



‘Where the biggies leave off...’

Hill & Lake Press

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JANUARY 23, 2015

CIDNA Proposes Calhoun-Isles Connector Trail

By Bob Corrick and Ryan Fox

The Cedar-Isles-Dean Neighborhood Association (CIDNA) board of directors at their 14 January meeting approved the exploration of a new bicycle-pedestrian trail connecting Lake Calhoun with Lake of the Isles. This is the farthest along of three potential solutions being explored to support enhanced community connectivity. The proposed northern trailhead would introduce a crosswalk at Lake of the Isles Parkway from the Grand Rounds trails south to the wooded area just west of the dog park. Meandering southerly, the trail would cross beneath the Midtown Greenway, emerging into revitalized park-land just east of the approved Greystar apartment development. An enhanced pedestrian boulevard along Lake Street would carry trail users past this property west toward the controlled intersection at Thomas Avenue. Continuing south across Lake Street, a two-way bike trail is proposed to connect trail users from Thomas Avenue to West Calhoun Parkway on the north side of Lake Calhoun. Back at the Midtown Greenway, a scenic ramp would connect the trails, circulating users of both.

The following developments have converged during the past two years to help bring this trail proposal forward:

After the tragic death of Caitlin Barton in 2014, the community has searched for better and safer bicycle and pedestrian connections in and around West Lake Street.

The Park Board has considered better ways to connect the heart of the Lakes area, which is split by Lake CIDNA Proposes Connector Trail to page 2



Credit for site plan: ESG Architects

Viability of Southwest LRT, current Kenilworth alignment questioned as challenges accumulate

By Michael Wilson

Funding and legal challenges to the Southwest LRT project, coming on top of the Minneapolis Park Board's determination to study the feasibility and prudence of alternatives to the obtrusive bridges planned for the Kenilworth Channel, have led some frustrated state and Metropolitan Council officials to charge that the continued viability of the \$1.65 billion project is being threatened.

The Park Board has become the current primary target of wrath from those who want the embattled project to proceed exactly as currently designed. But challenges also loom in the form of potential state and federal funding shortfalls in addition to a federal lawsuit by the Lakes and Parks Alliance asserting that the Met Council sought and obtained municipal consent for the project without completing a supplement to the Draft Environmental Impact Statement (DEIS).

Also apparent is mounting pushback from many out-state and metro-area officials and citizens troubled with what they view as a disproportionate share of transportation dollars being allotted to just one part of a projected transit network while the need for increased transportation funding throughout the state has reached critical levels.

And less palpable but no less real is the weariness and wariness that many are feeling — perhaps particularly those in our Hill and Lake neighborhoods — after two decades of misinformed decisions, broken promises and battles to try to get Southwest LRT done right.

Viability of SWLRT to page 4

Winter Fun at Lake of the Isles



On a very cold day, brave folks ventured out to enjoy Lake of the Isles. Perhaps less frigid weather awaits us for the Annual Ice Skating Party at Isles on Sunday, January 25th from 1:00 - 3:00 p.m. Please come and enjoy skating with your family and neighbors, get warm by a blazing fire, drink hot cocoa, and eat cookies.

Photo by Dorothy Childers

City of Lakes Loppet takes place on January 30 - February 1, cross country skiing and winter activities for the whole family. <http://www.loppet.org/city-of-lakes-loppet/register>

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CIDNA Proposes Connector Trail

from page one

Street's six-lane thoroughfare. In 2013 the Park Board completed a design charrette for a "land bridge" over Lake Street between Thomas and East Calhoun Parkway to provide park users with a quiet, safe and inviting connection between the lakes. The proposed trail concept would not preclude a land bridge in the future.

In 2013 CIDNA voted not to oppose the Greystar Apartments, a \$50 million luxury rental project east of Calhoun Beach Club Apartments. As part of its position, CIDNA supported safer and more effective pedestrian connections around the project, across Lake Street, and points north.

Under Park Board direction, the Metropolitan Council plans to replant trees near the Greystar project as mitigation for the sewer project.

The Park Board is commencing a regional study in 2015, which could include planning and design for the proposed connector trail.

The Greystar Project is scheduled to break ground in April, 2015. Accommodation for the trail could be built in to construction, design, and funding of the apartment project

The new Park Board dedication fee for Greystar, first implemented this year, could be used to help fund the project.

The proposed trail would help us to accomplish all the goals suggested by these developments. Complete funding for the proposed project may not be available immediately. The tunnel and the trail north of the Greenway may be the most expensive and difficult parts to fund. The trail south of the Greenway, however, could be funded and completed alongside Greystar's construction schedule.

To accomplish this staging objective, we must include the entire trail and the tunnel in the pending Regional Park Study in 2015. In addition, we need temporary permission from the Hennepin County Regional Railroad Authority (HCCRA) for an at-grade connection to the Greenway from the south. The easiest way to accomplish this temporary connection would be at Thomas Avenue.

With construction of the Greystar project, the community has a great opportunity to improve connectivity and bicycle-pedestrian safety between Calhoun and Isles. We could accomplish many of the land bridge goals at much lower cost. The neglected park would be substantially improved. Greystar and the Midtown Greenway Coalition are both on track to support this concept. We are seeking close collaboration between the Park Board and the HCCRA to accomplish this important vision for the community.

