



# Hill & Lake Press

‘Where the biggies leave off...’

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

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## ABANDONED AND DETERIORATING: 2737 E. LAKE OF THE ISLES PARKWAY SAGA DRAGS ON

By Mike Erlandson



Mike Erlandson is the President of the East Isles Neighborhood Association and President of the Hill & Lake Press Board of Directors. He lives in East Isles.

As we approach the one year anniversary of Hennepin County's decision to grant Mr. Mahendra Persaud's request to reclaim his property at 2737 E. Lake of the Isles Parkway, I call your attention to the lack of any progress on Mr. Persaud's part to "rehabilitate the property within 6-9 months." That is what statements in the county's posted directive say Persaud testified he planned to do.

As was clearly stated by members of the community and supported by the East Isles Neighborhood Association, nobody believed Mr. Persaud would make good on his promise. His property remains a blight on our city, the county and the neighborhood as it has been for over a decade.

As I type this, the yard is over a foot overgrown, and the home continues to fall deeper in disrepair. More important, no activity has taken place to rehabilitate the property.

Neighbors report that people experiencing homelessness are squatting in the house and on the grounds. Recently there was a gas leak in the house and the power company had to make an emergency visit late at night. This is an abandoned property, and its neighbors remain very concerned about the risk it creates for the neighborhood.

The community would appreciate an update from elected officials as to what can be done to either take this home away from Mr. Persaud (as was submitted to the county a year ago) or force his hand to make good on his promise to Hennepin County in order to get the property returned.

At minimum the county should work with Council Member Cashman to reinstate the fine the city is allowed to place on empty homes for inactivity



(Photos of the house by Courtney Cushing Kiernat; Photos of debris by Mark Kosieradzki)

— something that was in place prior to the decision to grant Mr. Persaud's request to reclaim his property.

Please contact your elected officials to encourage them to do something about this blight.



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(Photo by Courtney Cushing Kiernat)

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## CITY COUNCIL UNANIMOUSLY SUPPORTS HIGHWAY REMOVAL OPTIONS FOR I-94 RECONSTRUCTION

By Marty Carlson

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# 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.*

### Seeing Red

I discovered last weekend that the right lane running the length of the Sculpture Garden up to the bus stop on Douglas Avenue and Hennepin Avenue South had been painted red and delegat-ed for buses only. Today, at 2:30pm, I was on 94 headed east and the traffic was backed up to Broadway due to that lane closure.

My route home from work culmi-nates with getting on 394 from Penn and exiting Dunwoody. Recently, the traffic has backed up the exit due to the closure of the right lane. This prohibits traffic from moving through the traffic light and allowing those of us who want to turn right to drive by Parade Stadium to get to Lowry Hill.

Who makes this decision?! Not only does this cost the taxpayer unnec-essary money, but it serves NO ONE. With declining businesses in downtown Minneapolis, as well as the destruction of Uptown businesses and viability, this is incredible!!! I have lived in Lowry Hill for the last 38 years.

For two years in the mid 80's, I lived in NYC and incessantly bragged about how Minnesota was a leading progres-sive state — politically, environmentally and socially.

Sadly, the list of complaints I cur-rently have for the city of Minneapolis has grown exponentially in the past cou-ple of years, but the most recent infrac-tion takes the cake.

The decisions made by local gov-ernmental agencies is costing us eco-nomically and in quality of life. I'm ashamed.

Jody Lichtor  
Lowry Hill

### Baylor Boutique Boondoggle

I am writing to express my concerns regarding the proposed condominium project at Douglas Avenue and Fremont Avenue South as reported by Marty Carlson in the September issue.

While I understand the need for new housing developments in our com-munity, I believe that the industrial de-sign of this project is not in harmony with the historical and architectural character of our neighborhood.

Our community is characterized by its rich heritage, featuring turn-of-the-century homes, charming brownstones and a wealth of gardens and mature trees that create a warm and inviting at-mosphere. The existing streetscapes, with their traditional façades and archi-tectural details, contribute significantly to the unique identity of our area.

The proposed design, with its stark industrial features including its scale, its solid garage wall that extends the length of the block and its metal balconies and staircases stand in stark contrast to all the surrounding architecture. This de-sign is more appropriate for the ware-house district.

We do not want or need a 14 car parking garage along our historically residential Douglas Avenue. The two ex-isting triplexes built in 1910 have curb appeal and frankly, in my mind, histori-cal significance.

## LETTERS TO THE EDITOR

Replacing these landmark street-facing façades with a 12 foot high concrete or brick parking garage wall is out of the question. At the very mini-mum, the parking must go underground and the eye level view of the property must look and feel compatible with its current neighbors.

If this proposed project is approved, it would set a precedent allowing build-ings to be built on top of street level parking garages all over Lowry Hill. We can't let this happen.

Mark Tierney  
Lowry Hill

### Preserve Lowry Hill's Historic Character: Oppose Oversized Develop-ment

As immediate and nearby neighbors of the proposed Baylor Boutique devel-opment at 1302 Douglas Ave and 1716 Fremont Ave S in Lowry Hill, I am writ-ing on behalf of area neighbors to ex-press our concerns about the proposed project reported in the September issue of the Hill & Lake Press.

We are not opposed to new con-struction and welcome change, as long as it respects the historic scale and char-acter of the Lowry Hill neighborhood. The problem with this proposal is that it is too large and contemporary, out of context with its location in the heart of our historic area. Minneapolis 2040, the city's comprehensive plan, was designed to allow for reasonable upzoning, yet proponents of the plan emphasized that variances would rarely be granted and only in extreme circumstances. The ex-isting zoning should be sufficient, and there is no hardship justifying these variances.

The proposed development seeks variances for lot coverage, floor area ra-tio (FAR), height, street frontage, and impervious surface area — none of which are necessary to create an appro-priately scaled building for our neigh-borhood. This project would better fit areas zoned for greater density, such as UN3/Interior 3, not our UN2/Interior 2 classification, which was intended for "small to moderate-scale residential uses."

Allowing these variances would set a dangerous precedent for future devel-opments, undermining zoning protec-tions for our neighborhood's unique character. We urge the city to respect the original intent of the 2040 Plan and con-sider the impact this oversized develop-ment would have on our community.

Please reject the variances and en-courage a project more in line with the neighborhood's historic context

Howard Rubin  
Lowry Hill

### Let Me Finish!

It was very interesting at the meet-ing at the First Unitarian Society of Minneapolis building scheduled by our City Council Member, Katie Cashman. We were told upon arrival that she would not be able to take any questions be-cause she had another meeting sched-uled someplace else. How convenient. And irresponsible! After her exit, she was followed by a gentleman talking about the mess of Hennepin Avenue, and then by a Minneapolis police officer.

After the police officer was fin-ished, I raised my hand to speak. Not to ask a question, but to make a suggestion. I suggested that all the City Council members and the mayor spend one en-tire weekend (Friday, Saturday, and Sunday nights) doing the following: 1) riding in a police squad car and in an ambulance, 2) observing the Hennepin County Medical Center's Trauma Cen-ter, and 3) riding the bus and train from downtown Minneapolis and back. This would ensure that when they are voting concerning the above items, they would have first-hand knowledge of what they're voting about.

I live at Colfax Avenue, on the cor-ner of Douglas Avenue, and overlooking Lowry Park. In the two-block area from Hennepin to the corner of Douglas, there have been five serious crimes in the past six months, including an 80-year-old man who was robbed after being pis-tol-whipped (resulting in seventeen stitches to his head and a broken ear-drum). Tom, the antique dealer on the corner of Hennepin, was robbed; three cars were stolen; garden plants and planters were stolen and destroyed. And, finally, the former doctor across the street had his house broken into twice and was assaulted by someone from the park until his wife showed up with a baseball bat. They ended up selling their house less than two years after buying it because of the crime in the neighbor-hood.

