space, North Commons will be the most expensive recreation center project in Park Board history.

The \$10.3 million reallocated by the board’s vote comes from its 20-Year Neighborhood Park Plan (NPP20), a fund established in collaboration with the City of Minneapolis that raised over \$220 million through a combination of property tax levies and direct contributions from the city.

Its purpose was to address deferred maintenance and make capital improvements to each park within the park board’s jurisdiction. Deferred maintenance funds are unaffected by the board’s vote, but the reallocation will force the reprioritization of existing capital improvement projects, which park board staff stated would already require a second round of funding to complete.

Originally budgeted at \$35 million, the cost of the proposed North Commons project has since ballooned by over 25%, leaving an approximately \$16.4 million shortfall. With the now-approved reallocation of \$10.3 million, there remains a \$6.1 million deficit for the project, with additional fundraising needed to close the gap.

Of the existing funds, the private, non-profit Minneapolis Parks Foundation has raised nearly \$12 million, and hopes to reach a total of \$16.5 million.

The park board has made up the balance from federal, state and local sources. Its recent effort to secure additional state funds failed with the demise of the bonding bill



North Commons Park Concept. (Image Minneapolis Park & Recreation Board)

during the last legislative session. During the August 21 meeting, park commissioners spoke at length about their view on the proposed reallocation, both pro and con. The debate itself was civil, thoughtful and respectful.

Commissioners speaking in favor of the resolution cited the benefits of the completed project, the problem of historic underinvestment in North Minneapolis, and argued that the Board’s highly visible commitment to the project would aid in future fundraising.

Commissioners who voted against the project argued that it would delay or halt investment in a range of parks lower down on the Board’s equity matrix, and was at odds with the express purpose of the NPP20 funds, which was to broadly address deferred maintenance and capital improvements throughout the park system.

Commissioners voting no also expressed concern diverting funds from maintenance to one large, new project could undermine the willingness of the city or state to provide future funds.

In an email to constituents, District 4 Park Commissioner Elizabeth Shaffer, who voted against the resolution, noted that

the reallocation would force delays to about 50 other park improvement projects. Locally impacted parks include Loring Park, Stevens Square Park, Kenwood Park

and Washburn Fair Oaks. Reached for comment after the vote, Shaffer said:

“This reallocation of NPP20 funding is unusual and significant. It will delay all park projects from 2026 through 2029 — approximately 50 projects total — and take 10 million off the table to support one project that would normally be shared across all projects. I support North Commons becoming the premier rec center in the city and am grateful to those private individuals who are helping make this a reality. Yet I couldn’t support using NPP20 to fund the price tag increase from 35 to 45 million. Normally, commissioners are encouraged to have respect for the CIP process and NPP20 park allocation formulas.”

— Commissioner Elizabeth Shaffer

Commissioners voting for the resolution: President Meg Forney, Billy Menz, Tom Olsen, Charles Rucker, and Becka Thompson. Commissioners voting against: Cathy Abene, Becky Alper, Steffanie Musich and Elizabeth Shaffer.



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THE AUGUST 2024 PRIMARY:
BY THE NUMBERS

By Marty Carlson

Marty Carlson is a regular contributor and lives in Kenwood.

“Progressive blowout.” That seems the only reasonable phrase to describe the results of August’s primary elections for the 61A seat in the Minnesota House and the Fifth District seat in Congress.

In a three-way race for the 61A seat, Katie Jones secured a healthy plurality of the vote (43%) to defeat fellow contenders Will Stancil (36.5%) and Isabel Rolfes (20.5%).

In the Fifth District race, after prevailing by only 2% in 2022, incumbent Ilhan Omar defeated her second-time challenger Don Samuels by more than 13%, garnering 56% of the vote to Samuels’ 43%. In both instances, outspoken DFL progressives defeated more moderate challengers by large margins.

The winners in both contests will go on to face challengers in the November general election, but the area’s historical voting patterns suggest that they head into those races with overwhelming advantages.

Perhaps predictably, voter turnout was abysmal, with only 35% of registered voters casting a ballot in the 61A race, and a mere 29% of citywide voters casting a ballot in the Omar/Samuels contest.

Nonetheless, the election will likely prove highly consequential for three reasons: (1) it sets up both winners for periods of comfortable incumbency in future elections; (2) it suggests a significant shift in the area’s political leanings; and (3) it highlights some important emerging areas of voting power.

The numbers for the 61A race underscore these latter two points. Vying to replace the retiring Frank Hornstein after 20 years, all three candidates identified as DFL progressives, but within that broad labeling, Stancil positioned himself closest to the traditional political center, while Jones and Rolfes staked out positions further to his left. Voters rewarded the left.

Out of thirteen precincts in the district, Stancil defeated Jones



in only one: Kenwood and West Lowry Hill (W7, P2), where he secured 65% of the vote, compared to 26% for Jones and 9% for Rolfes. There were five other precincts in which Jones and Stancil were separated by very narrow margins, all of which Jones carried: East Isles (W7, P9), 1 vote; Lowry Hill main (W7, P3), 2 votes; Loring Park (W7, P5), 4 votes; south Bryn Mawr (W7, P7), 9 votes; and CIDNA (W7, P4), 12 votes.

In all the other precincts, Jones defeated Stancil and Rolfes by larger margins; her top three precincts being Near North (W5, P9) and northern Bryn Mawr (W7, P1), where she won 52% of the vote in each, along with the Wedge (W10, P1), where she received 50%. All in all, these precinct-by-precinct victories gave Jones a comfortable win over Stancil of nearly 7 points.

While that in itself constituted a decisive win for Jones, an interesting hypothetical asks what would have happened if it had been a two-way race without Rolfes. Given Rolfes’ overall left position in the race, it seems reasonable to assume that she attracted mostly left-leaning voters who would have been more likely to gravitate towards Jones than Stancil.

If Rolfes’ 20% of the vote was therefore allocated to Jones, the results in 61A would more closely resemble some of the lopsided blowouts seen in the 2023 city council race, such the 60% victory of Aisha Chughtai in Ward 10.

