



'Where the biggies leave off...'

Hill & Lake Press

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WHAT SUMMER HATH WROUGHT!



Dean Parkway

Photo by Dorothy Childers



Girard Avenue near 25th Street

Photo by Dorothy Childers

LEMONCELLO FOR DEAN PARK!

By Donald C. Willeke

My favorite cartoon from The New Yorker (framed on my kitchen wall) is of a couple walking. The woman is telling the man: "When they gave you lemons, you'd make lemonade, but I'd make lemoncello."

Those of us who live near Dean Park got lots of lemons on Friday evening, June 21, 2013. We lost four great century-plus old hackberries that were about 100 ft. tall, and many other oaks, lindens (a/k/a basswoods) and other trees. Fortunately, over the past 30 years, lots of rare and unusual new tree varieties were planted in Dean Park and surroundings so there are many vigorous young trees that will benefit from more sunshine and more moisture now that their elders have gone to the great virgin forest in the sky.

But what do we who are "left behind" do now? Well, we could make ordinary lemonade but I propose we make lemoncello. And black walnut nocino. And tart cherry cordials and plum cordials. And coffee from Kentucky coffee trees (actually, a Minnesota native species, despite its name). Here's what I propose:

For some time, the Minneapolis Park and Recreation Board and the University of Minnesota have been cooperating with people like me on the UofM research project to find tree varieties that are suited to our radically disturbed (and distinctly no longer natural or native) Twin Cities urban environments in the face of increasing climate change. Many trees in that research

Lemoncello for Dean Park to page 7

AFTER THE WINDSTORM of June 21

by Jim Lenfestey

We were cleaning out the attic when the house shuddered. The next morning we found three brawny arms torn from our ancient bur oak, splintering smaller trees and shrubs and the grape arbor below. And we were the lucky ones.

Hundred year-old elms uprooted from soggy soil, took sidewalks and streets with them.

Younger Norway maples snapped of arms, laying disconsolately in the street.

A straight, true ash in Kenwood Park lay on its side like a fallen soldier.

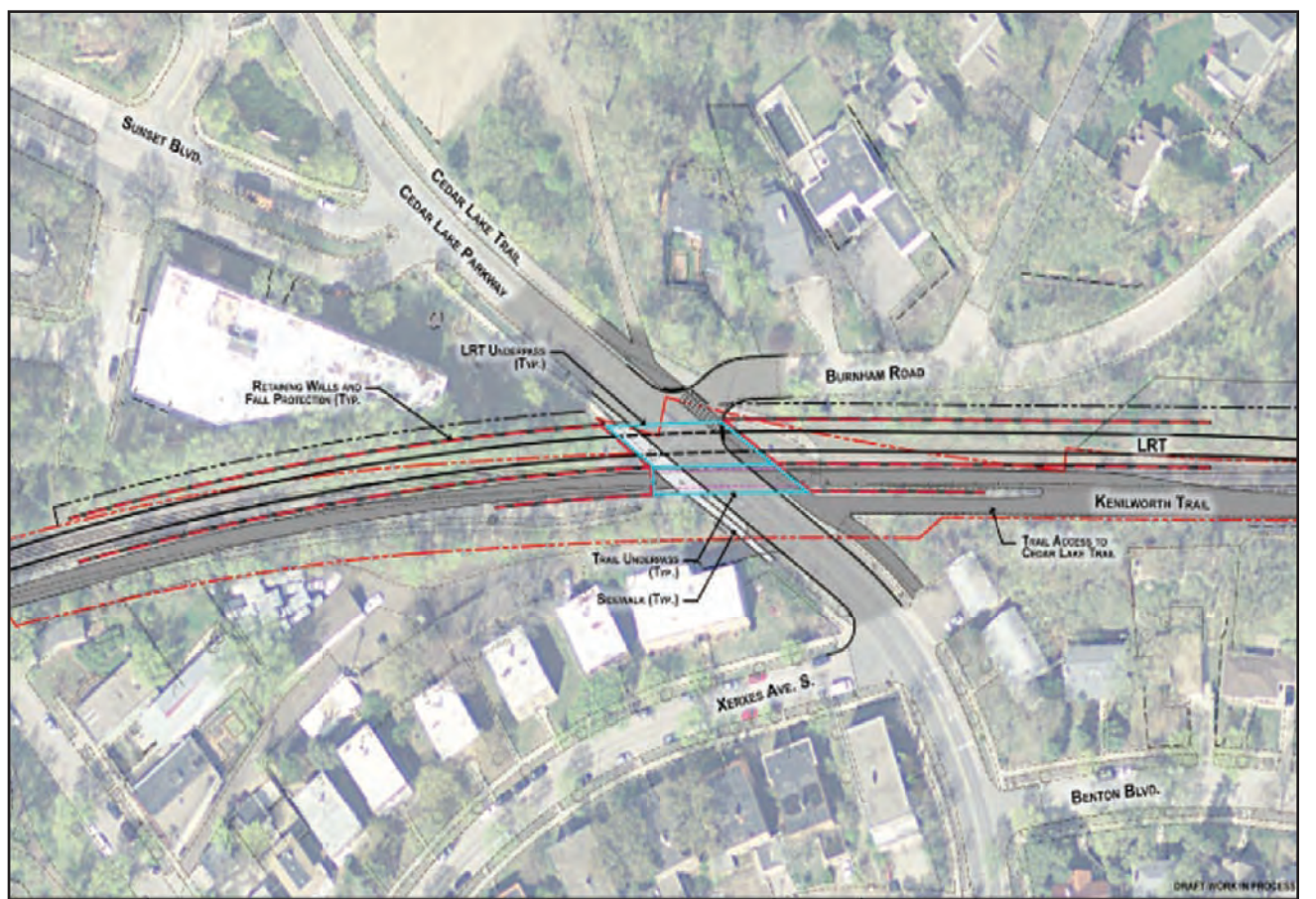
Along Lake of the Isles a mighty willow wept against the shore.

Surveying damage on our darkened street after the storm, we encountered a young mother doing the same with her daughter. The daughter, maybe six, told us a "big tree" fell over on her block, Emerson I believe.

What did you do?" I asked,

"I kissed it," she said.

SW LRT: THE SAGA CONTINUES



The Minneapolis Park Board and Southwest LRT Project Office have released a preliminary design for grade separation at Cedar Lake Parkway, where the Parkway and LRT tracks intersect with the Grand Rounds and Kenilworth commuter and recreational trails. The design assumes relocation of freight rail out of the Kenilworth Corridor.

(Illustration courtesy of Sophia Ginis, Southwest LRT Project Office)

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NO LUNCH WITH LISA UNTIL SEPT. 25**Minneapolis Uptown Rotary**

www.clubrunner.ca/mplsuptownrotary

Uptown Rotary meets at the Minikahda Country Club 7:30 to 8:30 am on Thursdays.

UPTOWN ART FAIR

Be part of a once in a lifetime event! Community Time Capsule: Uptown Past, Present and Future

Join us as we celebrate the 50th Anniversary of the Uptown Art Fair as its host community, Uptown Minneapolis. Saturday, July 20, 1:00-3:00pm

On "The Mall" between Hennepin and Humboldt Place Your Own Memory in the Time Capsule
FREE Swag Bags to the First 100 Attendees
Mix and Mingle with Local Dignitaries
Unveiling of the 2013 Commemorative Print
Live Music and Food
Purchase Exclusive Uptown Merchandise
Art Supply Drive Drop-Off

2013 POLLINATOR PARTY: A CELEBRATION OF BEES

It'll be a honey of a party

The 2013 Pollinator Party will take place on Thursday, July 25th from 5 – 8 p.m. at Lyndale Park Gardens, just beyond the Peace Garden, on the east side of Lake Harriet. This event is free. Food and beverage will be available for purchase from Bryant Lake Bowl.

Discover the life cycles of honey bees and wild bees and pollination

Observe live honey bees

Learn about the importance of native plants for bees from the Wild Ones

Sample Minnesota honey

Mother Earth Gardens will be on hand with native plants and information about making your own backyard bee-hospitable

Enjoy hands-on educational games

Earn a cone of ice-cream made with honey

Discover the wild bees of the park, including the rare rusty-patched bumble bee

Engage in Art in the Park with the Minneapolis Institute of Arts

Meet Emily Campbell, the 2013 American Honey Princess

Listen to live music from: The Brass Messengers, Dreamland Faces and Summer Breeze

Picnic in the park!

Bryant Lake Bowl will be on site selling food & beverages. www.bryantlakebowl.com

ANNUAL UPTOWN ART FAIR AUGUST 2-4

Minnesota's largest art fair will celebrate its 50th year with special events, giveaways and performances

Produced by the Uptown Association, the Uptown Art Fair will take place August 2-4 at the intersection of Hennepin Avenue South and West Lake Street in and will feature more than 350 professional artists, more than 50 youth artists, 18 performers, a culinary arts competition and a variety of food vendors. Ranked the No. 1 art fair in Minnesota by the Harris Guide, the three-day event has grown into a nationally recognized fine arts festival attracting more than 375,000 people throughout the weekend. Find more information at www.uptownartfair.com or on Facebook at Uptown Art Fair "Official" or Twitter at @UptownArtFair.

NATIONAL NIGHT OUT AUGUST 6

National Night Out celebrates partnerships between the community and law enforcement. This year we'll celebrate the 30th Annual NNO! Just about everything you'd need to know about National Night Out in Minneapolis can be found by linking to <http://www.minneapolismn.gov/nno/>

You can apply for a permit to block your street or alley via the City's webpage. Permits are free through July 23rd. From July 24th through August 1st, there is a \$100 fee. After August 1st no applications for blocking off a street will be allowed. Not all streets can be blocked, depending on traffic flow. Register your block event at www.minneapolismn.gov/nno/nno_register or call 311.

VISUAL ARTISTS GROUP SHOW

Dorothy Childers, Hill and Lake Press photographer, is a member of Women Photographers/Visual Artists (WPVA) WPVA, which is having a group show with ten other members. The show is at the Bethesda Clinic in St. Paul until July 28, 2013

Where: Bethesda Hospital in the Dining Room Gallery LL ("C") (ramp parking available) 559 North Capital Blvd, St Paul, MN 55103

WOMAN'S CLUB BLOOD DRIVE

The date for the next Memorial Blood Drive at the Woman's Club has been changed to

Thursday, August 8 from 3:00 - 7:00 pm.

It is one of three times each year that the Woman's Club hosts a Blood Drive in cooperation with Memorial Blood Centers. If you live in our neighborhood, mark your calendar to make a donation close to home. It's so easy

**TEMPLE ISRAEL 26TH ANNUAL SALE
2324 EMERSON AVE S****Sunday August 4-Wednesday August 7**

Sunday 11-5pm \$5.00 admission

Monday 10-8pm

Tuesday 10-8pm, 1/2 price day. \$5 bag of books, 25% off collectibles, designer clothes, & jewelry
Wednesday 10-6pm Bag Day. \$8, \$10, \$20. 50% off collectibles, designer clothing & jewelry.

THE BAKKEN MUSEUM

The Best Days of The Bakken featuring the Green Energy Art Garden is a celebration of summer and all of its wonders. No school! Warm weather! Spending time with family and friends!

Visitors will enjoy 5 glorious days of free admission from July 16th through July 20th, loads of special programming and fun for the whole family. Throughout the Best Days, The Bakken will show off its best programs (science theater involving an exciting Tesla Coil demonstration, creative take-aways, innovative workshops and more), while also partnering with community businesses and organizations for activities and treats.

Each day has a different theme, and with each theme, all kinds of different activities!