After I asked my question of the po-lice officer, I received an ovation of ap-plause from the people present at the meeting. On the way out, the police offi-cer asked if she could give me a big hug. Some of the people in the hallway said that they overheard Council Member Cashman remark that she did not care about the constituents in Lowry Hill as much as she did the housing problem in the city.

When I was speaking, the young man with the microphone kept trying to take it away from me until a woman, swatting him on the backside, said, "Let him finish!"

Patrick B. Porter  
Lowry Hill



New dedicated bus lanes were installed along Hennepin and Lyndale Avenues this past month to improve bus transit efficiency, but drivers are now facing increased congestion as traffic is reduced to two lanes. (Photo: Craig Wilson)

# SUPER SUCCESS!

## HILL & LAKE NEIGHBORS UNITE FOR A RECORD-BREAKING SUPER SALE – CONNECTING NEIGHBORS, RECYCLING AND BUILDING STRONGER BONDS!

Photos by Courtney Cushing Kiernat



## AN OFFENSE TO THE 2040 PLAN: OBSERVATIONS & CONCERNS

Commentary by Erik Fraser Storlie

*Erik Fraser Storlie lives in East Bde Maka Ska.*

In response to Gene Tierney’s opinion piece “In Defense of the 2040 Plan,” I’d like to offer a few observations.

First, it’s important to recognize that the actual City of Minneapolis is a postage stamp surrounded by the contiguous Twin Cities metropolitan area.

Minneapolis covers about 59 square miles as compared to the 3,000 square miles of the Twin Cities metro area. Minneapolis has a population of about 430,000 people compared to some 3.7 million people in the Twin Cities metro area (my numbers are pulled from a google search; I welcome corrections).

The city of Minneapolis cannot solve, and should not be expected to solve, problems that belong to the entire region.

It is unreasonable to think, as Mr. Tierney suggests, that workers at workplaces and businesses within Minneapolis proper must depend only the housing available within its boundaries. Workers do and can and will commute from surrounding areas that have lower cost housing — and to do so will require functional and efficient mass transit, as well as well-maintained roadways for automobiles.

Bike lanes are a boutique gift (already costing Minneapolis many millions in street reconstructions) to mostly young, mostly male, mostly white bike riders. Bikes and bike lanes will never move enough people to justify the huge costs already incurred and planned for the future.

Bike lanes, as any unbiased observer will note, move only small numbers of persons in summer and, for good reason, are mostly empty in the winter. Bike lane dollars should go to creating a smart mass transit upgrade of our existing system of roads and buses.

That said, we do want more affordable housing within the City of Minneapolis. However, there is good reason to question the wisdom of disrupting older neighborhoods in order to replace naturally occurring affordable housing with triplexes con-

**“It is unreasonable to think, as Mr. Tierney suggests, that workers at workplaces and businesses within Minneapolis proper must depend only the housing available within its boundaries. Workers do and can and will commute from surrounding areas that have lower cost housing — and to do so will require functional and efficient mass transit, as well as well-maintained roadways for automobiles.”**

taining small rental apartments owned by absentee landlords (locking persons into long-term if not permanent renting with no creation of equity).

I note that a letter in today’s issue laments a modest home once owned by that writer, a \$150,000 starter home of 1450 square feet that “survived only two more owners before being torn down and replaced by an \$850,000 home with 3,000 square feet.”

Were the 2040 plan serious about affordable housing, it would have blocked such destruction. It is not environmentally sound to raze dwellings with good bones, built to last a century or two, with buildings that will likely last only decades. The carbon cost of bulldozing existing homes, wasting the embodied lumber and labor, disposing of the wreckage, and rebuilding with new materials outweighs gains.

Finally, I have never seen the proponents of the 2040 Plan address the unfair and onerous burdens placed on the individual homeowner who suddenly finds that a developer has purchased next door and will replace a small home with a triplex that takes away the homeowner’s open sky, sunlight and shade with its large footprint, height, tarmac and removal of mature trees.

I’ve lived in Minneapolis since the age of two, and over some 40 years have invested thousands of dollars and hours upgrading an older home. I trusted the integrity of Minneapolis’ zoning regulations to make these investments worth it. If a triplex goes up next to me, I will have to consider selling out at a loss rather than losing the living spaces, inside and out, that my wife and I have created over many years and dearly love.



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# EVERYONE IS ENTITLED TO MY OPINION A DIVIDED COUNTRY. A DIVIDED CITY.

By Susan Lenfestey

**"NEO-"  
PROGRESSIVE**

Supports far left candidates, including candidates from the DSA (Democratic Socialists of America) party

**STATED GOAL:**  
Electing a progressive majority to the Minneapolis City Council in the November 2023 election.



**"OLD-LINE"  
PROGRESSIVE**

Supports more moderate candidates including candidates such as current Mayor Frey

**STATED GOAL:**  
Counteracting the divisive political discourse that currently dominates Minneapolis elections and policymaking.



(Image MPLS for the Many)

(Image All of Minneapolis)

*Susan Lenfestey is a Hill & Lake Press founder and board member. She lives in Lowry Hill.*

The bitter divide in our national politics is like nothing we’ve seen in our lifetimes, but the divide in our city politics is deeply troubling as well.

What should be a good working relationship between so-called moderate and so-called progressive DFLers has unraveled into a heated battle over current policies and the future of our city.

The two local super PACs, also known as "independent expenditure-only political action committees," or IEs, that embody this divide are Mpls for the Many and All of Minneapolis.

Remembering which is which is a bit of a cognitive challenge, as is coming up with the right terms to describe their political bent. But in general, Mpls for the Many supports “neo-progressive” or far left candidates including members of the DSA (Democratic Socialists of America) whereas All of Minneapolis supports “old-line progressives” or more moderate candidates including Mayor Frey.

IEs have no limits on the amount of money they can raise, but they cannot contribute directly to a political party or candidate or coordinate with their campaigns. However, they may spend money to support a candidate with such things as ads or mailings, as both have done extensively.

All of Minneapolis was formed in 2021 by moderate DFLers with the stated goal of “counteracting the divisive political discourse that currently dominates Minneapolis elections and policymaking.” They successfully raised funds and worked to defeat the amendment that was on the ballot that year to defund the Minneapolis Police Department and replace it with a Department of Public Safety.

Mpls for the Many was founded by activist Chelsea McFarren in 2023 with the stated goal of “elect-

ing a progressive majority to the Minneapolis City Council in the November 2023 election.”

Most of the social media and mailings from Mpls for the Many endorse neo-progressive candidates and members of the DSA and lay the blame for the city’s problems on Mayor Frey and wealthy “lim-

**“...Both sides agree that there are urgent issues to be addressed, including the climate crisis, affordable housing and public safety. But to say they don’t agree on how to do that is an understatement.”**

ousine liberals,” whom they see as perpetuating an unjust economic system. As is obvious from their name, the DSA supports a socialist agenda.

Most of the mailings from All of Minneapolis fault the far left neo-progressives on the City Council for wasting time passing statements about foreign affairs, balking at passing funds to help rebuild the MPD and for promoting an anti-business agenda.

All of Minneapolis has out-raised and outspent Mpls for the Many, but Mpls for the Many has out-organized All of Mpls, taking a more boots-on-the-ground activist approach and being very successful

in getting their candidates elected in 2023.

Both sides agree that there are urgent issues to be addressed, including the climate crisis, affordable housing and public safety. But to say they don’t agree on how to do that is an understatement.

**The Rift**

I identify as a Wellstonian Democrat, a pragmatic progressive, and have contributed to All of Minneapolis. I consider many of the solutions proposed by the neo-progressives to be well-intended but ideologically driven, unrealistic, unaffordable and unsupportive of neighborhood businesses such as those in crisis in Uptown.