“That, in turn, paints a picture of the higher turnout precincts immediately surrounding Lake of the Isles and Cedar Lake as being an island of more traditional moderate liberalism surrounded by a sea of emerging left-leaning progressivism (although, to be clear, Jones still won by narrow margins in all but one precinct)”

Election turnout data also tell interesting stories. Overall, the top three precincts by voter participation were (1) Kenwood and west Lowry Hill (54%), (2) north Bryn Mawr (52%), and (3) south Bryn Mawr (48%). The three with the lowest turnout were Near North, at 12%, and the two precincts near Elliot Park (W6, P1 and P2), 18% and 17%, respectively. Jones carried all three of these precincts by substantial margins over Stancil, with Rolfes having some of her

stronger showings there as well. In general, the votes in the lower to moderate turnout precincts skewed heavily toward Jones and Rolfes, suggesting there is a well of untapped voters in these areas who could be reasonably presumed to break for left-leaning progressives if they decided to go to the polls.

That, in turn, paints a picture of the higher turnout precincts immediately surrounding Lake of the Isles and Cedar Lake as being an island of more traditional moderate liberalism surrounded by a sea of emerging left-leaning progressivism (although, to be clear, Jones still won by narrow margins in all but one precinct in that area.).

In the end, it’s hard to disagree with the Twitter assessment of Ward 9 councilmember Jason Chavez, who tweeted out, “Mpls is a progressive city that is ready to move forward.”

One of the biggest winners not on the ballot? Ward 7 progressive councilmember Katie Cashman, who is up for reelection in 2025. While she won her initial race by the narrowest of margins (177 votes), the strong progressive showing in this vote suggests she may cruise to reelection, particularly now that she carries the advantage of incumbency.

In terms of the tenor of the 61A race, it was a civil, issues-based campaign, with each of the three candidates working hard to reach out personally to voters and emphasize the issues they thought important, rather than personally attacking their competitors. However, the race was marred in its closing days by a false attack on Stancil by an outside group, falsely claiming to be “61A neighbors,” suggesting that Stancil was something less than a full-throated supporter of reproductive freedom for women. It’s impossible to know at this stage how or if this group’s mailer and tweets may have impacted the outcome, but it added a gutter feel to an otherwise civil and issues-based contest.

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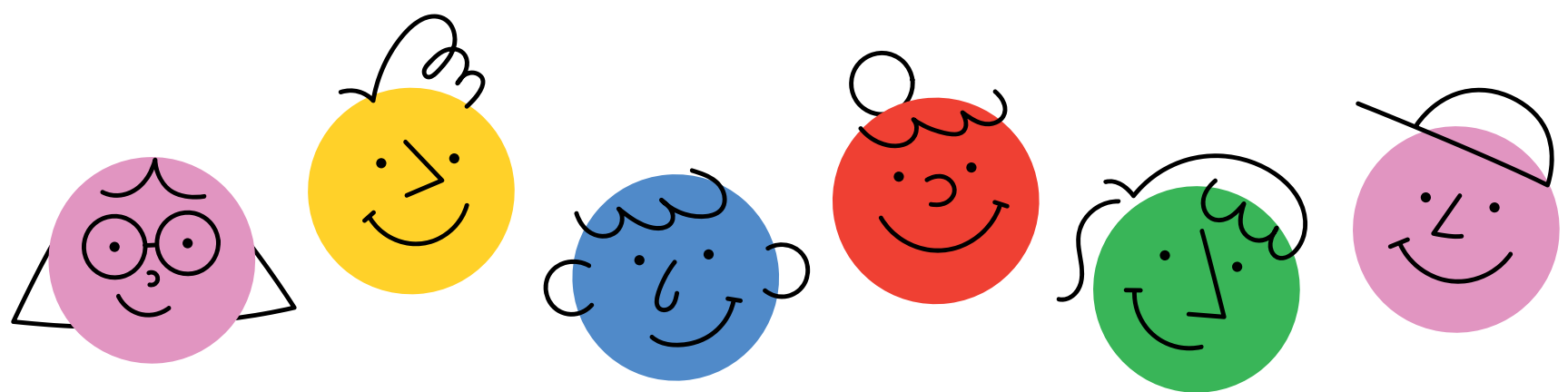
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A LEGAL PRIMER ON VEHICULAR CRIMES

By David Piper



A stolen car was driven at high speeds through Lowry Hill and East Isles and crashed into a house on Irving Avenue South on February 1. (Photo Craig Wilson)

David Piper was a district court judge in Hennepin County for 11 years. Since his retirement in 2022 he has been a senior district court judge handling a variety of cases on a part-time basis.

Hardly a day goes by when I don't hear from a friend, colleague, relative or neighbor concerned about crimes involving cars.

Even though I am a judge, I have always been a bit confused about crimes relating to cars because they fall into different categories. There is aggravated and simple robbery, carjacking, car theft, tampering with a motor vehicle, and receiving stolen property. Also confusing to many is why only certain car cases are handled in federal court.

I am not an expert in criminal law as my specialties were in juvenile, family, civil and mental health courts, so I decided to educate myself about how these crimes differ and how they are charged and sentenced in the justice system. I thought it might be helpful to readers of the Hill & Lake Press to find out what I learned.

Like many, I assumed that "carjacking" was a loosely applied term covering the theft of a car and not a crime that could be charged by that name. But in fact, the Minnesota Legislature made carjacking a crime, effective August 1, 2023. Prior to that, cars stolen with force typically were prosecuted as aggravated robberies.

To make matters more complicated, cars stolen with a weapon, force or the threat of force can be charged as either aggravated robbery or carjacking, or possibly both.

However, according to the Minnesota Sentencing Guidelines Commission (the state entity that tracks sentencing trends in serious Minnesota state crimes), there have been no carjacking convictions under Minnesota state law. This may be because the carjacking law is only a year old, or it may be because cases for cars stolen with weapons or

force may be resolved with a plea to aggravated robbery, which may be easier to prove than carjacking. The motivation for a plea deal is because a first-degree carjacking conviction has a presumptive prison sentence almost twice that of a first-degree aggravated robbery conviction.

Carjacking and aggravated (and

"...the Minnesota Legislature made carjacking a crime, effective August 1, 2023. Prior to that, cars stolen with force typically were prosecuted as aggravated robberies."

simple) robbery are designated as crimes against a person. But again, it gets complicated, with three degrees of carjacking. First degree carjacking and first degree aggravated robbery occur when a defendant uses or threatens to use a dangerous weapon on the victim to steal the vehicle or when the victim is injured. Second degree carjacking and second degree robbery occur when the defendant implies possession of a dangerous weapon while committing the robbery. Third degree carjacking and simple robbery occur when a defendant uses or threatens to use force to steal the car.