The Bakken Museum, 3537 Zenith Avenue South Minneapolis, MN 55416

HAPPENINGS IN THE NEIGHBORHOOD

JULY 16-20 BEST DAYS OF THE BAKKEN

JULY 20, 1-3PM UPTOWN TIME CAPSULE

JULY 25, 5-8PM POLLINATOR PARTY

JULY 27, 11-5PM TOUR DE FAT FUNDRAISER LORING PARK

AUGUST 1, 10 & 10:30 AM CITY COUNCIL HEARING

AUGUST 2-4, UPTOWN ART FAIR

AUGUST 4-7 TEMPLE ISRAEL SALE

AUGUST 6 NATIONAL NIGHT OUT

AUGUST 8 WOMAN'S CLUB BLOOD DRIVE

AUGUST 10 CENTRAL HIGH ANNIVERSARY PARTY

AUGUST 15 EAST ISLES ICE CREAM SOCIAL LEVIN TRIANGLE PARK

SEPTEMBER 7 SUPER SALE

OCTOBER 30 WINETASTING FUNDRAISER

Neighborhood monthly meetings:

CIDNA: 2nd Wednesday 6pm at Jones-Harrison

EIRA: 2nd Tuesday 7pm. July 9 & August 13, The Bridge for Youth

KIAA: 1st Monday 7pm Kenwood Rec Center,

LHNA: 1st Tuesday 7pm at Kenwood Rec Center

Next meeting September 10

Meet with Meg 2nd Monday, 6-7pm Bryant Square Park

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

City Council hearings August 1, 10am

to authorize municipal electric utility;

10:30am gas utility, Room Location: City Council Committee of the Whole meeting, Room 317 at City Hall.

Minneapolis Central High School's 100th Anniversary will be celebrated Saturday, August 10, 2013 11:00 am – 2:30 pm.

Central Park Gym (former Central High gym)/Richard Green Elementary School 3416 4th Avenue South, Minneapolis, MN. Guest speakers include the Honorable R T Rybak, Mayor of Minneapolis and Eighth Ward Alderwoman Elizabeth Glidden. Sharon Sayles Belton, Former Mayor and Eighth Ward Alderwoman who is a 1969 graduate of Central High will also speak. Joyce Jackson former teacher, counselor and last principal of Central will speak on Central's legacy in its' students and the community. This event is open to Alumni and former teachers to remember their school, demolished in the early eighties.

Central's famous alumni include Eddie Albert '26, Ann Sothern '26, Eric Severeid '30, Orville Freeman '36, and Paul Granlund '43. Present day alumni include Walter E. McNeil '52 (Wally the Bearman), Bobby Lyle '62, Archie Givens '62, and Lewis Whitlock '67. The most notable Minnesotan is Prince Roger Nelson who graduated in 1976 from Mpls Central.

Go to school website mplschs.org for a complete list of famous alumni.



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Meet Your Neighbor, Senator Scott Dibble

Craig Wilson interviews Senator Scott Dibble of Senate District 61 about the legislative session, the historic gay marriage vote, what's next on his agenda, and his experience running in the Boston Marathon this year.

You've had an impressive political career serving the people of Minneapolis at the state legislature. How did you become interested in politics? I didn't originally become interested in politics, per se. I became interested in defeating the indifference and overcoming the hostility with which our country and its institutions were responding to the HIV/AIDS crisis in the late 1980s. At the same time I became involved in helping serve and care for those who were struggling with it – brave, strong people, knocked down in the prime of their lives, who had been fired from jobs, kicked off of their health insurance, ostracized from their communities, treated as pariahs by health care providers, with no hope for any research that would result in effective treatment. I also got deeply involved in efforts to prevent the further spread of HIV. Part of that work was pushing for changes to public policies. That meant we had to engage candidates and elected officials, and the tool with which we do that is politics – otherwise known as representative democracy.

Did you grow up in Minnesota? Though both of my parents grew up here in the Twin Cities, and I can trace my heritage back several generations in Minnesota, my dad was an Air Force officer; hence I was born in the Jamaica neighborhood of Queens in New York City and lived in a number of other countries and states as a child. We returned to Minnesota as I was finishing junior high and entering high school. The benefit of exposure to so many cultures, languages and diverse friends was a blessing.

The passage of same sex marriage in Minnesota was an amazing feat. What's the behind the scenes story that made it possible? I'm not sure there is a behind the scene story. It all played out pretty publicly — which is precisely what made it possible. The simple version is that Minnesotans took matters into their own hands, took control of their own state and their own democracy – thus rejecting a manipulative politics of fear-mongering built on falsehoods and artificial divisions foisted on them by cynical politicians. Over the course of the 18 months from the time the legislature placed the

anti-marriage amendment on the ballot to its defeat in November of 2012, literally tens of thousands of individuals had personal, private conversations about the values that unite, rather than divide us – the meaning of marriage, love,

and lifetime commitment, the support of family and community, freedoms guaranteed in our constitution for everyone, and treating others as we would want to be treated ourselves. Once the amendment was defeated, that same effort became a legislative campaign – the message, strategy, and tactics remained the same, only the ultimate focus was on engaging legislators – that wonderful system, as previously stated, known as elected representative democracy. To be sure, persuading elected officials on why marriage matters for everyone was important, but the political case had to be strong as well. By the time they voted, legislators (even those who voted no), KNEW that the tide had turned, and in most districts, the downside political risk of a yes vote was smaller than the downside risk of a no vote. And further, a movement had been sparked that would keep on rolling and upon which they could look for support in their next election.

You are married to landscape architect Richard Leyva. What was your wedding day like and what does the passage of marriage equality mean for your relationship? By the time we got married – in the eyes of the laws of the state of California in 2008, during that 4 month window before Prop 8 (now invalidated) passed, Richard and I had already “married” each other, exchanging rings in private 3 years prior. So, I thought the ceremony would be largely symbolic (though establishing our legal relationship was certainly vitally important).



Senator Dibble

We had a gorgeous, joyous wedding, with 100 family and friends in attendance. That experience was profound and transformative, for us as a couple, and for our family, in a way that was completely unexpected. We somehow passed through some sort of veil that had been previously been invisible to us. Our family, who had only been loving and supportive of us, nevertheless understood us and had an understanding of our relationship as family that they didn't before – I could just sense the change. We entered into a larger community that somehow we hadn't been a fully part of.

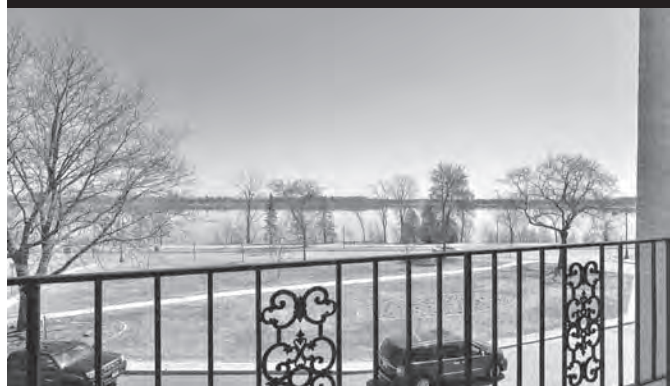
What legislative committees do you serve on and what has been your agenda? My agenda is simple and straightforward – the circumstances of our birth are immaterial – rich or poor, in this country we are all equal, fully deserving of democratic representation, fully deserving of the rich opportunities our amazing country has to offer. What one makes of those opportunities is up to them. But to the extent that the system is being gamed to advantage one interest over another, or to the extent that people are subjected to disadvantages beyond their control, it is the role of a democratically elected government that is of, by, and for the people – to level the playing field, provide fairness and security so that people can participate in the decisions that affect their lives and have a fair access to opportunity. I serve as the Transportation Chair, so for example, I believe we can build a transportation system that doesn't ruin the air we breathe, the water we drink, and force over-consumption of land — and helps build communities in a way that actually connects people to jobs, school, amenities, and each other. For too long our transportation system has served to isolate the young, the poor, the elderly, those who live in deep rural areas. It has frustrated employers hoping to gain greater access to workers and get goods and services to market. These same principles and values can be brought to bear in how we provide for the greatest public good with public policies that underlie our health care, education, public safety, justice, environment, consumer protection, and on.

Other than freedom to marry, what were other highlights from this year's legislative session? It was a great year with many, many accomplishments. Folks are encouraged to take a look at our legislative wrap up

Senator Scott Dibble to page 16



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Residents Rally to Protect Trails, Demand Relocation



Julie Sabo, one of the founders of LRTDoneRight.org, was interviewed by KARE-11 news while Kenwood resident Annike Gutzke, 12, an avid Kenilworth Trail user, offers support.

Photo by Dorothy Childers



Kenwood residents Horacio Devoto (right) and Nancy Hope (left) discuss strategies for preserving the Kenilworth Trail at Saturday's rally, while Dante Devoto, 8, makes his feelings very clear: NO FREIGHT RAIL in the Kenilworth Corridor!

Photo by Dorothy Childers

STORY BY MICHAEL WILSON

Over 125 Hill and Lake area residents turned out on Saturday morning, July 13, to voice their strong support for protecting the commuter and recreational trails through the Kenilworth Corridor as Southwest LRT Project engineers study whether to make the temporary freight rail track through the Corridor permanent or relocate it to St. Louis Park.

Emcee Courtney Cushing Kiernat, one of the founders of LRTDoneRight.org, introduced the event's three speakers. Fourth District Minneapolis Park Board Commissioner Anita Tabb, who represents our Hill and Lake neighborhoods, told attendees, "The decision [to co-locate or relocate] will be made by the numbers, but don't doubt for a minute that it is a very political decision. We need to make sure that Minneapolis gets its fair share" of project funds to ensure that the impact of LRT is minimized as much as possible.

Mayoral candidate and 13th Ward Councilmember Betsy Hodges told the group that she had trained for a marathon on the Kenilworth trail. She said, "the City and I have worked too long and too hard on our trail system" to see it damaged. Co-location, she reminded attendees, means keeping freight in the Kenilworth, no matter what configuration it might assume. To loud

applause and cheers Hodges promised, "The original decision was for relocation. The City will say 'NO' to co-location."

State Rep. Frank Hornstein, chair of the House Transportation Finance Committee whose District 61A includes all four Hill and Lake neighborhoods, warned the crowd, "I don't want us to get stuck with a bait-and-switch" by consenting to keep freight rail at grade with LRT in a deep tunnel for LRT, only to have the tunnel option abandoned later on if it becomes impracticable. He reminded attendees that "the City's stance is very clear: relocation, not co-location."

Proposal for Grade Separation at Cedar Lake Parkway Moves Forward

by Michael Wilson, CIDNA Board

Seemingly forgotten in the increasingly heated Southwest LRT co-location vs relocation debate is an issue that residents, Grand Rounds and Kenilworth Corridor trail users, and motorists all agree on: the

Cedar Lake Parkway crossing is AWFUL.

The Minneapolis Park Board and SW LRT planners have not forgotten, though. According to Jennifer Ringold, the Park Board's director of community engagement, they have been listening to residents' and trail users' concerns at Open Houses and community meetings. SW LRT planners have been especially influenced, Ringold adds, by the written responses to the Draft Environmental Impact Statement (DEIS) submitted by numerous neighborhood groups last December.

The preliminary Park Board-SW LRT design for a grade-separated crossing (shown here) presents a streamlined, easy-to-navigate, relatively low-cost, even elegant solution to the problem of long waits for trains, bone-jarring rides over the tracks, and dangerous navigation over the busy parkway for Kenilworth Trail users.

The design envisions running the two LRT tracks and the Kenilworth biking and walking paths underneath a slightly raised crossing for Cedar Lake Parkway traffic and Grand Rounds trail users. A sidewalk would run on the west side of the Parkway crossing in addition to the Grand Rounds pathways on the east side. Access between the Grand Rounds and Kenilworth trails would flow on gentle slopes, would be easy to understand, and (best of all) would involve no interactions with vehicular traffic.