The neo-progressives rightly cite the urgency of the moment — such as acting on climate change and the housing crisis—and say that the problem is people like me who are “clinging to their privilege.”

That’s a bit, well, rich! I’ve worked for social, racial and gender justice my entire life.

A healthy city — and country — needs the voice of activists to push for necessary change, but it also needs pragmatic leadership to parse the details of those changes, a strong tax base to pay for them, and even the perspective of people who’ve been around for a while.

On the flip side, those who’ve been around for a while need to be willing to consider new approaches. As Ben Franklin wrote at age 81 as he signed the Declaration of Independence, noting that he didn’t approve of all of it, “For having lived long, I have experienced many instances of being obliged by better information, or fuller consideration, to change opinions even on important subjects, which I once thought right, but found to be otherwise.”

My husband and I have lived in Lowry Hill for 50 years and in that time we have volunteered in public schools and on neighborhood festivals, worked on political campaigns

and helped build a thriving literary community.

All those years I believed that I was helping to knit the fabric of community, creating a colorful and complex sweater that would be valued by future generations. It’s painful to see it being unraveled and to be told we were only knitting it for ourselves. We weren’t.

But having made mistakes and unraveled a few sweaters in my life, I know that the yarn can be used again to knit a different pattern, a style more suited to a new generation. I’m nearly at the end of my skein, but if someone drops a stitch, I’m here to help pick it up — or if need be, to deliver a sharp jab with my needles.

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# COUNCIL COMMITTEE RECOMMENDS APPROVAL OF A RECUPERATIVE CARE FACILITY FOR THE UNHOUSED IN UPTOWN

By Terry White



Lakeshore Care is proposed to be located next to Highpoint Center for Printmaking, drawing strong opposition from neighbors. (Image courtesy of Google Maps)

*Terry White writes for the Minneapolis Times and publishes the Better Minneapolis newsletter. He lives in the Field neighborhood in South Minneapolis.*

On September 24, the Business, Housing & Zoning committee (BHZ), chaired by Council Member Jamal Osman, unanimously approved the Interim Use Permit application submitted by Tim McLaughlin of West Lake Colfax, LLC, to allow Lakeshore Care, Inc. to operate a recuperative care center in the building at 918 W. Lake St.

As we go to press it appears that the full council will vote to approve the permit on October 2. Once approved, Lakeshore Care, Inc. plans to begin operating a 24-bed, around-the-clock medical facility starting early next year. A larger recuperative care center, to be operated by Accord Health and capable of housing 64 individuals, is being considered for 1801 Nicollet.

Recuperative care facilities are a relatively new concept meant to provide health care for unhoused people who have suffered an illness or medical emergency. After receiving treatment at a clinic or hospital they often have nowhere to go. Recuperative care centers are seen as a way to provide a lower-cost care option than traditional alternatives such as extended hospital stays, skilled nursing facilities, emergency shelters, long-term care facilities or home health care, while also achieving better outcomes for these individuals. The model has worked in other states and the Minnesota State Legislature created the statutes in 2023 to allow them in Minnesota.

Lakeshore Care was formed in March, 2024, and the company

appears to consist of two key figures: its owner, Ali Warsame, and project manager, Zakaria (Zach) Suleman. Tim McLaughlin, the applicant, is a building owner.

Since the 918 Lake St. location was first proposed there has

**“Since the 918 Lake Street location was first proposed there has been pushback from nearby residents and businesses, many of them struggling to survive in a commercial corridor hobbled by road construction and crime.”**

been pushback from nearby residents and businesses, many of them struggling to survive in a commercial corridor hobbled by road construction and crime. In the hundreds of comments submitted to the city in July the vast majority opposed the facility location, arguing that there are too many unknowns, and that it is not conducive to restoring a commercial district that relies on a busy and safe streetscape.

But neighborhood input seems irrelevant. As senior city planner

Lindsey Silas noted, “The staff recommendation is based on the policies of the comprehensive plan, the zoning code, and applicable state statutes related to required findings. Neighborhood opposition is considered by the Planning Commission, not by staff doing the analysis of the project. In addition, neighborhood opposition alone does not constitute a legal basis for denial of a land use application.”

### Skeptical Neighbors

After much public prodding, Lakeshore met with community members to respond to their concerns. According to their land use application to the city, Lakeshore Care claimed they could meet with people only via Zoom due to safety concerns with in-person meetings.

This is not a promising start for a business aiming to integrate into a busy neighborhood while ensuring it will “not be detrimental to or endanger the public health, safety, comfort, or general welfare.” In the same notes, they stated that they chose the site “for its high visibility, proximity to public transportation, and access to nearby medical services.” They further explained that it “is important for clients to have access to community amenities, including local businesses, which can help foster a sense of belonging and stability during their recovery.”

Lakeshore Care has agreed to amend their proposal to include a skylight to aid in the recovery process, posting the contact information of a community liaison so that there is someone to contact in case there is an issue, and to have one security guard for every eight people housed at the facility. These concessions appear to

have satisfied the BHZ committee members.

### Begin with Compliance, End with Safety

These recuperative care centers are 24/7 medical facilities. Good governance requires that a robust regulatory and compliance structure be in place prior to their approval. The City Council would be wise to ask both county and state officials to speak to how these facilities will be monitored before they vote on October 2. The details around enforcement of codes and standards have yet to be formalized. These are important. For a business to be in compliance with regulatory requirements, they must first have an understanding of them.

Residents and businesses have a right to know what happens if Lakeshore Care fails to enforce curfews or any of the other promises they have made. If a patient becomes unruly while visiting local businesses, what occurs? When testifying in support of the 1801 Nicollet facility, Connie Melchizedek, manager for the operator Accord Health, stated that they expect some patients to be recovering from tuberculosis. There must be regulatory oversight to ensure that these patients are no longer contagious before being allowed to access community amenities and businesses. The City Council can give voice to resident concerns by asking for specific details on how these facilities will be monitored for compliance.

Lakeshore Care is capitalizing on a business opportunity created by the state, along with Accord Health and other operators preparing to enter the market. They will all be submitting claims for the number of meals, rides and people served. Medicaid, called

Medical Assistance in Minnesota, is a combined state and federal program. Perhaps the City Council feels confident in the state's oversight of these programs but given the multiple Medicaid fraud investigations underway in the state, extra caution seems appropriate.

It is in the company's best interest, and that of the public, to call for a robust anti-fraud and compliance program. This would help Lakeshore Care build trust with their neighbors. It might even enable them to hold safe in-person meetings with the community, where they could share compliance reports and address concerns — addressing criticism in the process.



## HOW DOES FUNDING WORK?

Recuperative care facilities derive their income by billing Medical Assistance (Medicaid). The state has even established their pay rates.

Recuperative care services rate: At least \$300 per diem, with the phrase “at least” implying that it could be higher.

Recuperative care facility rate: Paid through Medical Assistance directly to the provider for facility costs at their standard rate, which is not specified in the legislation. This is similar to any medical facility billing, where payment is made to the doctors for their services and also to the hospital for its facility. At these rates, it appears that the base amount Lakeshore Care will bill Medical Assistance (Medicaid) each month will be \$216,000.

## AS ONE NEIGHBOR WROTE,

“The process regarding this variance had not fostered an atmosphere of trust or community collaboration. Neighbors have raised legitimate questions about who is behind this facility, what their professional track record with these types of specialized facilities is, who it is meant to serve, and whether proper safeguards are in place to ensure that it is beneficial both for the community and the people that it is intended to serve. They ask these questions not because they are automatically opposed to this proposal, but because this area has seen a dramatic increase in crime, drug use and homelessness, not to mention dramatic upheaval from road construction and the failure of many local businesses. They are concerned for the lack of care the city has displayed for the community they have tried hard to maintain despite so many headwinds.”