Thefts of cars or catalytic converters are charged as property crimes when there is no direct contact with the owner.

Tampering with a motor vehicle ("Tampering") and receiving stolen property ("Receiving") are also designated as property crimes. This can involve breaking a door handle

or riding in a stolen vehicle.

What happens to defendants (called respondents in state court) who are convicted of any of the aforementioned crimes? This is when it's time to give the lawyer's cautionary advice: It depends.

If the case involves a defendant inflicting serious bodily harm, or death, the case could be prosecuted in federal court. It may seem like a car crime should be just a state crime; however, it is not, because technically cars are considered part of interstate commerce, and as such the federal court also has the authority to handle these cases.

How is it decided which court charges it? This is a big piece to explain!

If convicted in federal court, the defendant will likely be sent to prison for quite a while. The length of the sentence will depend upon the harm caused and the defendant's criminal history.

If the defendant is convicted in state court, the sentence will depend primarily upon the severity of the offense and the defendant's criminal history. If it is a crime against a person, and if a dangerous weapon was involved, or if the victim was injured, the presumed sentence is at least some imprisonment.

Property convictions for car offenses (e.g. theft, without the victim present) would most likely result in a prison sentence, but that would probably be stayed as long as the defendant complies with the terms of probation. Probation could include incarceration at the local correctional facility commonly referred to as the "workhouse" and not in a prison.

If the respondent is a juvenile, and many of these cases are committed by juveniles, the respondent could be tried as an adult if the case is serious, or the juvenile could receive a prison sentence that would be stayed as long as the juvenile complied with terms of probation. Hennepin County Juvenile Court has specific programing designed to

prevent kids from re-offending, in some cases before being charged. And if charged, the cases are heard quickly to prevent a time lag between hearings. Contrary to public perception, these new initiatives appear to be having a positive impact in reducing these serious car crimes, although it remains a serious problem.

Other conditions of any probationary sentence in adult or juvenile court could include drug treatment or counseling. Restitution for a stolen or damaged car could also be required. Finally, the court could also impose any conditions unique to the individual defendant or juvenile.

In sum, a carjacking conviction in federal court involving a dangerous weapon (especially a gun) and serious bodily harm would likely result in significant prison time in federal prison, mainly if the defendant has a criminal history. The most serious carjacking and aggravated robbery cases tend to be prosecuted in federal court.

A carjacking or aggravated robbery conviction in state court, involving a gun or dangerous weapon, would likely result in at least some state prison time, especially if the defendant has a criminal history.

Property crime convictions, such as auto theft, simple robbery or receiving stolen property, in state court would likely result in a probationary sentence.

The justice system (the court, prosecutors, and defense counsel) struggles to find a solution to the problem of crimes involving cars, whether it's seasoned thieves stealing catalytic converters, or juvenile carjackers who can barely see over the wheel. As with so many complex problems, there is no easy answer.

THE HISTORY OF TRANSIT IN UPTOWN: Part One – Streetcars

By Aaron Isaacs



The Kenwood streetcar line was one of the earliest converted to bus in 1938. This photo shows the end of the line next to Kenwood School at 21st Street and Penn Avenue. (Photo Minnesota Streetcar Museum Collection)

Aaron Isaacs is the historian for the Minnesota Streetcar Museum and is also a retired Metro Transit planner and manager. Public transit has served Uptown and the East Isles neighborhood since 1879.

Public transit is nothing new to Minneapolis — in fact it was a critical component in the creation of Minneapolis as we know it today with transit corridors like Hennepin Avenue.

This three-part series will cover the history of public transit, its current state and what the future holds.

Public transit first reached Uptown in 1879 in the form of the steam-powered Minneapolis, Lyndale & Lake Calhoun Railway. From downtown it traveled Nicollet Avenue to 31st Street to Lake Calhoun, now named Bde Maka Ska, ending where St. Mary's Greek Orthodox Church is today.

In 1887 a branch of the Lyndale Avenue horse-drawn streetcar line was built on 27th Street, ending at Irving Avenue. It didn't last long. The 1880s saw inventors trying to harness electricity to power streetcars. The breakthrough came in 1888 in Richmond, Virginia, and the technology swept the nation. Beginning in late 1889, the Twin Cities converted their streetcars to electricity by 1891.

The first one to enter the neighborhood in 1890 was the Kenwood Line. From downtown it followed Hennepin Avenue to Douglas Avenue to Oliver Avenue, ending at 21st and Penn next to Kenwood School.

The horsecar, a streetcar drawn by horses, on 27th Street was replaced in 1891 by the Lake Harriet line out Hennepin to 31st

Street, then along the east side of Lake Calhoun, replacing the steam railway.

In 1898 the Lake Harriet line was combined end to end with the new Como Avenue line to form the Como-Harriet line, extending all the way from Lake Harriet to downtown St. Paul.

In 1905 track was built from Lake Harriet through Edina and Hopkins to Excelsior, with a separate branch to Deephaven. Como-Harriet service was extended to Hopkins. An entire new Lake Minnetonka service was added on top of the Como-Harriet.

1905 also saw the Lake Street line built across south Minneapolis from Hennepin Avenue to 31st Avenue S., then across the Mississippi River to downtown St. Paul, becoming the Selby-Lake line which continues to this day as a bus.

In 1892 an independent company opened a streetcar line between Uptown and St. Louis Park via Lagoon Avenue and Lake Street. It was absorbed into Twin City Rapid Transit (TCRT) in 1907 and through-service from St. Louis Park to downtown began, using Hennepin Avenue.

The Como-Harriet line grew a branch in 1913 on Xerxes Avenue from 44th to 50th Streets, designated the Oak-Harriet line. Another branch appeared in 1925 on France Avenue from 44th to 50th Street, extended again in 1929 to 54th Street.

Buses appeared after World War I, and TCRT got into the bus business in 1924, buying Twin City Motor Bus Company. The purchase included the Minneapolis-Glen Lake route that had been running on Hennepin and Excelsior Boulevard for a few years.

In 1932 it was extended to Excelsior, re-

placing the Lake Minnetonka streetcar line. The Deephaven streetcar line was replaced by the Deephaven Bus Company, using Minnetonka Boulevard, Lake Street and Hennepin to reach downtown.

The Nicollet-Hennepin bus, now Route 17, started in 1926. As it does today, it ran on Nicollet Avenue to 24th Street to Hennepin. At the time it didn't go to St. Louis Park, instead terminating at Hennepin and 36th Street.