For motorists, Ringold points out, the need to wait for LRT trains to cross the intersection would be eliminated. And with the elimination of the crossing intersection there would be no need for crossing gates and intrusive bells and train whistles – and the elimination of their cost from the project budget.

Ringold stresses that the design proposal assumes relocation of freight rail to St. Louis Park.

The Park Board's own DEIS response last December included a conceptual design for a grade-separated crossing that involved a relocation of the west end of Burnham Road and somewhat confusing, more steeply graded connections between the Grand Rounds and Kenilworth trails. The difference now, Ringold notes, is that SW LRT Project engineers have studied water table levels and learned they can run the LRT tracks a few feet lower than initially thought. Because of this, the roadway can stay a few feet closer to its current grade, resulting in less need to reroute streets and trails.

The initial ideas for the Cedar Lake Parkway grade-separated crossing arose, Ringold says, from a 2010 design charrette spearheaded and funded by the Cedar Lake Park Association (CLPA) in collaboration with the Bryn Mawr Neighborhood Association. CLPA's Neil Trembley recalls that the charrette addressed not only the Cedar Lake Parkway crossing but also the 21st Street station site and the area at the north end of the Kenilworth Corridor where the Kenilworth trails and



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~ Gerald (and Snoopy)



LRT Grade Separation to next page

LRT Done Right video production led by Angie Erdrich.

LRT Grade Separation from page 4

future LRT tracks converge with the BNSF freight tracks and the Cedar Lake Regional Trail.

Of great concern at “The Confluence,” as CLPA calls the area, is the need to allow an unimpeded flow of bicycle commuters and recreational users on the Kenilworth and Cedar Lake trails where they intersect with the LRT and BNSF tracks.

The 2010 charrette was led by Steve Durrant, principal and senior landscape architect at Alta Planning + Design. Trembley states that Durrant’s stature and design ideas led policymakers at the Metropolitan Council and elsewhere to take particular note of the charrette’s results. CLPA has carried forward the design proposal for a grade-separated treatment of The Confluence, although the design has not yet been given much public play.

Trembley states that design plans for The Confluence, like those for the Cedar Lake Parkway crossing, assume relocation of freight rail out of the Kenilworth Corridor.

The preliminary Cedar Lake Parkway crossing design has been presented to the public at recent SW LRT Open Houses, and the response, Ringold reports, has been “consistently positive.” She states that no one has expressed opposition, although if people have concerns, she wants to hear them.

Gail Lee, CIDNA NRP/PPP Committee chair, has been closely involved with planning in the area of the crossing, including serving on the recent Park Board Dean Parkway/Cedar Lake trail improvements CAC. She sees the proposed separated-grade design as a “plus” for everyone, improving traffic flow and safety for motorists, pedestrians, and bicyclists alike. The design would also facilitate planning by CIDNA and the Park Board for improvements to South Beach.



Photo by Courtney Cushing Kiernat

Twenty plus children from the Lowry Hill, Kenwood and Cedar Lake neighborhoods gathered to be part of a video production with the goal of saving the Kenilworth Trails. The video is in response to the Met Council’s proposal to co-locate freight rail and light rail transit in the Kenilworth Greenway. Co-location will be disastrous for the Kenilworth trails that are used by one million people a year. Co-location will also be detrimental to the urban green space enjoyed by Minneapolis and suburban residents. The Kenilworth Trails are a critical connection to downtown, area lakes, parks and the suburbs. Everyone is encouraged to contact the Minneapolis City Council and Governor Dayton to express NO CO-LOCATION on the Kenilworth Greenway.

CEDAR LAKE IMPERATIVES:

RELOCATION AND SEPARATION

Neil Trembley for the Cedar Lake Park Association

Phone: (612) 377-9522 or contact CLPA at: info@cedarlakepark.org

As the Southwest Light Rail Transit (SW LRT) passes through the Cedar Lake area, its impact will be enormous. For the safety of the communities surrounding Cedar Lake—and for the good of entire metropolitan area—the Cedar Lake Park Association (CLPA) vigorously advocates:

Relocating the freight rail line out of the Kenilworth Corridor.

Maintaining the Kenilworth Trail in the Kenilworth Corridor.

Grade separating the SW LRT and the Cedar Lake Parkway.

Grade separating the SW LRT and Cedar Lake Regional Trail.

The grade-separated crossings depend on relocating the freight rail.

One crossing is at the Cedar Lake Parkway. Current plans show the LRT bridging the parkway; this will create a massive visual scar. Trenching the LRT and bridging the Cedar Lake Parkway over it makes more sense. CLPA—and the MPRB—support this alternative.

The second crossing involves the Cedar Lake Regional Trail: the nation’s first federally funded non-motorized commuter route. This vital artery provides safe, free-flowing access to downtown Minneapolis, the U of M, and beyond. It is the lynchpin of our nationally recognized trail system. Don’t obstruct it! Routing the Cedar Lake Trail under the LRT will preserve the trail for commuters as well as families—and keep thousands of young children safe from harm.

This is a critical time. Decisions made now will impact lives for generations. Let’s do this right. In the long run, relocation and separation will save money—and save lives.



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LRT STATEMENTS AND LETTERS ARE CONTINUED ON PAGE 13.

CIDNA Statement

The CIDNA (Cedar Isles Dean Neighborhood Association) Board of Directors reviewed at its June 12, 2013, meeting the options published by the SWLRT Project Office (Publication #21 June 4, 2013) with regard to freight rail in the Kenilworth Corridor. The CIDNA Board's review of the co-location options currently being studied resulted in our Board's unanimous vote in favor of relocation of freight rail and against any co-location option.

In so doing, the Board reaffirms its Resolution of February 2012 that co-location of freight rail and LRT in the Kenilworth Corridor is not acceptable. The major issue for the Board is the requirement entailed by co-location to demolish a significant number of private dwellings and apartment dwellings in the segment 3A between the Lake Street Bridge and Cedar Lake Parkway.

Objection to co-location in the segment 3A is also based on the additional noise and vibration noted in the Draft Environmental Impact Statement (DEIS) Response issued by the Joint Neighborhood Task Force as well as environmental damage, displacement of the bike and pedestrian trails, unsightliness, and destruction of the Kenilworth Corridor as part of the Chain of Lakes in Minneapolis.

We stress that this Board has always been told that freight rail is operating in the Kenilworth Corridor on a temporary basis. When the freight rail line in the Greenway Corridor was abandoned it was proposed and approved to move the freight rail line to St. Louis Park MNS spur. This move was postponed because of environmental contamination along the MNS spur which was ordered to be removed. We believe that this order is still in effect and provides authority to relocate the freight rail through St. Louis Park and to avoid co-location consistent with the Locally Preferred Alternative for Segment 3A as set forth in the SWLRT DEIS.

The CIDNA Board respectfully requests that the Metropolitan Council take these objections to co-location into consideration in moving to choose among the options available for the SWLRT in Segment 3A and provide for relocation to one of the routes noted in the current options.

Craig Westgate, Board Chair
Cedar Isles Dean Neighborhood Association

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**KIAA Statement**

Kenwood Isles Area Association
Position Statement on Freight Relocation for SWLRT Adopted July 1, 2013

Abridged – Full version available at www.kenwood-minneapolis.org

Approximately 1.5 miles of the proposed SWLRT runs through the Kenwood Isles Area Association neighborhood. We vehemently oppose the idea of maintaining freight rail along with light rail at grade in the Kenilworth Corridor, known as "co-location."

Relocation of freight traffic out of the Kenilworth Corridor has been promised for years. When freight was re-introduced in the mid-1990's, Hennepin County assured residents this use of the corridor was temporary.

Meanwhile, over 20 years of citizen efforts to build and maintain Cedar Lake Park and the Kenilworth Trail have resulted in a more beautiful and complete Grand Rounds and Chain of Lakes.

When the Hennepin County Regional Railroad Authority began looking at using the Kenilworth Corridor for LRT, several key studies and decisions reiterated the expectation that, if Kenilworth is to be used for transit, then the freight line must be relocated. (See notes below.) Trails were to be preserved. Freight rail was to be considered a separate project with a separate funding stream.

Minneapolis residents have positively contributed to the SWLRT process based on the information that freight and light rail would not co-exist in the Kenilworth Corridor. Although many of us think that Kenilworth is not the best route, most have participated in the spirit of cooperation and compromise to make the SWLRT the best it can be.

The Met Council has responded by advancing new proposals for both rerouting the freight and keeping it in the Kenilworth Corridor. The Kenilworth proposals include the destruction of homes, trails, parkland, and green space. Most of the proposals would significantly add to the noise, safety issues, visual impacts, traffic backups, and other environmental impacts identified in the DEIS.

This is not a NIMBY issue. The Kenilworth Trail provides safe, healthy recreational and commuter options for the city and region. It is priceless green space that cannot be replaced.

This has been a deeply flawed process, and we reject any recommendation for at-grade co-location in the Kenilworth Corridor. If freight doesn't work in St. Louis Park, perhaps it's time to rethink the Locally Preferred Alternative route.

Notes

1) The 29th Street and Southwest Corridor Vintage Trolley Study (2000) held that, "To implement transit service in the Southwest Corridor, either a rail swap with Canadian Pacific Rail or a southern interconnect must occur."

2) The FTA-compliant Alternatives Analysis (2005-2007) states that "to construct and operate an exclusive transit-only guideway in the HCRRA's Kenilworth Corridor the existing freight rail service must be relocated" (page 26).

3) The "Locally Preferred Alternative" (LPA) rec-

To the Editor:

For the record, Diane and I strongly support, both financially and conceptually, the effort to determine whether it is feasible to bury LRT in a so-called "deep tunnel". It seems to us that this is the best possible outcome; one that fully protects what is one of the most remarkable urban corridors in the country.

Of course at this point we have no idea whether tunneling is financially or technically feasible and we are pretty sure that no one else really does either. Yes, we know that there have been some off-the-cuff and unstudied statements by some of the Met Council staff about the difficulty inherent in tunneling but these statements really have not been backed up by facts determined as the result of a serious evaluation. So, our view is that before the neighborhood becomes irrevocably embroiled in a fight about strategy, we should first find out what is possible and not reject out of hand what could be a very good idea. Let's not argue about facts that are yet to be determined. And, by the way, we are unalterably opposed to co-location. For that matter, we think running LRT along the surface of the corridor even without a freight line will be almost as bad.

We hold our views about the need to seriously evaluate the feasibility of a deep tunnel in part because of our great respect for Tom Johnson who has a distinguished reputation as lawyer, community leader, and visionary. He is also respected and admired by scores of public officials many of whom are directly involved in the LRT decision making process. We are confident that he has not hastily nor cavalierly formed his opinion that co-location is not legally possible given the state of the LRT regulatory process. We also agree that building a tunnel underneath the corridor is not the functional equivalent of "co-location" which is clearly a descriptor of the two lines existing side-by-side at grade. Advancing the idea of a tunnel does not seem to us to in any way to diminish arguments against or legal barriers to co-location.

Many of you know that our house literally backs up to the Kenilworth Corridor and because of that we have an enormous stake in the abatement and engineering process. We also have an equal stake in preserving the neighborliness of this wonderful place.

Whatever the outcome of LRT/Freight Train co-location, de-location, sub-location or dis-location; we will remain neighbors when it is all over and worry that the harsh rhetoric of today will result in hard feelings and fractured relationships in the future. Something we should try very hard to avoid.

We also want to acknowledge and thank Stuart Chazin for his willingness to put himself in the line of fire by leading a vigorous opposition to a high handed and insensitive governmental bureaucracy that has thus far failed to respect and respond to citizens that have legitimate concerns about an LRT plan that is likely to have disastrous consequences.