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# WORK CONTINUES ON LOWRY HILL COUGAR EXHIBIT

By Marty Carlson

*Marty Carlson is a regular contributor and lives in Kenwood.*

As previewed in January’s edition of the Hill & Lake Press, the Lowry Hill cougar is continuing its unlikely journey from the grasslands of Nebraska to Lowry Hill to becoming an educational exhibit for the Minneapolis Park and Recreation Board. Work to prepare the specimen is well underway, and organizers hope it will make its debut at the Kenwood Community Center this coming spring.

The basics of the cougar’s story are likely still fresh in readers’ minds. On December 4, 2023, surveillance video from the Lowry Hill neighborhood captured the astonishing sight of a full-grown cougar walking across a nearby driveway in the dark of night. Neighbors found tracks in the snow, and the animal was sighted the following day near Kenwood Park. Officials speculated that it may have been using the trail system near Cedar Lake as well.

Sadly, the cougar was killed just two days later, in the early morning hours of December 6, when it was struck by a Hummer on I-394 as it attempted to cross the freeway near the border with Theodore Wirth Park. Department of Natural Resources officials who examined the remains determined it was a two-year-old male, tagged as a kitten in the Oglala National Grasslands in northwest Nebraska, who apparently made the 650-mile journey to Lowry Hill in an effort to establish his own territory and/or find a mate.

The cougar’s story might have ended there, in a brief burst of media fame, but for the efforts of intrepid neighborhood volunteer Cam Winton, a Lowry Hill resident. Shortly after news of the cougar’s death broke, Winton thought of having the animal’s remains mounted as an exhibit that could be used for educational purposes, so its short-lived journey might have a larger purpose.

Turning that vision into reality required close cooperation among different units of government and



The photo provided is a depiction of what the cougar might look like after it goes through the taxidermy process. (Stock Photo provided by Cam Winton)

the community. Winton found an immediate ally in the Park Board, where Superintendent Al Bangoura, Assistant Superintendent Michael Schroeder, and local Park Board Commissioner Elizabeth Shaffer each enthusiastically supported the project. Winton and other local volunteers raised over 40% of the nearly \$12,000 needed to preserve and mount the specimen, and the Park Board made up the difference. The DNR, which had legal custody of the remains, agreed to transfer custody to the Park Board after determining the plan was viable.

Finding a taxidermist to capably preserve and mount the animal was a separate task. The group ultimately landed on Meadow Kauffeld, a Grand Rapids-based taxidermist who, in her day job, teaches as a wildlife biologist at Minnesota North College – Itasca. An obvious outdoors polymath, Kauffeld has significant education and experience in ecology, hunting, guiding and dog training in addition to taxidermy. Kauffeld learned the basics of taxidermy from her father, a passionate hunter who first started mounting animals to pay his way through technical school

in the Netherlands, his country of birth. Kauffeld took up the craft herself in college, checking out

**“Kauffeld learned the basics of taxidermy from her father, a passionate hunter who first started mounting animals to pay his way through technical school in the Netherlands, his country of birth. Kauffeld took up the craft herself in college, checking out a book on the subject and first trying her hand at birds.”**

a book on the subject and first trying her hand at birds. Kauffeld has now been mounting birds for

over 20 years and started working with mammals around four years ago.

Not surprisingly, this is Kauffeld’s first mountain lion, and it comes with challenges both technical and artistic. On the technical side, there is the condition of the remains. Getting hit by a Hummer at highway speed does real damage. Along with crushing the skull, the hide suffered significant “road rash,” particularly on the shoulders and hips. Attempting to simply cover up the damage would not only look artificial but would also obscure an important part of the animal’s story and impair its educational value — roadway accidents are a significant cause of early cougar mortality.

On the presentation front, Kauffeld hopes to create a stand and mount the animal in a way that acknowledges its birth in Nebraska, its journey to Minnesota and its end on the freeway, all of which should be helpful in teaching young people about these animals’ remarkable lives and the risks they face in the modern world.

To date, Kauffeld has skinned the animal, salted the hide (which acts as a preservative), had the hide tanned by an established firm in Idaho, and is presently working to stretch the hide over an existing mount that she will custom size and articulate into an appropriate pose. Once mounted, the specimen will be placed under glass on a wheeled case to better facilitate its movement throughout the Twin Cities. When it’s not on tour at other locations, the cougar will find its permanent home at the Carl W. Kroening Nature Center museum, located along the Mississippi River in North Minneapolis.



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# THE HISTORY OF TRANSIT IN UPTOWN: Part Two – Buses

By Aaron Isaacs



Bus Rapid Transit is set to arrive on Hennepin Avenue following strong support from local government. (Photo City of Minneapolis)

*This is the second in a three-part series. It discusses the current and future role of buses. 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.*

Big changes are coming to Uptown/East Isles transit service. First in 2025 will be the B Line bus rapid transit on Lake Street and E Line on Hennepin Avenue that will largely replace Routes 6 and 21. The Green Line LRT will open in 2027. On top of that, Metro Transit this month announced Network Now, their name for a systemwide restructuring caused by Covid’s permanent changes in transit ridership.

Let’s start with the current bus service, so you can see what will change. When not detoured due to construction, Route 6 runs the length of Hennepin Avenue. Route 17, also currently detoured, uses Nicollet Avenue to 24th Street to Hennepin to Lagoon, then out Lake Street to St. Louis Park. Express Route 114 to the University of Minnesota uses Hennepin. Route 2 Franklin Crosstown terminates at Hennepin. The Uptown Transit Station was closed in March, 2023, "to address public safety issues," including "Rampant property damage, vandalism, drug use and other activities" according to the Star Tribune. Until the current construction started, Routes 6, 17, 21, 23, 114 and 612 all met at Uptown Station to transfer passengers.

Bus Rapid Transit will change everything.

The goal is faster service. BRT stops only about every half mile instead of the current eight stops per mile. Fares are collected off the bus, so passengers can board through every door with no delays. The bus has traffic signal priority, the ability to shorten at least some of the red lights or extend some of the green lights it encounters. And there will be all-day bus-only lanes on Lake Street. Given the constrained street width, most of the lanes will be in the westbound direction, which is more congested. There will be few bus lanes eastbound, except the one way portion of Lake Street, through Uptown. You may have noticed that Route 21 Selby-Lake has been extended to Lake and France Avenue, bypassing the Uptown Transit Station, which is inaccessible during street construction. The B Line will also bypass Uptown Station. On Lake Street hourly local Route 21 will serve intermediate stops.

Assuming Hennepin construction is completed in 2025, the E Line will begin operation. It will largely replace Route 6. The BRT recipe is the same, except that the bus lanes will be in effect only at certain times of the day. BRT will stop at Groveland, Franklin, 25th Street, Uptown Station, 33rd Street and 36th Street. Will the other Hennepin bus stops still have service? Yes, but only by Route 17 from Lagoon to 24th Street. Route 6 will be reduced to a shuttle from Uptown to Southdale via Xerxes Avenue. The Route 114 express to the University of Minnesota will remain unchanged.

With the Uptown Station currently closed

during street construction, Metro Transit didn’t want to continue terminating Route 23 38th Street and Route 612 Excelsior Boulevard in Uptown. So they were combined end to end. You can now take a single seat ride from Hopkins through Uptown to Highland Park in St. Paul. This will be made permanent, renumbered as Route 38.