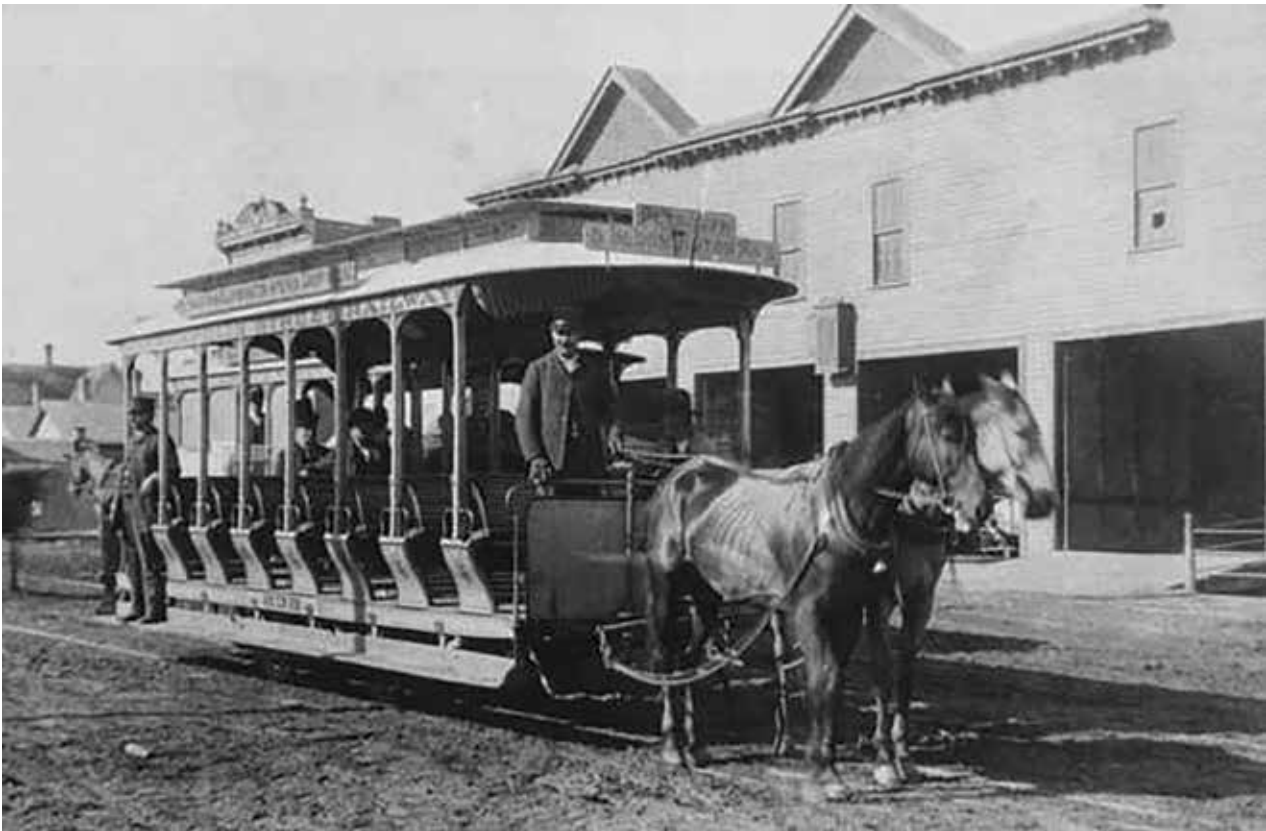
In 1938 the Kenwood and St. Louis Park streetcar lines were converted to bus and combined end-to-end to run through Kenwood. That continued until 1955, when they were again separated, and the St. Louis Park buses were rerouted through Uptown, becoming part of Route 17.

The Como-Harriet and Oak-Harriet lines were the last two streetcar lines to be replaced by buses in 1954, becoming today's Route 6. In 1956 its branches on Xerxes and France Avenues were extended to the newly opened Southdale Shopping Center.

Public ownership

The transit system transitioned to public ownership when the Metropolitan Transit Commission (MTC) bought Twin City Rapid Transit in 1970. After decades of decline, public subsidies were available for the first time to rejuvenate and improve the system.

The bus fleet was replaced, introducing air conditioning for the first time. New bus garages were opened, dramatically improving vehicle reliability. Buses received radios and GPS, which tightened up on-time performance and let bus riders track their bus in real time. Bus shelters appeared.



Horsecar in Minneapolis on Plymouth and Bloomington Avenue line, c.1888. (Photo Minnesota Historical Society)



The Como-Harriet and Oak-Harriet lines ran on Hennepin Avenue, seen here near 25th Street, and were the last to be converted to bus in 1954. (Photo Minnesota Streetcar Museum Collection)

Route 6 was extended to the developing areas beyond Southdale. MTC created an express on Hennepin to the University of Minnesota via I-94 (Route 114). Also new was the Route 2 Franklin Crosstown, providing an important connection that had never existed before.

Route 23 38th Street Crosstown was extended from 38th & Bryant to Uptown, another new connection. The Uptown Transit Center was built, creating a single transfer point for Routes 6, 17, 21, 23, 114 and 612. It was sited with a future Midtown Greenway light rail line in mind.

The only bad news during this expansion period involved the Kenwood bus line, now Route 25. Its ridership, always light, declined to minimal levels. It was downsized, first losing its off-peak service, then almost all of its rush hour as well. It's down to a single round trip per weekday.

MTC eventually became part of the Metropolitan Council and was rebranded Metro Transit. Responding to all the improvements, ridership climbed year after year — then came Covid.

Downtown office employees were the heart of transit's market, and that market has

been cut in half. Afraid to venture out in crowds, many other riders went back to their cars. Initially Metro Transit cut service to match greatly reduced demand.

Then a labor shortage prevented them from ramping service levels back up. Route 6 is a case in point. Pre-Covid base service on Hennepin was every ten minutes all day, with five-minute rush hour frequencies.

Now it's every 15 minutes all day, including the rush hours. Ridership is slowly returning, but will never reach pre-Covid levels, certainly not with 15-minute service.

Part Two of this series will discuss the future role of buses.