We will continue to financially support Tom Johnson's efforts and we urge that those of you who agree with us, do the same. For those of you who don't, we understand your reluctance and believe us, no hard feelings.

David and Diane Lilly Kenwood

ommended by HCRRA (10/29/2009) to participating municipalities and the Metropolitan Council included a recommendation that freight rail relocation be considered as a separate "parallel process."

4) In adopting HCRRA's recommended Locally Preferred Alternative route based on treating relocation of the freight rail as a separate process, the City of Minneapolis' Resolution (January, 2010) stated:

"Be It Further Resolved that the current environmental quality, natural conditions, wildlife, urban forest, and the walking and biking paths be preserved and protected during construction and operation of the proposed Southwest LRT line."

5) The Draft Environmental Impact Statement supports the Locally Preferred Alternative, which includes relocation of freight out of the Kenilworth Corridor. (December, 2012)

6) The southwesttransitway.org has stated since its inception that:

Hennepin County and its partners are committed to ensuring that a connected system of trails is retained throughout the southwest metro area. [...] The existing walking and biking trails will be maintained; there is plenty of space for light rail and the existing trails.

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Lemoncello for Dean Park from page one

project have been propagated by cuttings from research trees that were first planted in Dean Park in the 1970s to 90s after being sent to me by scientists from around the Nation. That research has found excellent candidates to ease the transition to a hardy but mixed Twin Cities urban forest and has also incorporated propagation increases from other trees to which I did not have access but which are well suited to the Twin Cities' now-radically-modified urban forest conditions. Those trees now need permanent homes.

This fall and next spring the University of Minnesota can provide us in CIDNA with these trees and possibly others:

American elm types selected for Dutch elm disease resistance, including St. Croix, Jefferson, and Valley Forge selections

Hybrid elms (cloned from over eight types of existing trees in Dean Park planted in the early 1990s, including Accolade, Cathedral, Danada, and others.)

True Chinese elms ("Lacebark elms", not to be confused with "Siberian elms")

London plane trees or "Sycamores" (*Platanus x acerifolia*)

Tulip trees (*Liriodendron tulipifera*), one of which formerly grew in Dean Park

Turkish filberts

American black walnuts (great for making "nocino")

London plane trees (*Platanus x acerifolia*), a very "city-kind" tree

Catalpas (Minneapolis Heritage variety & smaller Chinese catalpas)

Minneapolis Heritage horse chestnuts

Minneapolis Heritage black willows (cloned from huge ones near Lake of the Isles)

Various oak species

Kentucky coffee trees, and other hardy "urban-suited" trees.

So, for all tree lovers and CIDNA residents: Here's the "HEADS UP": Watch for a date in mid-fall (late September, or early October) to plant lots of new and unusual but very "urban friendly" trees in Dean Park and surroundings. I will keep H&LP and other media informed of the MPRB/UofM/CIDNA plans about a "community planting date" and I promise to hold a reception at 2774 Dean Parkway afterwards.

Donald C. Willeke, willeke@visi.com, 612.922.1693, has lived on Dean Parkway since 1971. He chaired Minnesota's urban forest council for 16 year, and the National Urban Forest Council for 6 years, and is a co-founder of the Twin Cities Tree Trust (employing about 1,000 young people yearly since 1976) and the American Chestnut Foundation. He is a founding member and Secretary of the Minneapolis Tree Advisory Commission that advises the MPRB and the City Council, and is a co-founder of CIDNA.

Lunch with Anita Celebrates Minneapolis Parks' #1 Ranking



Subbing for 7th Ward Councilmember Goodman at the June 26th Lunch with Lisa, our 4th District MPRB Commissioner Anita Tabb hosted Minneapolis Parks' Superintendent Jayne Miller, who spoke about the Park Board's massive cleanup operation following the major windstorm the previous weekend which downed thousands of Minneapolis trees. Miller also told the 40 attendees about Minneapolis' ranking as the Nation's Best Park System on the Trust for Public Land's 2013 ParkScore® Index. Minneapolis is the first to earn a perfect "5 Bench" score as we bumped defending champ San Francisco from the top spot. Above, Tabb (left) and Miller (right) proudly display a ceremonial bench near the Stone Arch Bridge inscribed "MINNEAPOLIS #1 in CITY PARKS 2013." More information at <minneapolisparcs.org>; under "News and Events" scroll down to the June 5th story.

Story: Michael Wilson. Photo: Dorothy Childers.

Smith Triangle Park Cleanup Day



Photo by Dorothy Childers

A subgroup from the EIRA Board focuses on the Smith Triangle Park and its beautification. Its first goal was to survey the community to find out what the neighborhood thought of the park. Most thought it looked abandoned and neglected. So, it was decided to hold a public clean up. Flyers and ads were sent out for help. Eleven people showed up June 8 for two hours of hard work. Refreshments were supplied by Kowlaski's, Caribou, and Brueggers. The Park Board supplied garbage bags and work gloves. Incredibly, the group filled 21 garbage bags. There will be another clean up this fall, and additional development and plans for events at the park are in the works. Thanks to all that participated!

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Annika C.
Kenwood resident

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FRIENDS OF THOMAS LOWRY PARK

By Barry Lazarus

When Friends of Thomas Lowry Park left you, the June 2013 article reported on vandalism at the park. It was discovered that some very young children from Child Garden Montessori School caused the problems. Board members Suzanne Payne, Jeanne Scheiderer, and Barb Fogel met with Meggan Burak, Head of Schools, on June 17 at the school (located in the First Unitarian Society of Minneapolis) and in the park. Their meeting with Ms Burak was cordial and reasonable; she acknowledged the problems and apologized and also committed to rectifying supervision of the children. A satisfactory solution includ-

ed, among other things, education of the children to protect the park from further damage.

Park Board Commissioner Anita Tabb has suggested that the teachers at the school take the children into the park and have lessons about nature and the environment. Ms. Fogel has offered to have them weed around the trees and explain to them what stripping bark off a tree will do to a tree. She reasons that if the children must pull something, better it be weeds. If anyone sees any bad acts in the park, please call Officer Chad Berdahl at 612-230-6550 (cberdahl@minneapolisparcs.org).

The regular maintenance day in the park was Saturday, July 13 from 10am to noon. The Unitarian Society held its

Thomas Lowry Park to page 10



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Lowry Hill Ice Cream Social



Jimmy Fogel, Mark Brauer, and Barry Lazarus serving



The urn at Thomas Lowry Park.

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g up ice cream.

Photo by Dorothy Childers

While the temperature during the Lowry Hill Ice Cream Social was 92, the heat and humidity didn't deter those who enjoy socializing with neighbors. The Pavarotti, Raspberry Chocolate Chip, Oreo, and Vanilla ice creams that were once again generously donated by Sebastian Joe's were greatly enjoyed. Rye Deli's delicious contribution of black and white cookies were a big hit with all ages. Many also enjoyed the refreshing root beer (thanks to The Lowry!) floats, as well. A big thanks to the Lowry Hill Board and the Friends of Thomas Lowry Park for hosting this popular event that is enjoyed by residents of all ages. And finally, the ice cream scoopers deserve a big thank you—Jimmy Fogel, Mark Brauer, and Barry Lazarus who are experts at serving cones and cups of ice cream. Thanks also to Dean and Kathy Koutsky who provided their restored vintage ice cream wagon that added to the festivities.



Dean and Kathy Koutsky's restored vintage ice cream wagon at the Lowry Hill Ice Cream Social.

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EAST ISLES RESIDENTS ASSOCIATION (EIRA)

By Monica Smith

East Isles Residents' Association (EIRA)

Minutes from the EIRA Board of Directors (BOD) Meeting July 9, 2013, Bridge for Youth

Board members present: Dan McLaughlin (President), Vaughn Emerson (Vice President), Antone Melton-Meaux (Secretary), Candace Dow, Nicole Engel-Nitz, Donna Jansen, Michael Rossini and Linda Schutz. Alternate Rosita Acosta and other East Isles residents and guests were also present.

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

Guest Speakers: Dylan Kesti, Campaign Coordinator, Minneapolis Energy Options and Laura McCarten, Regional Vice President, NSP-Minnesota

Minneapolis's 20-year franchise agreements with Xcel Energy and CenterPoint Energy expire on December 31, 2014. By state law, cities must use their current energy utilities unless they receive authorization via a ballot initiative proposed by city council to form a city-owned energy utility. The City Council has two public hearing to consider authorizing the establishment of municipal utilities, hearings are August 1, 10 am to consider a municipal electrical utility and 10:30 am to consider a municipal gas utility. Location: City Council Committee of the Whole meeting, Room 317 at City Hall.

The City Council authorized \$250,000 for an energy pathway study with results due in January 2014.

Minneapolis Energy Options (MEO) is a coalition of 30 local organizations working on advancing clean, affordable, reliable, and local energy by advocating for a ballot initiative to explore options, including forming a municipal utility. One in seven Americans are served by a municipal utility. MEO is also seeking a comprehensive feasibility study to research all the option for the city's future including pricing and energy goals.

Laura McCarten representing Xcel Energy reported that the state sets energy policy and Xcel is on track to meet a mandate of producing 30% of its power from renewable sources by 2020 and to continue its energy conservation efforts. Fifty percent of Xcel's energy production is carbon free. Xcel balances reliable, safe, affordable, and clean energy. McCarten said renewing the utility franchise is a separate matter from creating a municipal utility. McCarten stated that if the initiative is on the Nov. 2013 ballot and the city decides to move forward with a municipal utility, another separate public vote is not required for the city to authorize the bonding required to buy the electric and gas infrastructure.

Questions/concerns were raised:

Dealing with emergency situations (disasters)? According to a New York Times article cited by Kesti, on a national average, municipal utilities get lights on faster (which McCarten disputed).

Municipal utilities don't have the economies of scale of the larger utilities or big reserves to handle disasters. Kesti responded that the feasibility study would evaluate options.

What is cost of purchasing the energy infrastructure? Why issue municipal bonds to buy old aging utility infrastructure? McCarten replied that the cost isn't known but estimated the costs to be in the billions for the electrical infrastructure. Kesti stated that the feasibility study could

determine costs.

What is the definition of renewable? MEO defines what they mean by renewable on their website.

Minnesota has many municipal utilities but all are in smaller towns and cities, not on the scale of Minneapolis. Other commercial enterprises may want bonding authority.

Any example of success on the scale of Minneapolis? Kesti reported that Sacramento, CA is larger than Minneapolis and has a municipal utility with a goal of 90% renewable by 2050.

What type of energy jobs would be created? Kesti stated that good union jobs would be created to improve the aging power grid for clean energy. McCarten reported that Xcel employs 2,500 people in Minneapolis.

The board did not take any action, questions remain, discussion continued to its next meeting.

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

An arrest was made in the July 3rd hit and run that killed a bicyclist (28th and Pleasant).

Avoid a parking ticket by following rules: no parking 20' from an intersection corner, 30' from stop sign or signal and 5' from alley or driveway. 31st Street was repaved between Hennepin and Nicollet and will include a pilot project of six painted bump-outs.

The Pedestrian Advisory Committee is prioritizing streets in need of better pedestrian access.

The City is seeking Voter Ambassadors to help with the 2013 election.

The Uptown Art Fair is having a time capsule ceremony on July 20, 1-3 pm on The Mall.

Meet with Meg has moved to the second Monday of the month, 6-7 pm at Bryant Square Park (31st and Bryant).

REPORTS

The Treasurer's Report was distributed.

Smith Triangle Subcommittee

Dan McLaughlin will supervise a student from the U of M Landscape Architecture to work on ideas for Smith Triangle. The Park Board will also be involved with the student project and will add Smith Triangle to the 2014 project list.