*The final story in this series will discuss LRT.*

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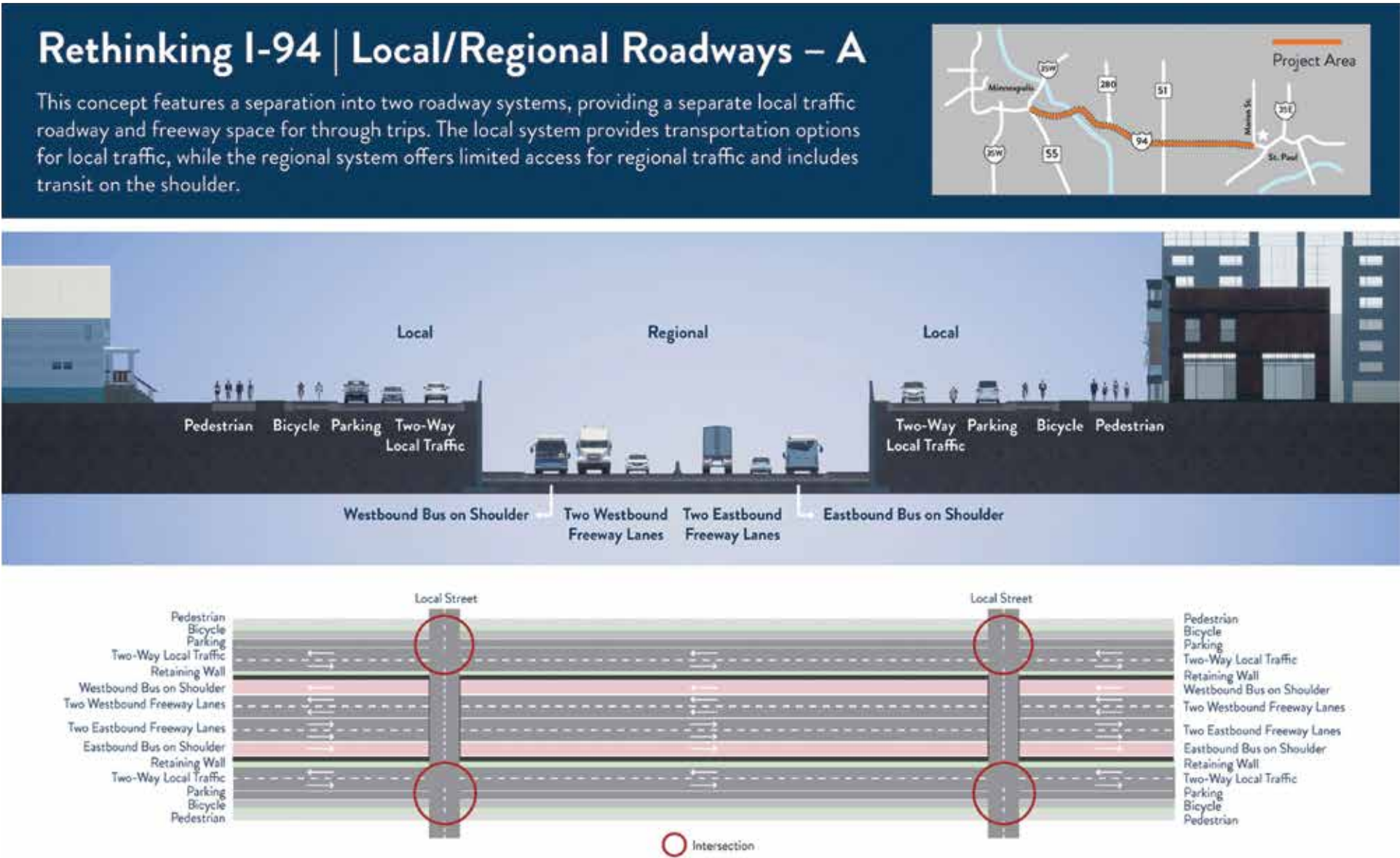
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# CITY COUNCIL UNANIMOUSLY SUPPORTS HIGHWAY REMOVAL OPTIONS FOR I-94 RECONSTRUCTION

By Marty Carlson



\*Visualizations are intended for conceptual purposes only and are not to be interpreted as showing actual scale or final design for the roadway. They only represent a small section of the corridor. Potential changes to overpasses, interchanges, ramps, frontage roads, and parking have not been determined at this time. Final design will be determined through careful consideration of various factors and may differ from the concepts depicted. MnDOT is committed to walkability and bikeability improvements on all build alternatives. Details on improvements will be identified later in the process.

Proposed I-94 alternatives from MnDOT range from transforming the freeway into a multi-use boulevard to adding dedicated bus lanes and reducing lane sizes — all aimed at improving connectivity and supporting diverse community needs. (Images: Minnesota Department of Transportation)

Marty Carlson is a regular contributor and lives in Kenwood.


On September 19, 2024, the Minneapolis City Council unanimously passed a resolution encouraging the Minnesota Department of Transportation (MnDOT) to consider a wide range of highway removal options as part of its ongoing “Rethinking I-94” project, an important step in MnDOT’s plan for the first significant reworking of I-94 since its construction in the 1960s.

The resolutions section of the document begins by stating, “[T]he City Council of Minneapolis continues to strongly oppose the repair or reconstruction of I-94 in its current form and rejects any roadway expansion or any right of way expansion within its boundaries.” Next up: “the City Council of Minneapolis supports a wide variety of highway removal options in the upcoming Rethinking I-94 scoping decision document, including the addition of a ‘restored network’ alternative with fewer lanes, which would maximize the potential to repurpose highway land for new public housing, affordable commercial space, parks, community gardens, or other uses determined by surrounding communities.” The council also voiced support for MnDOT to review a report conducted by the bike and pedestrian advocacy group Our Streets which, among other things, addressed “reparative highway alternatives.”

In an email to constituents, Ward 7 Council Member Katie Cashman cited historical harms and the environment as substantial factors in her vote: “What’s supposed to connect us has resulted in communities being displaced and disconnected. And we cannot accept that trade off. Having the Minneapolis City Council weigh in on Rethinking I-94


**“...the City Council of Minneapolis supports a wide variety of highway removal options in the upcoming Rethinking I-94 scoping decision document, including the addition of a ‘restored network’ alternative with fewer lanes, which would maximize the potential to repurpose highway land for new public housing, affordable commercial space, parks, community gardens, or other uses determined by surrounding communities.”**

is an opportunity for us to collaborate meaningfully with the Minnesota Department of Transportation to repair harms committed to communities along I-94 in the ‘50s and ‘60s. My own neighborhood of Loring Heights was disconnected from Loring Park because of the construction of I-94. As Chair of the Climate and Infrastructure Committee, fellow Council Members communicated with me through our Committee Work Plan that highway removal and expanding public transit, walking, biking, and rolling are top priorities...”



## INTERESTED RESIDENTS:

Can find more about the project by typing “mndot rethinking i-94” into Google (or any other web browser).