Hill & Lake Press

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

- East Bde Maka Ska Neighborhood Association (EBMSNA)



- East Isles Neighborhood Association (EINA)



- Cedar-Isles-Dean Neighborhood Association (CIDNA)



- Kenwood Neighborhood Organization (KNO)



- Lowry Hill Neighborhood Association (LHNA)



- West Maka Ska Neighborhood Council (WMSNC)



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1-4pm at Park Siding
3113 W 28th St MPLS 55416

FEATURING
Live Music
Kids Fun Zone
Door Prize Drawing
Uptown Farmers Market



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The Minneapolis
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on Thursdays.



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Service Above Self

DRAG BINGO FUNDRAISER FOR THE GREAT RIVER SCHOOL



Lowry Hill residents John Stumme and Kyle Hanson hosted a drag bingo fundraiser on their back lanai for the Great River School with performer Jamie Monroe, also known as Tony Anderson. Miss Monroe hosts drag bingo every Monday at the James Ballentine Uptown VFW. She also hosts a drag show there the third Tuesday of every month. (Photos Sarah Schroeder Hudson)



CEDAR-ISLES-DEAN ICE CREAM SOCIAL, PUPPET SHOW AND WILLOWS CONCERT

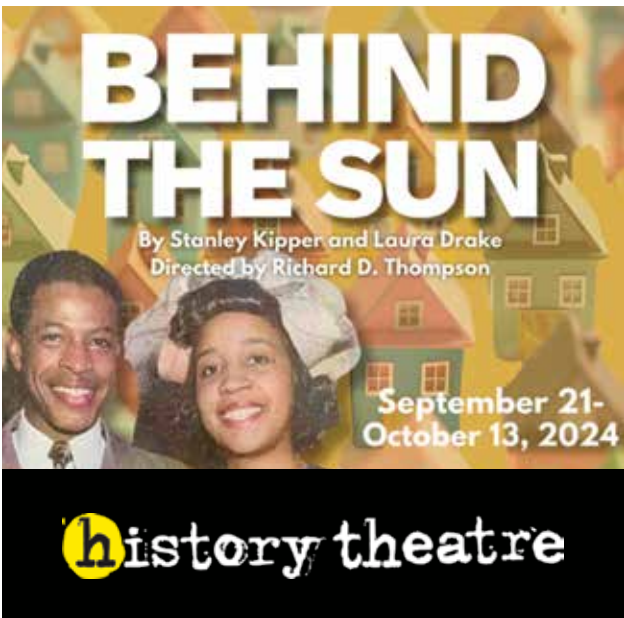
Photos by Tim Sheridan



The Cedar-Isles-Dean Neighborhood Association sponsored an Ice Cream Social on a lovely day at Cedar Lake South Beach. The fun event featured tasty ice cream donated by West End Creamery. Beachside music was provided by the outstanding Willows. The ever-amusing Open Eye Puppet Theater performed a puppet show.

HISTORY THEATER PLAY VISITS TWIN CITIES CLASSROOMS TO DRAW LOCAL CONNECTIONS

By Kate Cieslowski



Lucas Erickson (Photos On Stage)



Kate Cieslowski grew up in Kenwood and is an avid theatergoer.

When “Behind the Sun” opens at the History Theater this fall, 17 performances of the play will be performed onstage by the professional cast.

But in 12 college and community education classrooms across the Twin Cities, a few scenes from the play’s story of redlining and racial segregation in 1950s Minneapolis will be performed by students for an audience of their peers through the local theater outreach program On Stage.

The program’s mission is to “act as a liaison between theaters, colleges, high schools, and community settings to help build connections for potential future theater-goers.”

In each classroom session, actors from the show and On Stage educators conduct one-hour sessions during which the students perform readings of key scenes, with facilitated discussion afterward.

“When we have the students read the scenes, they see their classmates embody the characters, and the students take more ownership of [the story],” says On Stage founder and Uptown resident Lucas Erickson.

As the actor/educators leading the sessions build trust with the class, students make connections among their classwork, the play and their communities, with the aim of fostering a love of theater.

Creating access to theater for student audiences is key to On Stage’s effectiveness. The classroom sessions assume no prior

knowledge of the play and often provide students with avenues for discounted tickets to see the shows they discuss in class.

The sessions are designed to get students excited about theater and connect them with immediate opportunities to see shows. In

“When On Stage educators join classrooms, ‘we relate local shows, plays, and issues to what [students] are learning about in their classes, current events, and their personal narratives,’ supporting cross-disciplinary learning, explains Erickson.”

doing so, the program both brings new audiences to local theaters and provides students with interdisciplinary and experiential learning opportunities.

For history plays like “Behind the Sun” or the History Theater’s 2023 production of “Diesel Heart” (written by Brian Grandison in collaboration with Melvin Carter Jr.),

On Stage might visit history classes. For a play focused on the outdoors or the environment, On Stage might join environmental science classes.

When On Stage educators join classrooms, “we relate local shows, plays, and issues to what [students] are learning about in their classes, current events, and their personal narratives,” supporting cross-disciplinary learning, explains Erickson.

Creating long-term community audiences is critical for local theaters’ success. In 2023, the average age of a Broadway theater attendee was 40.

Erickson’s program is an avenue for theaters — particularly smaller, local theaters that may be trying to rebuild long-term audiences in a post-pandemic era — to access new attendees.

Erickson, a lifelong theater enthusiast, was inspired to create the program in 2016 while he was completing his graduate studies in Arts and Cultural Leadership at the University of Minnesota.


Through classes in which students were required to attend a show and write a paper about their experience, he had the idea to provide similar opportunities to students in non-theater-focused classes. “How creative it was and how different from all the classes I’d taken in the past really excited me,” says Erickson.

“Behind the Sun,” written by Stanley Kipper and Laura Drake and directed by Richard D. Thompson, will run at the History Theatre from Sept. 21 to Oct. 13.

The play’s cast member Jane Froiland and On Stage actor/edu-

cators Lucas Erickson, Aimee Bryant, Warren Bowles, Patrick Bailey, Valencia Proctor and Anne Hashizume will run On Stage sessions associated with the play from Sept. 23 to Oct. 4.

They will visit 12 local colleges and community classes across departments, including theater, English, communications, sociology and history at the University of Minnesota, University of St. Thomas, St. Catherine University, and more.