Amy Sanborn, Social Committee

Volunteers are needed for the Ice Cream Social – Thursday, August 15 at Levin Triangle Park and Uptown Art Fair pop booth and zero waste. Contact Amy at events@eastisles.org to volunteer for a shift.

The Wine Tasting Fundraiser will be October 30.

Jill Waite, Zoning Committee

The June 18 Zoning Committee meeting included a primer on the Uptown Small Area Plan. Next meeting is July 16, 5 pm at Grace-Trinity Community Church, 1430 W 28th Street. Peterssen/Keller Architecture will present preliminary plans for a proposed new four-story mixed-use building on the northeast corner of Lake and James (1618 W. Lake St., 1620 W. Lake St., and 2915 James Ave. S). The Uptown Opportunity Task Force will also present to the committee.

Linda Schutz, Outreach & Nominations (O&N) Committee

The EIRA Board approved the seven recommendations of the O&N Committee put forth in its 2013 report.

Candace Dow, Transportation Committee

The August committee meeting will be rescheduled so it does not conflict with National Night Out. No date set yet.

Metropolitan Council and Minnesota Department of Transportation Regional Bicycle System Master Study workshop, July 11, 6:30 pm at St Louis Park Rec Center.

Midtown Corridor Alternatives Analysis Community Advisory Committee's next meeting is August 20, 7:00 pm, location to be announced.

Betsy Allis, Green Team

Green Film "The Story of Stuff" on July 15, 7 pm at Grace-Trinity Community Church.

Super Sale is September 7

Raingarden project is almost complete, a celebration is being planned for September 28

Zero Waste Uptown is reworking the scope of their \$12,000 grant. More information will be available at the August EIRA Board meeting.

Monica Smith, Staff Report

The EIRA Board approved funding for an Ice Cream Social ad in the Hill & Lake Press.

The City approved the East Isles Neighborhood Priority Plan.

Suggestions for topics for the October Members Meeting are welcome.

Sen Dibble and Rep Hornstein are holding a Town Hall Meeting on July 11, 6 pm at Linden Hills Rec Center.

Board Review

Committees have had issues with reaching quorum to conduct business. The Zoning Committee will discuss solutions at their next meeting to bring back to the EIRA Board.

The Bridge for Youth is applying for an Emergency Services Grant from the City of Minneapolis and requires approval from the neighborhood organization. Some services are being refocused and the Emergency Shelter Program will move from 2200 Emerson Ave to the mail facility at 1111 W 22nd Street. The EIRA Board voted to support the grant application.

EIRA needs to reapply for tax status with the IRS. Pros and cons of 501(c)(3) vs. 501(c)(4) will be discussed at the next meeting.

The meeting was adjourned at 9:06 p.m. Submitted by: Monica Smith, Recorder

Next EIRA Board of Directors meeting: Tuesday, August 13, 7 p.m. at The Bridge for Youth, 1111 W 22nd St.

Thomas Lowry Park from page 8

annual Volunteer Day in the park on Sunday, July 14 at 10:30am to place mulch around the trees, weed, and pick up plant/tree debris and trash. The Society also invited the neighborhood to its picnic/BBQ after work in the park and for cold lemonade anytime that morning after 10:30am. Friends warmly thanks the Unitarian Society for making TLP a part of their Volunteer Day since 2005. The Ice Cream Social, organized by LHNA and Friends, was Tuesday, July 16 from 6 to 8:30pm in the park. A big thanks to The Lowry, Sebastian Joes, and Rye Deli for supplying treats to the Ice Cream Social.

Additional thank-yous to Dana from Sunnyside Gardens for work on the urn and fixing the irrigation to the flowers within, as well as for the beauty and artistry of the urn arrangement (see the photo) in addition to his regular care and maintenance. Thanks to Ms. Scheiderer and her husband Chas and Yvonne Eckstein for their maintenance work in the park; and to Dr. Schned for picking up branches and bringing them to the curb after the storms in June and also for his weeding work. A heartfelt thanks to Suzanne and Bill Payne for their many hours of work in the park this June.

Friends is fortunate to have received many new varieties of annuals generously donated by the MPRB. The park has more color and beauty than ever. If you have not donated time to work in the park or funds to Friends, or both, please start now.

See you in the park; have a great July.

Bring your family and join your neighbors at the annual

East Isles Ice Cream Social

Thursday, August 15, 6-9 pm (Rain date: Friday, August 16)

Joanne R. Levin Triangle Park, 26th & Irving

Featuring treats, bounce house, petting zoo, face painting and more!



Hosted by East Isles Residents Association

Volunteers needed for short shifts. Please contact Amy Sanborn at events@eastisles.org or 612-868-8664 to help.

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KENWOOD ISLES AREA ASSOCIATION (KIAA)

By Amy Lucas

July 2013 KIAA Meeting Minutes

KIAA Board met July 1, 2013 at Kenwood Rec Center.

Chair Larry Moran called the meeting to order at 7:00 p.m.

Board Members present: Chair Larry Moran, Jeanette Colby, Jack Levi, Kathy Low, Amy Lucas, Ed Pluimer, and Bob Tennesen.

Others present: Kenwood residents: Martha Dayton, Tom Nelson, Carol White, Ken Cram, and Sean Smith.

7th Ward Update

Tree debris will be collected through July 12 and must be on the boulevard in front of your property. Damaged boulevard tree removal will begin July 1.

Minneapolis City Council will hold a public hearing on August 1 at 10:00 a.m. to consider authorizing a municipal electrical utility and at 10:30 a.m. to consider a municipal gas utility. Both hearings will be in Room 317 of City Hall.

Zoning Committee update

Tom Nelson and Martha Dayton, residents of 2112 Kenwood Parkway since 1996, purchased the neighboring property at the north, 2108 Kenwood Parkway, in October 2012. They applied for a demolition permit in February and the City of Mpls referred the demolition permit to the Mpls Heritage Preservation Commission for a public hearing, set for August 6, on the eligibility of the property as a "historic resource."

The Nelson-Daytons hope to build a new house on the site. They are currently proposing landscaping on the site until they design their new house.

KIAA passed a motion to submit a letter to the City of Mpls noting that KIAA does not object to the demolition proposal.

Kathy Low asked about the future design of the house. The owners have not hired an architect for their new house at this time, but hope to design a home that architecturally fits within the block.

KIAA Grievance Policy-Kathy Low

KIAA adopted a Grievance Policy which will be posted on the KIAA website (attachment on KIAA website: kenwoodminneapolis.org/blog1)

Communications Responsibilities

KIAA has a budget for hiring a Communications person and will approach Kathy Williams to discuss the amount of hours she donates per week to KIAA communication and types of duties.

Jeanette Colby will approach staff of East Isles neighborhood, Monica Smith, to discuss her interest in helping KIAA.

General Duties include: email monthly updates, yearly printed/mailed newsletter, postcard updates, record maintenance, website updates.

SWLRT Update-Jeanette Colby

Six options have been submitted for co-location design. Two of the options are somewhat more viable; one takes the greenway space, formal parkland and

approx. 30-70 houses in Kenwood and Cedar-Dean-Isles. It will also re-route the bike trails.

Another option that has been discussed is a tunnel. The Kenilworth Preservation Group is a local advocacy group promoting the tunnel and the study of this option.

Another group, LRT Done Right, is against co-location. Visit lrtdoneight.org for information and to receive updates.

Sean Smith, resident on W. 24th Street, stated his belief that co-location is almost certain and believes the news entities promote co-location. St. Louis Park appears to be more organized against co-location while Minneapolis neighborhoods do not appear to be organized. Smith wonders if there would be more local community involvement if residents knew co-location was inevitable in Mpls.

The next SWLRT community meeting on engineering concepts will be July 17 at Jones Harrison. The open house will be 4:30-5:30 p.m. and the presentation will be 5:30-6:15 p.m. The organization, LRT Done Right, is hoping that residents will attend the meeting to speak out against co-location. The St. Louis Park open house will be July 18 at St. Louis Park High School, same times.

KIAA approved a co-location position statement: (attachment on KIAA website: kenwoodminneapolis.org/blog1).

Jeanette Colby will send the position statement to the Star Tribune editorial board.

Minneapolis Energy Options-Larry Moran, Jeanette Colby

KIAA has received two requests for public energy issues. The board needs more info on these issues before providing a position

Updates

KIAA received the KIAA 2012-2013 fiscal year balance sheets.

The meeting was adjourned at 8:45 p.m.

Reminder: The next KIAA Board meeting will be held on September 9 from 7:00-8:30 p.m. at the Kenwood Recreation Center. The public is welcome to attend these monthly meetings.

National Night Out Registration!

National Night Out is Tuesday, August 6th. This is a great time to have a BBQ and get to know your neighbors.

You can apply for a permit to block your street or alley via the City's webpage. Permits are free through July 23rd. From July 24th through August 1st, there is a \$100 fee. After August 1st no applications for blocking off a street will be allowed. Not all streets can be blocked, depending on traffic flow. Register your block event at www.minneapolis.gov/nno/nno_register or call 311.

For more information, visit www.minneapolis.gov/nno.

50 Days of Uptown

2013 marks the 50th year of the Uptown Art Fair! Be a part of the 50th Anniversary celebration by shopping at local businesses during the 50 Days of Uptown promotion. Stop in any participating Uptown store from now-August 4th, and enter your name to win a \$50 gift card. For a complete list of participating businesses and addresses, visit <http://uptownartfair.com/50-days-of-uptown/>.

Congrats to MPRB for Best City Parks in Nation

I am thrilled that Minneapolis has earned the first-ever "five park bench" rating on The Trust for Public Land's ParkScore® index, finishing first among the 50 U.S. largest U.S. cities. I had the wonderful privilege to be at the unveiling of Minneapolis' Gold Bench in honor of this award. Minneapolis scored well on all three ParkScore rating factors: Park Access, Park Size, and Services and Investment. Minneapolis earned especially high marks for park accessibility and park system investment. The ParkScore index rates city park systems on a scale of zero to five park benches.

"We're thrilled to receive this prestigious honor from The Trust for Public Land. It's a wonderful tribute to all the hard work we've put into the park system for 130 years. But I want to make clear to the people of Minneapolis and the Twin Cities region that we're not done yet. We are committed to opening new public green spaces, improving parks that already exist and holding on to our #1 ranking for many years to come," said Jayne Miller, Superintendent of the Minneapolis Park and Recreation Board. Visit <http://parkscore.tpl.org/> for more information on how the ranking system works.

Finance Department Improvements

EnergyCap is a new system Minneapolis is using to improve the efficiency in receiving and paying electric bills for City buildings. Invoices are now being received and paid electronically for 65% of the City's Xcel Energy accounts. Historical energy usage and weather data will be stored in EnergyCap and used to analyze invoices for accuracy. Additionally, EnergyCap will identify needs for building improvements to conserve and reduce energy costs.

The City now has the opportunity to leverage the suc-

Tuthill Tenth Ward to page 12

it's Back!

The Second Annual East Isles Super Sale
Saturday, September 7
9am-3pm

Want to sell? Register your sale below.

Want to buy? Just show up!

Registration is \$10 per sale

Register your sale and receive:

- your sale listed on shopper's map
- a yard sign
- advertising and promotion
- FREE after sale pickup of unsold items
- tons of fun!

1/2 price (\$5) registration if received by August 16

Registration information

NAME _____

ADDRESS _____

PHONE _____ EMAIL _____

SALE LOCATION: FRONT BACK GARAGE

This year we are offering more opportunities to participants! Add details about your sale offerings to be printed on the shoppers map for an **additional \$2 per item** (maximum of 3).