To see larger versions of these design proposals, please see the online version of the Hill & Lake Press at – [hillandlakepress.org](http://hillandlakepress.org)

## Rethinking I-94

General Maintenance

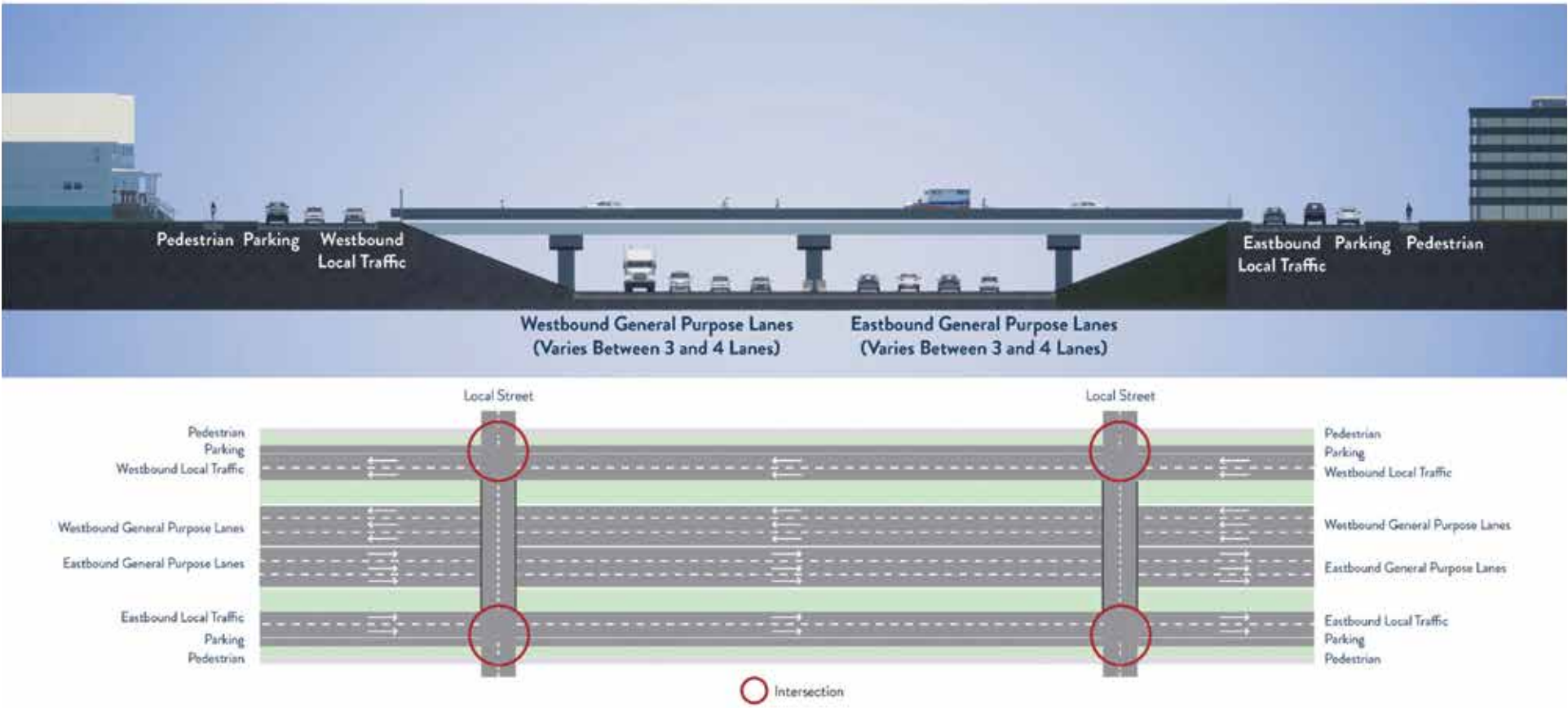
No Build. I-94 would remain as is. Transit would continue as it is today.

Maintenance A

Maintain the existing infrastructure. Transit would continue as it is today.

Maintenance B

Replace the existing infrastructure to current standards with consistent shoulders. This would allow transit to run on shoulders along the corridor.



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## Rethinking I-94 | Reduced Freeway – A

This concept involves rebuilding the existing freeway to include two general purpose lanes and one managed lane (E-ZPass express lane) with bus rapid transit (BRT) in each direction. The BRT system could include up to three strategically placed stops along the managed lane.

Transit Options: No transit stops (Transit - 0); 1 transit stop at Snelling (Transit - 1); or 3 transit stops at 25th/27th Ave, Snelling Ave, and Dale St (Transit - 3)

With Retaining Wall

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## Rethinking I-94 | Expanded Freeway – A

This concept involves rebuilding the existing freeway and adding one managed lane (E-ZPass express lane) with bus rapid transit (BRT) in each direction. The number of lanes will vary throughout the corridor. The BRT system could include up to three strategically placed stops along the managed lane.

Transit Options: No transit stops (Transit - 0); 1 transit stop at Snelling (Transit - 1); or 3 transit stops at 25th/27th Ave, Snelling Ave, and Dale St (Transit - 3)

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## Rethinking I-94 | At-Grade – A

This concept involves the removal of the existing freeway and replacing it with an at-grade roadway featuring dedicated bus rapid transit (BRT) lanes with three stops.

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## Rethinking I-94 | At-Grade – B

This concept involves the removal of the existing freeway and replacing it with an at-grade roadway featuring dedicated bus rapid transit (BRT) lanes on each side of the roadway with three stops.

With Retaining Wall

Without Retaining Wall

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Hill & Lake Press



house numbered at once, and having their letters delivered.”

One writer by the name of Pushit teased about having to buy a map in order to determine where he lived and that police officers should be required to carry pocket compasses to assist. However, he voiced a real need.

He requested that “proper signs be placed at the corners of all the streets and avenues to enable people to know where they are.” He stressed that money should be allocated, and signs should be ordered. They were not.

Franklin Avenue to Lake Street

The City Council’s desire to have uniform numbering had a hiccup when it attempted to organize the platted area between Franklin and Lake Streets. In the 1872 map there are 12 blocks mapped between these two major streets — 21st to 32nd. The Blaisdell Addition (1874) was revised in 1882, and both 21st Street and 23rd Street went missing.

It seems that the City Council wanted to have just ten blocks between the two major roads of Franklin (also called 20th Street at one point) and Lake (30th). The solution was to start with 22nd, skip 23rd and continue numerically from 24th. When Kenwood named its streets, it was able to use 21st. Otherwise 21st and 23rd exist only between Chicago Avenue and Bloomington Avenue.

Too Many Numbers

As the growing city added land to the west, the adherence to numbers continued. An 1885 city map shows that west of Lyndale the streets between Douglas and Franklin were all numbered avenues.

On November 23, 1873, the Tribune newspaper carried a follow-up street name article about the postal request for house numbers. When implementing the house numbers, it became necessary to again change street names because of the overuse and confusion with numbered streets and avenues.

The city engineer suggested that the streets west of and parallel to Lyndale Avenue “be named in alphabetical order.” A curious list then appears: Afton, Baden, Clyde, Devon... None is a name that was ever used.

In the 1887 city atlas, the numbered avenues bear the alphabetical list we know today. It is unclear who chose the names and the process for doing so; however, there is certainly an emphasis on military figures, scientists and poets.

Any non-numbered street was amended as needed. Irving Avenue superseded Euclid Avenue (only to remain as a four-block Euclid Place). Arthur Street, the one-block street south of Franklin, was absorbed into James Avenue.

Missing Street Signs

Perhaps this confidence in the grid and alphabetizing and numbering gave the City

Council a false sense that any person could find the way around the city.

However, people complained that one “found himself in a maze of streets, beautiful and orderly...but not a single street sign.” The scarcity became a safety issue as stressed in an August 1909 Tribune article. “The work of the Minneapolis police department is delayed and impeded by the lack of street signs.”

This led to a realization that no one knew who was in charge of the street signs and that the street commissioners had ignored a growing problem. The Tribune continued to press the issue by printing articles about the great signage in Buffalo, San Francisco and Des Moines.

A street sign committee of the Publicity Club formed. On November 25, 1910, every member of the City Council voted for street signs. One thousand lighted signs were ordered.

Modern Times

Perhaps our digital maps on our pocket computer phones have made all this work and this organized system less noteworthy. Perhaps we should return to the colorful names of Cataract and Salome Streets and let Mary Ann, Helen and Pearl have their namesake streets again.

Or, perhaps, we can sleep easy knowing that when the space aliens invade and shut down the World Wide Web, we in Minneapolis will still be able to get our mail.