HISTORY THEATRE:

LOCATION:
30 10th St East
St Paul, MN 55101
(651) 292-4323

BOX OFFICE:
Tuesday-Friday
Noon–5 p.m. and
online at –
historytheatre.csstix.com
or by email at –
boxofc@historytheatre.com

Meet Your Neighbor

Interview by Craig Wilson, Editor

Zac Calvo, Pastor



From left to right: Zac Calvo at Isles Bunn; Zach pictured with husband Elliot; and image of community hub renovation at Grace-Trinity Community Church. (Photos Grace-Trinity Community Church)

Craig Wilson lives in Lowry Hill and is the editor of the Hill & Lake Press.

Where did you grow up?

I'm a child of the Pacific Northwest, born and raised in the Seattle area. I earned a B.A. in music from a small private Christian university in the suburbs and met my husband after grad school in Seattle, and left a big piece of my heart with my family who are all still in Washington. I'm playing the long game — planning to eventually beckon them all to the Midwest one way or another.

What brought you to Minneapolis and Grace-Trinity?

When I married a farm boy from Wisconsin, I had a feeling we'd eventually be drawn back to the Midwest. My husband, Elliot, and I married in 2020, and we moved to the Twin Cities two years ago. We've loved building our life here. While we hold deep affection for Seattle, we knew that our long-term goals like buying a home, raising a family and planning for our future, would be better served in the Midwest. I'm still recovering from the surprise of comparing home prices between Minneapolis and Seattle, and we are very happy to call the Twin Cities home!

My journey to Grace-Trinity was serendipitous. After graduating from Princeton Theological Seminary and serving as a pastor in Seattle for five years — much of it during Covid — I had planned to take some time off to discern my next vocational steps. The universe, however, had other plans. Grace-Trinity was searching for a pastor, and the more I got to know them, the more I realized that something really special was happening. Grace-Trinity has a history of being justice-oriented, community-focused and inclusive. That resonated deeply with me. It is a beautiful thing to lead a community where I don't have to hide parts of myself, and where I can encourage others to live fully themselves. I'm grateful they called me to be their pastor!

What role do you think pastors and religious institutions should play in their communities?

For a long time, churches and religious institutions operated with a sense of cultural dominance and power, using these dynamics to influence their communities. Many of us have stories of pain and hurt from those times. Unfortunately, some churches still act as though they have the right to wield power

and exert control over others.

I became a pastor to offer a different perspective. I believe that each person's story is unique, beautiful, and always offers something valuable to teach us. The church should cultivate spaces where everyone sees their neighbor as a gift, not as liability or threat. At Grace-Trinity, we are building a community where people can bring their full selves without question — their wonderings, doubts, and everything in between. I'd love for you to join us on a Sunday morning at 10:30.

What kind of community outreach is Grace-Trinity wanting to do to help the community?

It's easy for institutions, churches included, to operate from a scarcity mindset, holding resources close or imposing litmus tests based on belief or doctrine. Grace-Trinity's vision is different. We believe that each person should be in the driver's seat of their own spiritual journey, and that our resources are meant to serve the neighborhood, not just ourselves.

About four years ago, Grace-Trinity embarked on an ambitious construction project, transforming our main floor into a beautiful, open-concept common space and making other building improvements. If you've ever stopped by Isles Bun & Coffee for a puppy-dog tail and walked to the lake, you've likely noticed our big, tall windows looking into the Commons — even if you didn't realize it was a church.

What motivated the focus on community and how was it manifested?

In dreaming about how to use this space post-COVID and after the BLM protests, we envision Grace-Trinity as a community hub for Uptown and East Isles. We want to play our part in revitalizing Uptown after the social upheaval of 2020, the disruption of Hennepin construction and ongoing safety concerns. Our goal is to foster connection, community and compassion in every way we can.

This includes partnering with non-profits to share our space, hosting local AA and NA groups, offering events like art shows (I'm especially excited about the Technicolor Truth art show on October 3), organizing food drives for Joyce Food Shelf, facilitating community conversations to build empathy for our unhoused neighbors and hosting meetings with local representatives to stay informed and take action. We also rent out

our building for events, meetings and celebrations.

If anyone wants to grab coffee and dream about ways to collaborate, I'd love to connect!



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gracetrinitychurch.org



ADOPT-A-DRAIN

By Tom Hoch

Tom Hoch is an avid gardener and volunteer. He lives in Lowry Hill.

We love those summer sunsets over the glistening water of our city’s lakes, streams and river.

Kayakers, paddleboarders and canoers glide across the shimmering water of Lake of the Isles, embracing tranquility and beauty. Walkers and runners marvel at how perfect it all seems. Nearly perfect, that is.

“Nearly perfect” because each of the people notice something. The stray plastic bottle, the algae bloom, rubber bands and numerous pieces or trash. “How could this happen to our beautiful lake?” “How do we keep this from happening?”

The simple answer is that the source of this problem is the debris that enters our storm drains and flows directly to the lake, stream or river.

In our neighborhood, that’s Lake of the Isles and Spring Lake. Many people do not know that every single thing that enters our sewers enters the lakes! It’s as if you stood on the shore and tossed your debris into the water: that’s just nasty.

And, it’s not just trash, but our leaves and grass clippings are picked up by the rain (or overreaching sprinkler systems) and deposited directly into the lake frequently from blocks and blocks away!

Those leaves and clippings decompose and feed the algae which suffocates aquatic creatures, looks awful and smells bad.

We can change this if we have



(Image City of Minneapolis)

the desire to do so. YOU can help by adopting a storm drain on your block and helping to keep it clean. It takes minutes per week and will make a huge difference in the quality of our waterways. AND, you don’t need to do it in winter; just in warmer weather when water is flowing. You can

find a partner who can take over for you in the event of travels.

I’m the Storm Drain Ambassador for the Lowry Hill neighborhood and I will help you with your drain adoption and maintenance.

In Lowry Hill, we have just 27% of our drains “adopted” right now

and we’d like to get to 100% (yes, a little friendly competition with our surrounding neighborhoods).

It’s super easy and very rewarding and you can do it with kids of all ages.

Right now you can go to mn.adopt-a-drain.org and adopt your Lowry Hill drain as well as explore

“In Lowry Hill, we have just 27% of our drains 'adopted' right now and we’d like to get to 100% (yes, a little friendly competition with our surrounding neighborhoods).”

other details of this initiative. And, when you adopt your drain, please send me an email (Tom.Hoch2100@gmail.com) confirming your drain adoption so that I can coordinate with you and get you materials to help you.

I’d also like to plan a brief, fun, short gathering of all those adopters so that I can meet you face to face and ensure that you have what you need.

Let’s get to a 100% adoption and have the lakes and quality of life we all want!