<input type="checkbox"/> kids toys and clothing	<input type="checkbox"/> plants
<input type="checkbox"/> books	<input type="checkbox"/> antiques
<input type="checkbox"/> clothing (adult)	<input type="checkbox"/> sports equipment
<input type="checkbox"/> furniture	<input type="checkbox"/> tools
<input type="checkbox"/> Jewelry	<input type="checkbox"/> food and beverage
<input type="checkbox"/> Other: _____	

The Disabled American Veterans will pick up unsold items on Monday, Sept. 9. Check here if you would like **FREE** pick up

Registration deadline: Thursday September 5
Checks payable to: East Isles Residents Association EIRA
Mail of deliver registration to:
Jenika McGann, 2858 James Avenue South, Mpls., 55408
Pick up your lawn sign and maps on **September 6**
You will be contacted with instructions prior to the sale weekend
Questions? Monica Smith, 612-821-0131, nrrp@eastisles.org

CEDAR ISLES DEAN NEIGHBORHOOD ASSOCIATION (CIDNA)

By Monica Smith

CEDAR ISLES DEAN NEIGHBORHOOD ASSOCIATION BOARD MEETING MINUTES, July 10, 2013

The July meeting was held at the Jones-Harrison Residence. Board members in attendance: Chair Craig Westgate, Vice Chair Michael Wilson, Secretary Rosanne Halloran, Treasurer Ed Bell, Lowell Berggren, Ed Ferlauto, Ryan Fox, Ray Greco, Art Higinbotham, David Lissauer, and James Reid. Land Use Committee Chair Bob Corrick, NRP Committee Chair Gail Lee, and other residents were also in attendance. Staff: Monica Smith

Chair Craig Westgate called the meeting to order at 6:05 p.m.

Council Member Lisa Goodman, Ward 7

June 21st storm update: The City continues to clear debris from the June 21st storm. Call 311 to report remaining debris. 3,000 boulevard trees were lost in the storm. Replacement trees can be requested through the Park Board plus Tree Trust offers trees for \$25 each spring. The City Council will decide if the City or property owner will be responsible for sidewalk repair/replacement.

The next Lunch with Lisa is September 25.

Voter Ambassadors are needed to help educate the public about ranked-choice voting.

Minneapolis's 20-year franchise agreements with Xcel Energy and CenterPoint Energy expire on December 31, 2014. By state law, cities must use their current energy utilities unless they receive authorization via a ballot initiative proposed by City Council to form a city-owned energy utility. The City Council scheduled two public hearing to consider authorizing the establishment of municipal utilities, hearings are August 1 at City Hall, 10 am for a municipal electrical utility and 10:30 am for a municipal gas utility.

The City continues to pursue a permanent solution for the groundwater discharge from 1800 Lake (Lake St & Knox Ave).

Transportation Committee

Ed Ferlauto reported on the June 27, SWLRT Community Advisory Committee meeting:

Operation & Maintenance Facilities will not be locating in Minneapolis.

A supplemental Draft Environmental Impact Statement (DEIS) will be published in the next few months to address issues not included in the original DEIS.

The chief engineer indicated a preference for grade separation at Cedar Lake Parkway, running LRT underneath the roadway.

The Kenilworth Alliance will meet on Saturday, July 20, 11:15 am at Kenwood Rec Center. Groups with varying opinions will be invited to discuss their positions with a goal of getting the neighborhoods better organized around common goals.

The CIDNA Board approved a letter to be sent to

Metropolitan Council members, elected and appointed officials, and mayoral candidates reaffirming its resolution of February 2012 opposing co-location of freight and LRT.

LRT Done Right

CIDNA resident Patty Schmitz is a member of LRT Done Right, a grassroots organization focused on informing and organizing people to share opinions on LRT prior to decisions made by Met Council. The group is opposed to co-location and is focused on preserving the bicycle and pedestrian trail along the corridor. They are planning a rally on July 13, 9:30 am to raise awareness of the issues featuring speakers Rep Frank Hornstein and Park Board Commission Anita Tabb. LRT Done Right will also be door-knocking to remind people about the July 17 and 18 meetings on the freight rail issue.

CIDNA will help promote the rally with an eblast.

NRP/PPP Report

Playground construction at Park Siding Park has been delayed until August. The Fall Festival will be rescheduled to Sunday, October 13 to allow more time for the construction.

The committee is drafting a letter to the Park Board regarding improvements to Cedar Lake South Beach and will ask for approval from the CIDNA Board at the next meeting.

Sewer Construction Update

Construction began on Sunset Blvd. The westbound lane is closed to through traffic. Please observe the detour signs.

Sign up for sewer project updates by sending an email request to Bre Grand at bgrand@zanassoc.com.

Social Networking

Discussion was tabled until the September meeting. Midtown Greenway Coalition (MGC) Report Greenway Glow is a success.

Tour de Fat fundraiser will be July 27, 11 am – 5 pm at Loring Park.

Landscape Mitigation on Greenway

CIDNA representatives met with Hennepin County on July 3rd to discuss landscaping to mitigate the loss of trees and shrubs along the Midtown Greenway. The County rejected many of ideas put forward by community members. The CIDNA Board passed a resolution approving a letter asking Hennepin County to further develop the mitigation plan, in particular by adding taller trees.

Utility Franchise Agreements

See background information under Council Member Goodman's report above.

Steve Wilson, Xcel Energy discussed Xcel's partnership with the City of Minneapolis to provide clean, safe, reliable, and affordable energy. Xcel partnered with other utilities to restore power to 600,000 customers within five days of June 21st storm. Half of Xcel's energy production is carbon free. The Public Utilities

Commission determines energy policy and prices. To create a municipal utility, the City would have to buy the system from Xcel and be responsible for outages and construction with limited state oversight and paid only by Minneapolis customers.

Dylan Kesti, Minneapolis Energy Options (MEO). MEO is a coalition of 30 local organizations working on advancing clean, affordable, reliable, and local energy by advocating for a ballot initiative to explore options, including forming a municipal utility. 46% of Xcel's energy comes from coal fired plants imported to Minneapolis. MEO is pushing for cleaner, renewable energy sources. One in seven Americans are served by a municipal utility. The City Council authorized \$250,000 for an energy pathway study. MEO is also seeking a more comprehensive feasibility study to research all the options for the city's future including pricing and energy goals.

New Business

CIDNA will partner with Kenwood Isles Area Association to sponsor a mayoral debate in September.

The StarTribune is working on an article about the potential land bridge between Lake of the Isles and Cedar Lake.

Meeting was adjourned at 8:15 p.m.

Next meeting

Wednesday, August 14 at Jones-Harrison, 6:00 p.m.

Tuthill Tenth Ward from page 11

cess of this project to include other utility vendors into EnergyCap. By the end of June, the City plans to be electronically receiving the Xcel Energy electricity invoices for all of the City owned buildings and using this paperless automated process.

Meet with Meg

Meet with Meg is moving to a new time. Beginning in July, it will be held the third Monday of every month from 6-7pm at Bryant Square Park (3101 Bryant Ave S).

Volunteers Wanted to Help Get Out the Vote on November 5th

Volunteers are being sought for the City's new Voter Ambassador Program. Ambassadors will help build awareness and engage Minneapolis residents in the election process. Ambassadors will be trained in election law fundamentals, voting procedures, how ranked-choice voting works, how to register to vote and election day issues.

The City intends to recruit potential voter ambassadors through June and July, with a special kick-off event tentatively planned in early July. If you would like to be a part of this year's Voter Ambassador Program, please contact my office at (612) 673-2210, or contact the program coordinator, Anissa Hollingshead, at (612) 673-2296 or by email at anissa.hollingshead@minneapolismn.gov.

Climate Action Plan Update

The Minneapolis Climate Action Plan is a road map to achieving the City Council-adopted greenhouse gas emissions reduction targets: a 15 percent reduction by 2015 and a 30 percent reduction by 2025, both from 2006 levels. On June 29th, the City Council will vote on the Climate Action Plan at the 9:30 a.m. City Council meeting. If you are interested in commenting on the plan, send your comment to me or to Committee Coordinator Peggy Menshek at peggy.menshek@minneapolismn.gov. Please note the date of the Council meeting in your email.

To read the full plan, visit www.minneapolismn.gov/sustainability/climate/index.htm. For more information, check out www.minneapolismn.gov/sustainability or contact sustainability@minneapolismn.gov.

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LRT LETTERS CONTINUED FROM PAGE 6

To the Editor:

I'm the chair of the Kenilworth Preservation Group (KPG). KPG was formed as a grass roots organization with the goal of preserving the Kenilworth Corridor. With the pending LRT and possible co-location of freight threatening to destroy this precious resource, we need media help and attention for our cause.

While KPG does not question the importance of light rail, we do question the at-grade plans for the Southwest LRT through the corridor, particularly when Minneapolis has long been a model for other cities looking to develop yet preserve and protect green space in the urban setting.

KPG does NOT favor co-location under any circumstance. The ONLY option we support for keeping freight and light rail in the same corridor is if the LRT is in a deep bored tunnel 30'-50' below surface. This is the only acceptable option. It's what we refer to as the 3T Solution: Trails, Train & Tunnel

As reported in the Star Tribune ("Southwest rail benefits outweigh issues: study," Oct. 13) the draft environmental-impact statement for this route notes many problems with the Kenilworth Corridor yet concludes that the tradeoffs make them acceptable. The KPG and most of the community groups involved, do not support this claim nor the research done for the DEIS.

We believe a deep tunnel (starting just south of the Lake Street Bridge and ending just north of 21st Street) is the only viable option to solving the enormous and potentially devastating outcome for the Kenilworth Corridor.

The approximate length of this tunnel (1.2 miles) is essentially the same length as the Hiawatha LRT tunnel under the MSP airport.

Based on discussions with Charlie Nelson of CNA Consulting Engineers and Pat Mosites of the Metropolitan Airports Commission, the cost of the MSP tunnel (not including the station) was approximately \$77,000,000 in 2004 dollars. Adjusted for inflation, the cost of the MSP tunnel would be estimated at \$95,000,000 to \$100,000,000 in current dollars. This amount is for a 1.2-mile tunnel at a depth of 75 feet. The Kenilworth tunnel would be only 30' to 50' deep, which would result in a significant but yet unknown savings.

Estimated Cost of Tunnel:
\$ 95,000,000.00
Estimated Cost of Re-location to SLP:
\$175,000,000.00 - \$200,000,000.00
Estimated Total Savings for a Deep Tunnel: \$ 80,000,000.00 - \$105,000,000.00 in State & Federal spending

While we have consistently heard the tunnel is not a viable option due to cost, the real irony here is the tunnel could ultimately prove more cost effective than any other option. The cost for relocating freight through Saint Louis Park was originally estimated at one hundred million dollars, but that figure continues to mount as the plans become increasingly more difficult and challenging for the re-route.

There are also discrepancies about the acquisition of homes and commercial properties for the tunnel option.

The Met Council stated TC&W needs a 25' right

away from the center of the rail line to any structure. However, there is no Federal or State statute supporting this. In fact, the 25' is simply an industry practice that can be adjusted and exceptions are made on a regular basis (i.e.: Target Field). The State statute is 8'6" and would allow for all structures to remain intact.

What price tag do we put on destroying this land? What is the "cost" for the destruction of this natural and god given resource that is used by millions of people each year? We are tired of hearing the corridor is reserved, by law, for transit. The fact that recreational use of the corridor is regarded as "interim" is preposterous. That may have been the initial intention set forth – but the area is no longer an industrial corridor. It is to the city of Minneapolis what Central Park is to New York – and it deserves to be recognized for the part it plays in the City of Lakes. Let us not be the generation that is known for destroying it.

TRAILS, TRACK & TUNNEL – The 3T Solution for SWLRT VISION

WHAT IS THE TRAILS, TRACK & TUNNEL SOLUTION (The 3T Plan Solution)?