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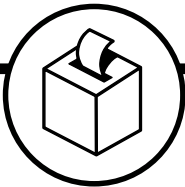
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# LOCAL ELECTION JUDGES ENSURE VOTERS HAVE A VOICE IN OUR DEMOCRACY

By Brian Lucas

Brian Lucas is a regular contributor and Hill & Lake Press board member. He lives in Kenwood.

Evelyn Turner, Election Day is about more than filling out a ballot. It’s an opportunity to help strengthen democracy. For more than a decade, Nichols and Turner have served as election judges in Minneapolis, facilitating safe, orderly and secure voting. So on November 5, you’ll once again find them checking people in, helping with registration, and doing everything they can to ensure the right to vote. For Nichols, there’s no place he’d rather be.

“All my life, in one role or another, I’ve worked to give back to the community,” he said. “So when I retired I thought, ‘Here’s another thing that is essential to our country that I can participate in and help with.’ And once I did it I liked it.”

Being an election judge is not a role to be taken lightly. Judges need to go through a certification process every year. Nichols and Turner undergo extra training to serve as poll book and registration specialists. This gives them the expertise to properly check people in, make sure they are registered, or help them register on-site if they are eligible to vote.

“It’s nice because we have same-day registration in Minnesota, and we typically get quite a few people who register that day,” said Turner. “We have to be ready to point people in the right direction... younger voters, maybe people who just moved into a new apartment, or people who don’t understand the registration process. It can be confusing but if they are legal voters we want to do what we can to help them get it done.”

Rules prohibit spouses from working as election judges in the same polling place, so while Nichols serves in his Kenwood precinct, Turner travels to surrounding locations where she is needed.

Their Election Day starts early and ends late. They arrive at 6 a.m. to get everything organized before the polls open an hour later. This includes activating the



iPads that contain the voter rolls, organizing the ballots and setting up the booths and machines. Once the polls close at 8 p.m., the judges’ work continues as they cross-check and tabulate all the votes to make sure everything is accurate and every vote counts. Nichols and Turner usually don’t get home until 9:30 that night, but they say the long day is worth it.

“There’s an election judge oath that we take, pledging to enable people to vote and for us to be fair, non-partisan, and to follow the law,” said Nichols. “I’m impressed that I can trust the election process, having been through it from an election judge point of view. The workers at the polling place are all committed to working within the law and being impartial in their duties.”

To promote fairness, each precinct must have election judges who equally represent the two major parties. If there is concern about voter eligibility or if someone needs help filling out their ballot, judges from each party work together to help. If there are questions or concerns, there is a hotline to call for answers.

Nichols says Minnesotans should have faith in the election process because everything is spelled out clearly and the processes are in place to ensure accuracy.

“There are lots of checks and balances,” he said. “The whole election could be replayed if we had to. Everyone votes on paper. The paper is saved. Everything can

“... democracy rests on the vote. If elections aren’t free then we aren’t free.”

— Evelyn Turner

“I will do everything I can, within the law, to help you vote. People work so hard with us to exercise their right, so we want to do everything we can for them.”

— Jeremy Nichols

be recounted using the machine or by hand.”

While there have been reports of election judges in some parts of the country feeling threatened or pressured by partisan conflicts, Nichols says his experience has been nothing but positive.

“The atmosphere hasn’t changed,” he said. “Things are run well, and we have such good processes. People might have questions or get frustrated but they know we’re there to help.”

For Turner, the most difficult part of being an election judge is when people who really want to vote aren’t registered and don’t bring the right information to register on site. She encourages everyone, no matter how many times they have voted before, to verify their registration status on the Secretary of State website in advance of Election Day. If you’re registered in advance, all you need to do is show up at your polling place, give them your name and vote. If you are not registered, be sure to bring a photo ID and proof of residency such as a utility bill or bank statement that shows your address. If you don’t have a printed bank statement, pulling it up on your phone can work as well.

“It’s inspiring to see the first-time voters, young people, or maybe people who just haven’t felt compelled to vote before,” said Turner. “If I can help someone get their voice heard, that’s a good day. After all, democracy rests on the vote. If elections aren’t free then we aren’t free.”

Nichols agrees that welcoming people in and helping them participate is the most rewarding part of the election judge job.

“I will do everything I can, within the law, to help you vote,” he said. “People work so hard with us to exercise their right, so we want to do everything we can for them. And when they get to cast their ballot, many of them say ‘thank you’ and they appreciate that we are there, treating everyone the same, and meeting everyone’s needs to help.”

This will be Nichols’ 19th election serving as an election judge. For Turner, this will be number 17. While they’re usually too tired to watch the returns when they get home on Election Night, the exhaustion never dulls their passion for democracy.

Nichols says, “We always vote. Every election. Always.”

So once again this year, they will do everything they can to help others fulfill their civic duty as well, as Americans write the next chapter of history.



# Hill & Lake Press

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

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# Meet Your Neighbor

## MÖV HOT YOGA

Interview by Judy Meath



The hot room at Möv Hot Yoga. (Photo Sâm Bakshian)

*Judy Meath is a yoga practitioner and has lived in Kenwood since 2010.*

Möv Hot Yoga was born in the spring of 2024, when the owner of Modo Yoga — a fixture at Greenway Lakes Commons since 2011 — was selling.

A Modo teacher, Latricia Askew, and three students — Michelle Fries, Steph Lund and Steve Mohn — came together to reimagine the studio as Möv Hot Yoga.

They held a grand opening on Sept. 8. I have been practicing at this studio since 2012, so I know they offered a variety of hot yoga classes, from beginner to advanced.

I wanted to know how the transition was going, so I sat down with Latricia and Michelle.

### What compelled the four of you to buy the studio?

Latricia: "We didn't want to lose the extraordinary community that has grown here over the years. Unless someone stepped in, the studio was going to close. We wanted to keep the best parts of the old studio — the hot yoga and barre classes, the connected community with its volunteer opportunities — and build on that."

### Why yoga with infrared heat?

Latricia: "The heat is good for softening the joints so the body responds more quickly, and students can go deeper into poses. The infrared panels in the ceiling directly heat the yogis in the room, like sunshine, rather than wasting energy heating the air. And yoga offers the mental health benefits of meditation —

yoga is a moving meditation — as well as strengthening the body."

### How hot does the hot room get?

Latricia: "It ranges from about 100 to 103. It varies too because of the moisture that we add to our air, so it's not drying."

### You mentioned connecting to the community — what is that about?

Latricia: "We regularly organize volunteer shifts for students at Simpson House, which has come to rely on us for this boost. We also hold Karma classes, which are free of charge, where students donate any amount, and the proceeds go to a chosen cause."

Michelle: "It all cultivates community in the studio. We offer several varieties of tea after most classes, and students and teachers hang out and get to know each other. I love the theme of a sangha (community). We consider ourselves a wellness center, not a gym or fitness studio. No phones or talking in the hot room, and students reserve numbered spaces. By providing face towels, hair ties and thoughtfully chosen all-natural body products, among other things, we hope we are sending the message to our members that we care."

### What is new at Möv?

Michelle: "We took the existing footprint, freshened up the design and introduced the Marketplace by Möv, a small specialty grocery carrying some of the old favorites, like the incredible vegan Caesar dressing, grab-and-go salads, wraps, smoothies, pastas and sauces, as well as all-natural cleaning and body products

and ceramics by local artisans. I love that our members get to come in for a good sweat and shower, then grab some lunch or pick up a gift for a dinner party or friend. In an effort to surprise and delight our membership, we've added several murals for people to enjoy while practicing in the hot room or cooling down in our post-yoga tea area."

Latricia: "Our students appreciate the variety of our offerings. We've added Fit Yoga, which is a combination of yoga and barre in the hot room (a student calls it 'yoga with a sizzle'), we're trying out Ashtanga yoga; our teachers are diverse and stellar. Plus, we just offered our first barre intensive, and we're developing a 200 hour yoga teacher training."