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THAT KEEP YOUR
COMMUNITY &
NEWSPAPER
THRIVING

Hill &
Lake
Press

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YOU



Far left: August in full bloom (Photo by Craig Wilson); Left: “Bombus affinis,” commonly known as the rusty patched bumble bee, was spotted on Aug. 24 in a Kenwood yard. This species, the official state bee of Minnesota, is endangered and native to North America. (Photo by Angie Erdrich); Above: The Super Blue Moon on Monday August 19. (Photo Tim Sheridan)



KENWOOD SCHOOL HOSTS “WOODYSTOCK”

By Karin Olson

Karin Olson lives in Kenwood and is a parent volunteer at Kenwood Elementary School.

For years, kindergarten teacher Cathy Sullivan has dreamt of an outdoor classroom that supports learning for Kenwood students and benefits the entire community.

Her dream has been translated into official plans on paper, and now it’s time to raise the funds required to make the special space at the corner of Franklin and Penn Avenues a reality.

In addition to applying for grants from community-minded businesses in the area, the team at Kenwood is inviting members of the neighborhood to come learn about the project and support it while enjoying some live music.

“Woodystock” (inspired by school mascot Woody the Woodchuck) is a series of mini-concerts open to the public with an invitation to “contribute as you wish.”

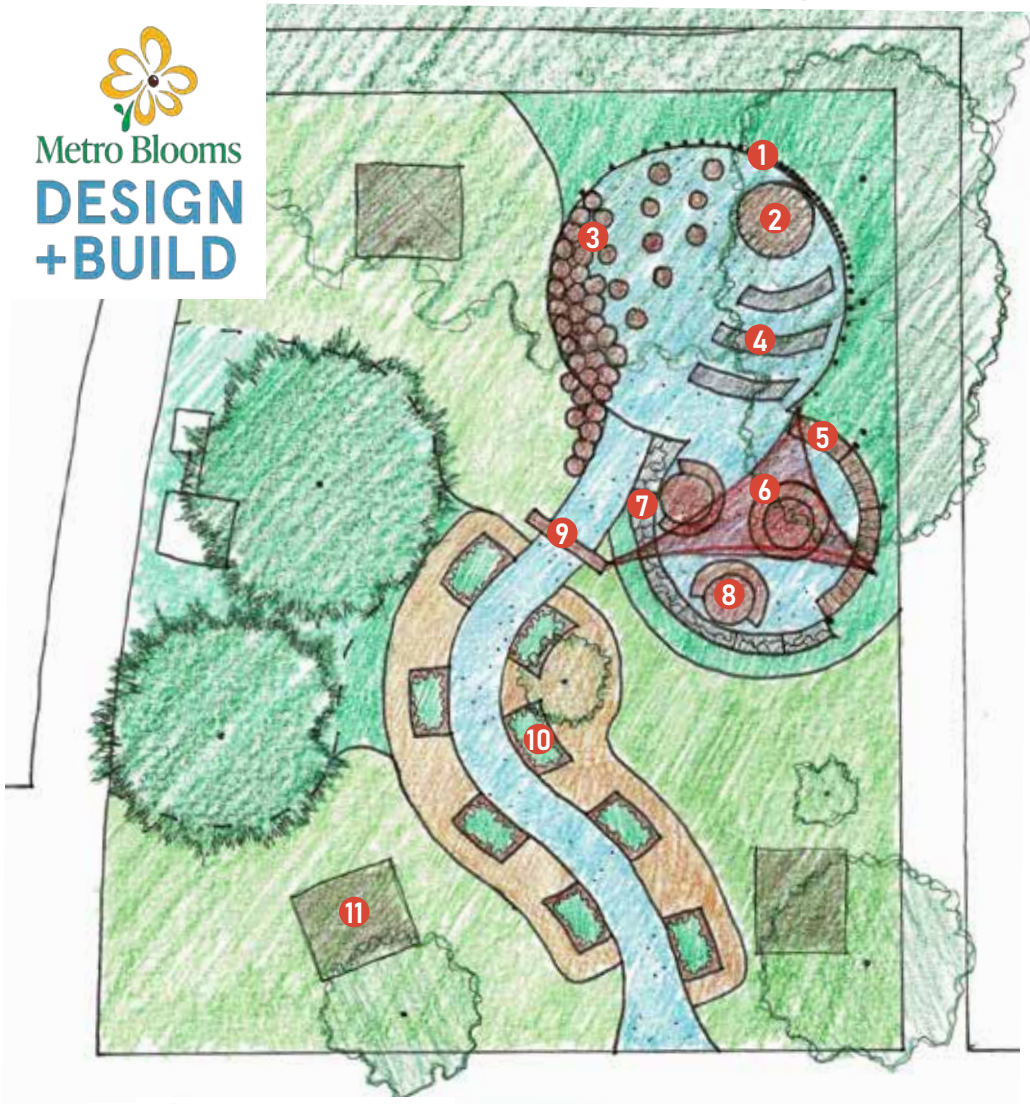
All concerts are from 6:30-7:30 p.m. In inclement weather, concerts will move into the Kenwood Rec Center. Bring your own chairs, blankets, snacks and beverages.

The outdoor classroom was designed by Metro Blooms Design + Build.

It will enable educators to instruct outside, and will facilitate students planting and tending to gardens, learning about pollinator lifecycles, and countless other opportunities.

The space will be available for use by the community outside school hours. The team at Kenwood hopes to raise \$80,000 to make this dream a reality for the children and their community.

Kenwood Elementary School



Combined Concept

- 1

Wood post barrier that gets less dense away from the teaching platform
- 2

Platform for teacher to stand on during instruction
- 3

Terraced log seating/retaining wall barrier and more spread log stools
- 4

Dynamic seating options including benches with stable backs
- 5

Standing tables at different heights for student work around group work space
- 6

Removable shade sail over group work area
- 7

Stone retaining wall and seating for group area
- 8

Round tables for group work area
- 9

Arbor entrance to classroom and group work spaces
- 10

Raised plant beds for each class to utilize in their curriculum surrounded by mulch path
- 11

Existing picnic tables relocated around the lawn area of the site
- 12

Storage shed for classroom and garden materials



2024
WOODYSTOCK
SCHEDULE

THURSDAY, SEPTEMBER 5:
JORDAN MICHAEL –
Big band, Broadway musical
& classic pop vocalist

THURSDAY, SEPTEMBER 12:
SIMPLY OVERDRESSED –
vocal duo spanning many
musical genres

THURSDAY, SEPTEMBER 19:
THE ABOVE AVERAGE
TUBA QUARTET

WEDNESDAY, OCTOBER 2:
METRO BRASS QUINTET

TIME:
6:30 - 7:30 P.M.