What: A deep bore tunnel (30-50 feet) that allows LRT to run under existing trails and tracks

Where: Tunnel would run 1.2 miles, starting at Lake Street Bridge and ending approximately 6/10th of a mile north of 21st Street.

WHAT ARE THE BENEFITS TO THIS APPROACH?

Safety. Eliminate safety concerns for pedestrians, bikers, runners, pets, & especially children at Cedar Lake Parkway (Cedar Lake Beach) & 21st Street (Hidden Beach)

Preserves parks and wildlife habitats Preserving surrounding ecosystem

Of 8 alternatives under consideration, the 3T plan is the only option that does not disturb the surrounding ecosystem

Would remove 250 LRT trains running daily thru Kenilworth Corridor

Benefits multiple stakeholder groups:
Parks and trail users.

Hennepin County Metro Bike Trails Guide rates Kenilworth trail as 4.5 out of 5

Kenilworth Corridor trails are used annually by 1 million people (per City of Minneapolis)

St. Louis Park residents. Prevents re-routing of freight tracks to SLP

WHAT IS THE TIMELINE FOR DECISION-MAKING?

End of July 2013. Cost estimate for each of the 8 alternatives

August 2013. Met Council votes on alternative of choice

The KPG has hired Tom Johnson (Gray Plant Mooty) to represent us. Tom was the Hennepin County Attorney from 1979-1991 and served on the Minneapolis City Council from 1973-1977.

Thank you!

Sincerely,

Stuart A. Chazin

Kenilworth Preservation Group/Chair

To the Editor:

Some of us have been hollering about a new parking glut that an LRT station could create here, not to mention traffic congestion.

How will a station here not be a magnet for car traffic from the south? How will we prevent abusive parking? (No Park & Ride does not mean people will not park and ride!)

Can West Calhoun (and Lake Calhoun) really cope with becoming even more of a destination?

How can station access be made safe at the proposed West Lake location? At-grade is too dangerous with the projected numbers of users and the number of access paths needing to be articulated.

How can Abbott Ave. handle the storm of bus and vehicle drop-off traffic while also handling local traffic, local and Greenway bikers, crowds of walkers, etc?

Will Abbott Ave, have its own traffic light on Excelsior? That will be one more than the number that already annoy off pass-through drivers and who increasingly run red lights!!! Can we be assured that red-light-running and illegal right turns on red will be curbed? Can we see plans to accomplish this? (I think we should demand such a plan.)

How can station users get safely back and forth across Excelsior to L. Calhoun? Can we be guaranteed that all neighborhood intersections will be made safe by the time LRT gets here?

Can we see specific plans for how LRT and station construction effects on traffic will be mitigated? Will all other construction abutting the Lake St. -Excelsior corridor be strictly disallowed during LRT and station construction?

Richard Logan West Calhoun

To the Editor:

They try to make it sound like the SWLRT is a done deal, but don't be fooled They're just full of it to get their own way and convince others. Maybe the ones they really have to convince are themselves; they may have dug themselves in too deep and don't know how to get out. Maybe all those powerful members have begun to have some doubts themselves over the wisdom of this plan too over whether it will be successful.

Those cockamamie plans for tunnels and bridges and expense don't look so good once one sees them on paper. I still think that improved bus service is the way to go, the least expensive, the most flexible and the most convenient and it goes almost everywhere Nothing is perfect no matter what they say. I sent this article to the HLP so more folks will be exposed to my ideas and maybe become our allies

Joyce Murphy Lowry Hill

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“Ask Us . . .”

This month Hill and Lake Press inaugurates a new column, “Ask Us.” Send us your questions about City services, transit developments, neighborhood events and issues, and more. We’ll try our best to find the answer you’re looking for. Email <hillandlakepress@bitstream.net>.

Q: “How do I recycle household batteries?” – East Isles resident, overheard in Frattalone’s Hardware Store.

Kellie Kish, City of Minneapolis Recycling Coordinator responds:

“Residents who have City garbage and recycling service may place household batteries in a plastic bag on top of your one-sort recycling cart for pick up on your regular recycling day. Please tape the positive (+) terminal of lithium and lithium-ion batteries before placing the batteries in a bag on the cart. For residents who do not have City service, Hennepin County’s Household Hazardous Waste & Recycling Drop-Off Facilities accept household batteries in addition to other battery types that are not accepted in the City’s recycling program. For more information, visit the City’s What to do List (www.ci.minneapolis.mn.us/solid-waste/whatto-do/) or Hennepin County’s A to Z How-to-Get-Rid-of-It Guide (www.hennepin.us/atozdisposalguide/).”

Q: “Where can I find the tape broadcast of the June 4th City Council Transportation Committee meeting, where SWLRT Director of Engineering Jim Alexander testified about co-location and relocation?” – Ryan Fox, CIDNA

CJohn Harrison, the City’s Manager of Cable and Multimedia Services, responds:

“Tapes of City Council committee meetings are taken down from the website after about a month, due to server capacity. Since the tape of the June 4th Transportation Committee meeting was heavily viewed, I am happy to repost it until August 1st. The new link is <<http://v.qwikcast.tv/view.aspx?q=B1QX8>>.”

Q: “It’s unnerving and often dangerous to be out walking and runners or bicyclists come zipping by without giving any warning of their approach. I doubt there is any State law governing runners, but what does standard etiquette and State law say about bicyclists? Aren’t they required to at least ring their bells?” – Ed Bell, CIDNA

Soren Jensen, executive director of the Midtown Greenway Coalition, responds:

“The operation of bicycles in Minnesota is regulated by Minnesota Statutes (M.S.), generally in section 169.222. The law says, ‘A person operating a bicycle upon a sidewalk, or across a roadway or shoulder on a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal when necessary before overtaking and passing any pedestrian.’ The law was amended this year to say, ‘A bicycle may be equipped with a horn or bell designed to alert motor vehicles, other bicycles, and pedestrians of the bicycle’s presence.’

“That being said, safety and common courtesy dictate that bicyclists alert pedestrians by voice or with a bell when they’re coming up from behind. Of course, it helps if pedestrians don’t have their earphones cranked up to full volume.”

Q: “A Letter to the Editor in the June HLP stated that 67% of Lowry Hill residents and 66% of East Isles residents are renters. Is this correct?” – Natalie Martin, Lowry Hill

Michael Wilson responds:

“Absolutely correct. The writer captured the flavor of Lowry Hill and East Isles beautifully in referring to ‘urban, apartment-filled, friendly-renter-filled, transit-riding, diverse neighborhood[s].’ Forty-five percent of CIDNA residents are renters; in Kenwood-Isles the fig-



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Where we are Now

By Jean Deatrck, Editor

On the evening of June 21, I was home alone reading. The rain was pounding on the windows and when I stood up to close them, I saw rain coming horizontally from across the street. The phone rang and it was my third-floor tenant Karen. She said windows were breaking and I invited her downstairs. We were shocked to see that our neighbor’s large boulevard tree had come down and hit our house. It had steered itself right up the driveway, of course blocking my car in the garage.

It was like beng in a forest. Windows had broken on the third and first floor, right behind my desk and computer. Only after the tree was removed did we see extensive damage to my house. We were lucky however. Please read Don Willeke’s page one story about the extensive damage on Dean Parkway. I drove the neighborhood the morning after surveying the extensive damage on street after street and was heartened by how courteously drivers took turns at the many unworking traffic lights.

ure is 16%.

“Check out <<http://www.minneapolis.mn.gov/neighborhoods/>> for a wealth of housing, household, income, population, poverty, and labor force data about all of the 80 or so Minneapolis neighborhoods. The information about our four Hill and Lake neighborhoods might surprise you!

Reading minutes from EIRA, I was pleased to see that we were reminded of parking rules, in particular, that we aren’t to park within five feet of a driveways. That rule is broken daily and it makes it difficult and dangerous to back into a busy street. Because the stump and the raised sidewalk and driveway concrete have not been removed, backing out of my driveway is difficult and made more so when a car has parked right up to the edge of the drive.

This issue continues to follow the SW LRT contentious issue. Michael Wilson has done a superb job of tracking all the issues and writing about them. He deserves praise for such a good job.

I complained about contributors sending in material late and, as a result, every article and ad came in on time or early. Thank you.

And I have a new granddaughter: Lily Josephine Trimble born July 2. We are a happy family.

HILL LAKE PRESS Selected Real Estate Sales June 2013											
STREET ADDRESS	ORIGINAL PRICE	Seller Contrib	DAYS MKT	SALE PRICE	TYPE	BED BATH	SQ FT	TAX VALUE	PROP TAX	YR BLT	
1908 Fremont S	424,900		154	399,000	H	4/3	2,176	484,500	8,694	1902	
2906 Benton Blvd	475,000		7	490,000	H	3/2	2,104	362,500	6,433	1953	
2508 Humboldt S	524,900		186	525,000	H	4/2	2,440	445,500	8,132	1903	
637 Kenwood Pkwy	550,000		4	550,000	H	4/3	2,800	484,600	8,371	1919	
2011 Fremont S	629,900	8,000	4	623,000	H	5/4	2,624	506,000	9,180	1909	
2125 Oliver S	849,900	16,000	182	786,190	H	5/5	4,033	725,500	14,118	1912	
747 Kenwood Pkwy	800,000		17	850,000	H	2/3	2,680	493,500	8,803	1925	
2000 Humboldt S	824,900		21	800,000	H	5/4	4,320	875,000	19,605	1905	
2025 Kenwood Pkwy	840,000	1,500	24	840,000	H	4/4	3,935	850,000	16,412	1922	
1717 Dupont S	849,900		577	787,500	H	6/4	4,050	957,500	19,775	1908	
3523 Cedar Lake Ave	889,900		2	820,000	H	3/2	3,022	911,000	17,969	1973	
2825 E Lake of the Isles	1,100,000		67	875,000	H	4/4	3,717	1,115,500	22,408	1909	
1606 W 28th St	995,000		12	1,023,500	H	4/5	3,865	1,050,000	21,232	1905	
1776 James S	1,095,000	24,000	255	1,030,000	H	4/5	4,175	800,000	11,932	1901	
2821 E Lake of the Isles	1,290,000		319	1,017,500	H	4/5	3,529	1,159,000	23,987	1900	
Sources: Harvey Ettinger - Steve Havig					Home	H					
Broker Reciprocity Websites / Hennepin County					Townhouse	TWN	(Go to mplsrealtor.com for additional info)				

Language and Friendship

By Madeleine Lowry

My friend, Angela, and I have been taking French lessons at the Alliance Française together for a few years. She usually hosts a French exchange student in the summer and on the last Friday in May I asked her which exchange program those students had come through. She said, "It's called Language and Friendship. They're in Bloomington and I know that they are looking for host families right now."

Right now?

I did a quick Google search and learned that there was a group of 11-14 year olds arriving mid-June for three weeks. That fitted in perfectly with our crazy camp and travel schedule. We filed our application online as a host family that weekend.

Within a few days I had received a batch of bios for prospective exchange students. There was one catch: all the 11-14 year olds had been placed, and only 15-16 year olds remained. The older students arrived earlier and left later for a one-month stay that didn't quite mesh with our plans. Maybe this was not going to work after all.

We had a family meeting to discuss the options for accommodating an extended stay. What were we going to do with this student for the first few days while my 13-year old son, the intended companion to the exchange student, was away at camp and the rest of us were at work and school? And the last four days when we wouldn't be in town?

In the midst of our brainstorming a funny thing happened. From a brief four sentence bio and photo we unanimously selected our first choice for an exchange student. From a small town near Lyon, 15-year old Martin had just finished his first year of high school in a semi-English immersion program. He played violin in a local orchestra and was from a family of music enthusiasts. He stood out in that he had not listed video games as one of his favorite activities. "I think he's for us," my husband said simply. The rest of us agreed. We decided to go ahead with the process.