### How do you all work together?

Latricia: "We each have our own responsibilities: I manage the class schedule and teacher trainings, Steve does high-level finance and supervises building maintenance, Steph is in charge of HR and technology, and Michelle runs the cafe, merchandizing, retail. We've all been vocal about 'this is my lane, and I want to create this' and we have learned to hear each other when feedback needs to be given."

Michelle: "We learned that not every decision needs to be a consensus. And we support each other. Steph will call out people for something amazing they did. But it's not all work work. We hang out, have dinner together, go out on the pontoon."

Latricia: "None of us needs to be the star of the show. Our teachers cover for each other if one is sick. We've pinched ourselves. This place was meant to survive."

Michelle: "Connecting people is what Möv is all about."



## MÖV HOT YOGA

**Where can folks learn more about Möv and how to sign up for class?**

Students can sign up online at [MövHotYoga.com](https://MövHotYoga.com); they can also sign up through the Möv Hot Yoga app or the MindBody app.

**Möv Hot Yoga**  
**3252 W. Lake St., Suite B,**  
**Minneapolis, MN 55416**



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# Fall Festival

Food | Live Music | Kid Fun Zone | Vendors



5

October

(Rain date: Oct 6th, 2024)

1-4pm

Park Siding

3113 W 28th St MPLS 55410

Free Entry

Scan to learn more!

Scan to volunteer!

SUMMER FUN & WELLNESS 2024

THANK YOU!

To all who joined Kenwood Neighborhood's summer engagement events at East Cedar Lake Beach and Kenwood Park, **thank you for a great summer!** For those who missed the fun, **join us next year**, all are welcome!

**Special thanks** to all the volunteers and donors who made the Summer of Fun & Wellness possible and free!

**Interested in volunteering or providing feedback?**  
Visit [www.kenwoodmpls.org](http://www.kenwoodmpls.org).



Beach Opener with Brother Ghana



Yoga & Pilates at the Beach





Fire & Ice Cream



612 Sauna & Beach Stewardship



Pirates & Mermaids







Join us at East Bde Maka Ska's 2024 Annual Meeting!

Thursday, Oct. 17, 6–8:30 PM

St. Mary's Greek Orthodox Church, Terrace Room

Gather for our annual meeting! We'll provide some food and refreshments—you bring a potluck dish to pass, then hear from your local leaders, learn what we do and how you can get involved.

We have an active neighborhood group that leads work to build a stronger community through events, improvement projects, and advocating on local issues. Committee and other volunteer opportunities are open to everyone!

This year 6 board seats will open. Consider helping lead—all residents 18+ can apply for a two-year board term, and we meet every first Thursday monthly. Renters, business owners, and those with fundraising skills are needed at the board table!

learn more + apply:

[eastbdemakaska.org/annual](http://eastbdemakaska.org/annual)





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maka  
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hennepin ave

e bde maka  
ska pkwy

Hill & Lake Press

# Fire & Ice Cream

Courtney Cushing Kiernat



East Cedar Lake Beach was alight in celebration of a fun summer of Kenwood community programming. Fire performers wowed attendees of all ages on a beautiful September night full of hula hoops, bubbles and tasty Sebastian Joe’s ice cream. Led and organized by volunteers with the Kenwood Neighborhood Organization, planning is already underway for Summer 2025.



STARS AND STRIPES



A vibrant display of red, white and blue at the Combine clothing and lifestyle store in Uptown Minneapolis encourages passersby on Lake Street to get out and vote. (Photos Michael Pickart)



**ELECTION DAY**  
TUESDAY  
NOVEMBER 5, 2024

*Lowry Hill Neighborhood  
Happy Hour*



**Thurs. October 17, 5:30-7:30 p.m.**  
*Searle Mansion – 1915 Logan Ave S*  
**Drinks and small bites provided**  
*Music by Michael Gold & Jazz Impact*

**lowryhillneighborhood.org**  
*for event details and more*



# Dear Neighbor

A monthly column by Dorothy Richmond

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

Dear Neighbor,

It’s October, time to batten down those hatches, change out screens to storms, begonias to gourds, your wardrobe’s bright colors to muted tones, take in the patio cushions. And, of course, decide what to wear on Halloween.

I’ve been thinking about masks a lot lately. In late August I attended my 50th high school reunion at the Northfield Golf Club, the swankiest venue in town and befitting so important an event. A huge crowd showed up — twice that crowd, actually, as we were all both 18 years old and in our 60s. Hugs, smiles and whoops of delight all around.

By this point we’d all been kicked around, suffered losses, crushing blows to both body and soul, buoyed by moments and periods of time, which the philosopher Søren Kierkegaard described most eloquently as “Stay, thou art so fair.” And what’s left is who we really are. No more masks.

Nobody does masks better than a high schooler, and back then we were no different. As Halloween approaches, many of us are asking, “Who do I want to go as this year?” Meanwhile, on a daily basis, every high schooler asks, “Who am I?” Whichever mask is tried on, chosen for the day, the choice is always the same: a cooler version of myself.

Back in July, while discussing the upcoming reunion with my daughter, Lily, she asked, “Who were the mean girls in your class?” I thought for a while and realized

there weren’t any that I could recall. No mean boys, either. Not that there weren’t gradations of niceness and friendliness, but no one stood out as nasty or specializing in cruelty. Despite the range of talents and interests we represented, we were a cohesive group, each tending to his or her own bailiwick while leaving others to tend to theirs.

What was missing at the reunion was any sense of bravado. In a class of 220, there were strata — some clearly destined for greatness, whether or not achieved, and some who weren’t whose successes surprised the hell out of everyone, begging the question, “Who knew?” Apparently, nobody.

As I drove home replaying conversations, I was struck not so much by what we had talked about as what hadn’t: children, houses, careers, accomplishments — all the usual adult topics, the standard sizing-you-up things, the markers of “success.” There was no checking off of boxes, tallying, and how liberating that was. How unmasking.

What we talked about mainly was our safely kept memories. We are one another’s historians, and what a wonderful time warp it was. Almost every conversation started with, “I remember…” and was followed by treasured souvenirs of past selves. That evening I was addressed as Dot, and married names reverted to their maiden originals.

Two men (boys to my inner girl) confessed they’d had a crush on me lo, those many years ago. I was jubilant — not because I was being hit on (I wasn’t), but because it felt so good to learn that they’d carried that memory and were brave enough to reveal it. Emboldened by their declarations, I did the

same to my own past, undisclosed crushes and their responses were the same as mine: “Really? Wow, that’s so great to hear.”

We came of age together, and that is a sacred bond. Northfield was not transient. Sure, there were kids whose parents were short-term visiting professors at St. Olaf or Carleton, and families did move in and out, but the vast majority of us, from birth through graduation, stayed put. There were four elementary schools — I attended the Catholic one — but junior and senior high pulled us all together as there were no other options.

All these years later we were united, celebrating one another’s presence, acknowledging and mourning the deaths of 21 classmates. The masks were off. Honesty prevailed, and, for this brief and shining evening, everyone was the coolest kid in the class.

— Dorothy



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# Grand Opening!

**Saturday, October 12th, 2024**  
**10am - 4pm**

FREE Health Assessments & Exclusive Giveaways

Launch of Our Signature Tea

Complimentary Healing Experience with Cutting-Edge Technology

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Explore Our Expanded Boutique - Step into our beautifully curated space filled with hand-selected products from around the globe.

Discover Unique Treasures from stones and candles to rare scents, smudge sticks, and more



# Chasing the Last Days of Summer

Hazel enjoys the lingering summer breeze with the windows down as an unusually warm autumn begins. (Photo Courtney Cushing Kiernat)

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