LOCATION:
2013 PENN AVE SOUTH
MINNEAPOLIS, MN 55405

For more information or
to share an idea, please
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Dear Neighbor

A monthly column by Dorothy Richmond



Brittney Griner at the women’s quarterfinal match between Nigeria and USA on day twelve of the Olympic Games Paris 2024 at Bercy Arena on August 7 in Paris, France. (Photo by Marvin Ibo Guengoer - GES Sportfoto/Getty Images)

Dorothy Richmond is founder of the Dear Neighbor column and a longtime resident of Cedar-Isles-Dean.

Dear Neighbor,

It’s September, and summer is waning. Back to school, back to work, back to regular hours and rhythms. Back to reality. I hope your summer was relaxing, rejuvenating and held adventures at home or elsewhere.

Here’s mine, my favorite one for the summer, an adventure that clarified for me who I am and what I care about, as all true adventures do.

In June I went to a Minnesota Lynx game with my daughter, Daisy. The Lynx played against the Phoenix Mercury, whose most famous roster member is Brittney Griner, the player — one of my heroes — who was detained in a Moscow airport on February 17, 2022, for possession of vape cartridges containing medically prescribed cannabis.

Her trial began on July 1 that year: She was found guilty and sentenced on August 4 to nine years in a Russian prison and work camp. After complex negotiations, Brittney was released on December 8, 2022.

Why is Brittney Griner my hero?

Anyone who endures extreme hardship and emerges grateful for surviving, as Brittney did, and vows not to wallow in endless grudges and revenge, but, rather, to learn and teach others through understanding and empathy, as Brittney does, is my hero. She is honorable. We all suffer and struggle, some certainly more than others, but each assault on our souls is an opportunity to choose to move forward, wiser and with compassion, and to live a good life, refusing to be defeated.

I visited Russia 15 years ago. I’d wanted to go to Russia since the 1990s when I went on something of a Leo Tolstoy bender, another one of my heroes for his greatness of soul. I read everything he wrote until his latest works when he was old and preachy, a narrowing of that greatness, but my love of his work endured.

Target Center was nearly full and I absurdly assumed it was because of Brittney. Boy, was I wrong. It quickly became apparent that I was close to alone shouting, “Go, Brittney” and “Go, Mercury.” I was all fangirl, marveling that I was in the presence of one of my heroes. I’d read “The Gulag Archipelago” by Aleksandr Solzhenitsyn (a Dorothy summer read) who spent eight years (1945-1953) in Russian prison camps for writing a private letter to a friend criticizing Josef Stalin, and this phenomenal book is a compendium of the horrors. His book has never left me.

While Brittney’s time in Russia was probably less dire than conditions under Stalin’s rule, when upwards of twenty million (some estimates are closer to sixty million) were tortured and killed — probably because with news reporting as it is, Putin couldn’t get away with it. Still, to paraphrase Gertrude Stein, a prison camp is a prison camp is a prison camp.

Ahead of us were two couples, all rabid Lynx fans, screaming and standing and shouting at the refs and waving madly throughout the game. Fine, I thought, you do you. At one point, Brittney scored, and I yelled with glee. One of the women turned around, glared at me and spat, “Shut up!”

Amazingly enough — you know those times when someone says something outrageous, but only later do you think of what you wish you’d said? — this time I

didn’t. I looked at her and said “You’re cheering; I’m cheering: Let it go.” She did. And we continued to maintain our fandom, however different, respectfully. So much of diplomacy can be reduced to “You do you; and let me do me.”

The Mercury lost.

As we left the arena, Daisy said I was disloyal to our Lynx. I said I was loyal to my hero. We both left happy. And that was that.

And here’s my antihero: Vladimir Putin. His lust for power and land grab makes me wonder, to what end?

One of Tolstoy’s most famous short stories is titled, “How Much Land Does a Man Need?” In it, the protagonist, Pahom, sells his soul to the devil in exchange for riches and land. (Putin?) At the end, now wealthy but deserted by his friends and family, Pahom, racing to buy and acquire more land, has a heart attack and dies. The final line of the story answers the title’s question: “Six feet from his head to his heels was all he needed.”

Ask yourself: What, whom, and how much do I need? I believe we all need heroes. Who are yours?

— Dorothy



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Summer Wrap-Up

By Courtney Cushing

The Kenwood Neighborhood Organization, known as KNO, is wrapping up a successful 2024 Summer Fun and Wellness season. East Cedar Lake Beach was the main hub of activity, hosting a wide variety of events including a Shakespeare performance, African drumming and dancing, opera, pirates and weekly yoga and pilates. Kenwood Park was the site of an Open Eye Puppet Theatre show and a collaborative effort with the Lowry Hill Neighborhood Association, abbreviated as LHNA, hosting a first-time pop-up farmers market. Neighbors and visitors of all ages took advantage of the free programming around Kenwood.

Organized, led and in part funded by Kenwood volunteers and donors, these community engagement activities complement efforts by the Minneapolis Police Department 5th Precinct and Minneapolis Park Police. Along with daily volunteer stewardship at the beach, a culture of wellness and a family friendly environment has shown to be an important factor in the decrease in police calls to the area in the last six years.

Summer fun officially ends with flashes of fire and a scoop of Sebastian Joe’s ice cream, Saturday, September 7, 6:30-8:30 p.m. at East Cedar Lake Beach. Enjoy the multi-neighborhood Super Sale during the day and then head to the beach for a family friendly night of fire dancers, hula hoops and ice cream.

(Photos by Courtney Cushing Kiernat and Amanda Vallone)



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Save the Date!

**13th Annual
Neighborhood
Super Sale**

Saturday, September 7
9:00 am – 3:00 pm

Find new treasures at the
Neighborhood Super Sale!

On Saturday, September 7, a
wave of yard sales will happen
across Lowry Hill, East Isles, East
Bde Maka Ska, Kenwood, and
Cedar-Isles-Dean
neighborhoods.

Shoppers, check out sale
details—sellers, register and
start stocking up your wares!

Visit lowryhillneighborhood.org/
for more info and map of
participating homes.



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