During the home visit we explained our predicament to the lady from the agency. We could find friends to fill in the first week, but what should we do about his last four days? The agency suggested that we make arrangements to have him stay with a family member or a neighbor and if we couldn't find a place for him they would search their networks. That was reassuring. We decided to commit to the program and figure out the details later.

A week after filing our application, Martin was assigned to us. Suddenly we had an exchange student and he would be arriving in ten days!

At midnight on a Tuesday my daughter and I met his flight at the airport. Martin was tall, lanky, polite and spoke excellent English with a British accent. He was also very, very tired after a long trip with several flight delays.

He was so tired that I couldn't rouse him the next



morning to tell him that the plan was for our neighbors, Bill and Jackie, to orient him to the neighborhood and take him out for lunch while the rest of us were otherwise occupied. I left him a note, raced off to work and hoped for the best. (Bill and Jackie also offered to host him for the last four days of his stay, so his trip to the U.S. was bracketed by visits with the Van Susterens.)

My friend Rachel and her daughter, Elle, came the following day and took him out for Chinese food and a round of mini-golf at the Sculpture Garden. And thus began a virtual parade of friends, neighbors, extended family, dinner guests, work colleagues, teachers, tutors, and babysitters that Martin would meet during his stay.

Martin turned out to be a great introduction to the world of foreign exchange students. He was enthusiastic and open to all activities. He ate anything that was offered to him and never complained. He fit well into the family and was fairly quiet, but was also at ease in meeting new people. Although he liked to check email daily, he didn't have much use for video games or television. Instead he liked to play chess, card games and an unusual picture game from France called Dixit.

Martin cheerfully played with William (7), hung out with my daughter Nicola (15) and her friends and finally, once returned from camp, became a good companion to Westie (13).

On the days that I worked, Westie and Martin had some public transit adventures: taking the bus and light rail to places like the Mall of America and the Edina Pool. They also had some cooking adventures and made dinner a couple of times.

Martin told us about his life in France. He taught us some French card games, and French card shuffling techniques. He tutored William in basic French verbs.

We did some new things in the spirit of showing our new guest the delights of the Twin Cities: a Twins Game, Fort Snelling on the Fourth of July, and canoeing on St. Croix River. (He'd never canoed before.) We also took him to a few museums, a play and a family reunion at Lutsen where he accompanied my husband on a four-hour hike in a downpour. There were many more things we intended to do with him, but the month went by quickly.

By the end of his stay my youngest son was ready to send his brother to France and keep Martin in Minnesota.

Minneapolis Park and Recreation Board Launches Emerald Ash Borer Awareness Program

More than 30,000 boulevard ash trees and tens of thousands of ash trees located in park properties and natural areas are destined for infestation by Emerald Ash Borer.

The Minneapolis Park and Recreation Board (MPRB) is launching a campaign to help Minneapolis residents understand the changes that Emerald Ash Borer will soon bring to our city's urban forest.

Boulevard ash trees around Minneapolis will be wrapped with informational green ribbon at various community events and on residential boulevards throughout the summer. The ribbon and accompanying signs alert residents that, "Emerald Ash Borer (EAB) Kills Ash Trees" and that "EAB is in Minneapolis!" The signs also give residents information about the MPRB's tree canopy – or tree cover – replacement plan and share the Park Board's EAB website information.

The ash trees that will be wrapped with green ribbon have not been identified as being infested with EAB. However, as EAB is quickly spreading across the metro area, it is inevitable that all ash trees will become infested with EAB and eventually die, including the more than 30,000 boulevard ash trees and tens of thousands of ashes located in park properties and natural areas such as long the Mississippi corridor.

This approaching loss of ash trees will cause a drastic change to Minneapolis' tree population and has led the MPRB to develop a proactive canopy replacement plan that provides for the scheduled replacement of ash trees.

The MPRB's canopy replacement plan reduces the impact of canopy loss while growing a diverse and strong forest for future generations. The MPRB intends to lessen the impact of losses by replacing a small percentage of ash trees at a time. Rather than planting the same type of replacement tree across the park system, the MPRB will plant two or three different tree types (for example, oak, honeylocust, ginkgo) on any given street block. Minneapolis residents with a boulevard ash tree adjacent to their property may request to have it replaced by contacting the MPRB. There is no charge to replace publically owned ash trees.

For more information on the MPRB's canopy replacement plan, visit www.minneapolisparcs.org/eab

Friends of the Hennepin County Library is pleased to announce the 17th season of Pen Pals, the highly regarded and longest running literary series in the Twin Cities.

· George Saunders: Oct. 10, 2013, 7:30 PM & Oct. 11, 2013, 11 AM

· A.S. Byatt: Nov. 4, 2013, 7:30 PM & Nov. 5, 2013, 11 AM

· Luis Alberto Urrea: Feb. 6, 2014, 7:30 PM & Feb. 7, 2014, 11 AM

· Art Spiegelman: Apr. 24, 2014, 7:30 PM & Apr. 25, 2014, 11 AM

· Tracy K. Smith: May 8, 2014, 7:30 PM & May 9, 2014, 11 AM

Subscriptions start at \$160 for all 5 lectures. Individual tickets start at \$40.

Subscriptions go on sale July 10 by phone at 612-543-8112 (M - F, 9 AM – 4:30 PM) or a subscription form can be downloaded online at www.supportthclib.org. Individual tickets go on sale August 12, but pre-sale mail orders for individual tickets are being accepted immediately and will be placed in the order they are received.

All Pen Pals programs are held at the Hopkins Center for the Arts located at 1111 Mainstreet, Hopkins. Hopkins Center for the Arts offers free convenient parking as well as numerous nearby restaurants.

Proceeds from the program benefit Friends of the Hennepin County Library (Friends of HCL).

Bye Bye Bike Trail?

The Kenilworth Greenway is endangered. Make your voice heard.

Decisions are being made as early as July 25th and your voice is needed NOW to save the Kenilworth Greenway!

Tell our elected officials that locating light rail (LRT) and freight rail along the Kenilworth Greenway is not what is best for trail users, our urban green space and the residents who will lose their homes.

Contact Governor Dayton and Minneapolis City Council Members TODAY. Tell them to save Minneapolis' prized urban green space by voting NO on co-location on the Kenilworth Greenway. Sample letters and contact information available at www.LRTdoneRight.org



For more information go to www.LRTdoneRight.org

LRT Done Right is a grassroots citizens group dedicated to making sure Light Rail is "Done Right"



sand upon the waters

By Tom H. Cook

I cannot write straight. Even a simple task like a three sentence letter to a mortgage lender confirming the residency of friends gets complicated. I envision a wily, cigar chomping bank examiner (Edward G. Robinson in Double Indemnity) pouring over my submission. I feel the need to establish motive. Why would these people live with us rent free for months while they are waiting for their house purchase to close?

Although I was not the subject, I felt the need to establish context. I began with JoAnne and me leaving Florida and moving to Minneapolis. I barely touched on the difference between Naples and Calhoun/Isles. From there I segued (quite cleverly, I thought) into how this wonderful couple had, much like Native people long ago, adopted JoAnne and me. We were not Pilgrims, but we were unprepared for the winter of 1977, which was the coldest ever until 1978.

Admittedly, mention of our friends' steadfastness and loyalty was not what the bank was seeking. I thought our friends' presence at the births and (much later) marriages of both of our children would help me wrap up the letter, which was heading north of six pages. I was about to "bring it on home," which I thought a mortgage broker, if steeped in the blues of Lightnin Hopkins, would appreciate.

JoAnne interceded. Grabbing the computer, she dashed off a couple of quick sentences listing our names and address, and stating that our friends were living with us rent free from one date to another. There was no arc, no character development, no plot points! I felt badly for her. Our friends must have also as they chose to present her version to the bank, to not hurt her feelings.

This highlights a major philosophical difference between us. JoAnne contends that office workers forced to engage me by phone, e-mail, or in person do not want a long, circuitous, "clever" response. She claims I am not as funny as I believe myself to be and, that workers, like Jack Webb on Dragnet, just want the facts! "These people have quotas to reach. They do not have time for your foolishness."

Whereas I believe that the more bureaucratized and routine the job, the more people enjoy and even need a little humor to break it up. (S)he who laughs, lasts. Long ago, as a baby boomer with ho hum credentials searching for my first job, I needed a way to make my resume memorable. I printed it on brown steak paper. It not only stuck out in a sea of white, but the paper was so slippery, no pile could contain it. I cannot say it got me a job, but on a number of occasions when I went for an interview the secretary referred to me as "the guy with the resume" and called her colleagues in to see me.

Nowadays a form asking — for the third time — for my relationship to a next of kin deserves the response "Frosty." Someone who reviews records and loan applications in a Kafkaesque cubical may look favorably upon someone who makes him smile. When I hear "This call may be monitored for quality control purposes" I want the supervisor of this poor frightened bureaucrat to know what kind of wing nuts their representative has to put up with! When I am prompted to pay attention "as the options have changed," after I get a live person, I inquire when the options changed. How are people enjoying the new options? Did you get to vote? Do you foresee the options changing again?

When I call to dispute a claim or request service, I hope to be connected to someone not totally beaten down by the faceless, gut wrenching, soul stealing system that engulfs us all. A fellow traveler able to at least momentarily step back and view the existential absurdity, and glimpse the chasm between their envisioned future at six or seven as a cowboy or ballerina and the reality of grown-up life as a gate keeping, no-saying, customer service hotline representative. None of us aspired to long shifts with hovering supervisors and enforced cheerfulness in a windowless cubicle. I offer humor, sympathy, and a brief respite from a day mired in a loop of co-pays, eligibility, and exclusions, or widgets, waivers, and warranties.

Tom H. Cook is happy to be out of the rat race, although he wishes he had gotten more cheese.

Senator Scott Dibble continued from page 3

newsletter at: <http://tinyurl.com/SD61-2013report>. Minnesotans will notice significant progress on reining in property taxes, a tax system that is more fair and equitable, a budget that is transparent and accountable, investments in our youngest minds with all day kindergarten and high quality early childhood education, significant investments in our higher education system and a freeze on public college tuition, greater access to quality, affordable health care, affordable housing, more resources for nursing homes, advances in using more solar energy and greater energy efficiency, initiatives to help those previously marginalized get an education and a job, upholding collective bargaining rights, bans on dangerous toxins in children's products, consumer protections in the housing market, campaign finance and election reforms.

How do you feel about the Mayo Clinic's request for a public subsidy to upgrade the City of Rochester? I was not in favor of direct public subsidies to the Mayo Clinic itself. I am supportive of Rochester's efforts, alongside significant local effort on their part, to public infrastructure so that the largest employer in our state can build and expand on their existing success.

I understand that to relieve stress you train for and run marathons and were in the Boston Marathon this year. What was your experience? I run to stay both fit and sane. Traveling to that great city with my pals and running the gorgeous Boston Marathon, on a beautiful day with wonderful crowds was exhilarating and super fun. The aftermath was shattering and sobering. A profound feeling of gratitude and good fortune that I have so many people that I love in my life was overwhelming.

What are lessons Minneapolis can learn from Boston? Minneapolis showed the way in the aftermath of the I-35W collapse tragedy — a fantastic emergency response, followed by a community and nation-wide indomitable spirit of resilience, pride, generosity and grace. Just as the nation responded to Minneapolis with warmth, we are all now "Boston Strong."

Are you still running marathons? I qualified again for Boston at Grandma's Marathon in Duluth this summer, thus being able to fulfill a pledge my buddies and I made to return and reclaim the city and the event for "the good guys" and to support Boston's recovery and healing. We will be raising funds to help disadvantaged young people of Boston as part of our run next year.

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