A joint Bicycle and Pedestrian Safety Committee with the West Calhoun Neighborhood Council (WCNC) convened in 2014 to explore safe movement of people and vehicles, primarily focused at the confluence of Lake Street and Excelsior Boulevard, emanating toward retail, residential, recreational and transit points connecting the community. This joint committee supports the Calhoun-Isles trail concept. Future issues of Hill and Lake Press will detail the other two sites being considered for enhanced connectivity.

Ryan Fox is Chair of the CIDNA Bicycle and Pedestrian Safety Committee, and Bob Corrick is Chair of the CIDNA Land Use and Development Committee.

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Join Council Member Lisa Goodman for lunch and conversation. This month we are happy to welcome three very special guests who will focus on the topic of YOUTH experiencing homelessness.

\$10 Lunch is offered. Come early to get your lunch and a good seat. Discussion starts promptly at noon

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Neighborhood monthly meetings
CIDNA: 2nd Wednesday 6pm Jones-Harrison
EIRA: 2nd Tuesday Grace Community Church
KIAA: 1st Monday 7pm Kenwood Rec Center
LHNA: 1st Tuesday 7pm Kenwood Rec Center

"Eating Consciously—healthy food choices for the planet and us", will be on Monday, January 26 from 7-8:30 pm at Grace Trinity Community Church, 1430 West 28th Street 55408.



The beARTrageous studio celebrated their sixth birthday with a "Black and White Masquerade Ball." Families attending the event were treated to a fun creation station to create masks, face painting, a photo booth, and a special birthday cake. Left to right: co-owners Michelle Elin and Amanda Vallone with photographs of some of the attendees.

Photo by Dorothy Childers

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Meet your Neighbor, Sarah Janecek

Craig Wilson interviews Sarah Janecek, who has been involved in Minnesota politics for more than 25 years as a writer, campaign adviser, Republican activist and lobbyist and business consultant, about her life in politics, the Hill Lake community and what made her slow her hectic life down in order to grow a boulevard garden.

Where did you grow up and what brought you to the Hill Lake community? Mary Tyler Moore! After law school, I knew I wanted to live in an apartment in an old mansion and walk Isles and check out guys, just like Mary. I grew up in New Brighton. So, for most of my life, I've lived a few blocks off the MTC Bus No. 25 line. I love Lowry Hill because of the architecture, the older trees (many of which we've lost) and the thought and care people put into their landscaping. I can walk to get almost anything I want. I love the vibe that "this is our neighborhood and we take good care of it." That's not a Republican or Democrat vibe, it's a good human being vibe.

How did you become so influential in the Republican Party? It should be noted that my "influence" waxes and wanes. I got my start as an intern for Bill Frenzel in DC and then Jim Ramstad here. When I first moved to Lowry Hill, I was lucky to meet many GOP moderates who were great about mentoring younger people. When Arne Carlson was elected governor, two DFLers—DJ Leary and Wy Spano—decided they needed a GOP editor to help write their snail mail newsletter, Politics in Minnesota (PIM). I added a PIM Directory and published eight editions of that. When DJ and Wy retired, I took the PIM newsletters into paid subscription online publications. I sold the whole shebang in 2008. There are three secrets to being good in politics. One, know your stuff inside and out, and always be ready with facts to argue your side. Two, know when your party is wrong and don't be shy saying so, publicly. Three, get to know the opposition and earn their respect.

What is it like for a Republican living in Minneapolis? I'm fond of saying I'm a little red spec in a big blue precinct. I don't mind being surrounded by Democrats. Keeps me on my toes. Plus I find a lot of the liberal sanctimony to be downright hilarious. People still

come up to me at The Wedge and ask what am I doing in there? My answer is always the same: Buying Kadejan chickens. My point is that lots of people—make that too many people—superficially stereotype people based on their politics.

In your opinion, what is the future of the Republican Party? After six years of President Obama and the 2014 elections, I think the future is very bright. Democrats who stay and play in the city don't understand how much working class people who live in the suburbs and Greater Minnesota—the DFL base for decades—think the country is on the wrong track. But now the Republicans have to deliver, particularly in Congress. Time to have long conversations and draft and pass bills to solve problems like immigration, Islamic extremist terrorism and the national debt. Worth noting, however, is that Republican prospects in Minneapolis will continue to be bleak. That's a tragedy. A one-party town breeds government workers who get reimbursed for expenses without supplying receipts and provides a revolving door for overpaid school superintendents who do nothing to improve schools.

Will the 2015 legislative session be collaborative and bipartisan or hostile and partisan? Obviously, I hope for the former, and I'm enormously optimistic. Rep. Kurt Daudt (R-Crown) was the perfect choice for Speaker at this time. He's relatively new and not jaded by the process. He brought the Republicans to the majority dance and he's close to the issues and reasons that happened. Hostile partisanship was not one of those reasons.

How do you help your business clients? I lived and breathed the Minnesota Capitol for 23 years. During that time, I had a lobbying business and a publishing business. The last few years, the business part has become more interesting to me than the lobbying, so I try to work on deals that combine both. For better or for worse, there's a government aspect to almost every business deal. I've become good at working the government angle to further the business. I guess you could call me a Fixer.

You are heading up an effort as a Lowry Hill board member to prioritize investing in neighborhood amenities. What's the opportunity? It's a huge opportuni-



Sarah Janecek

ty. Twenty years ago, the Lowry Hill Neighborhood Association chose to spend allocated neighborhood funds on period street lighting compatible to the neighborhood. Now the Kenwood people wish they had done the same. We have the same opportunity: Spend our money to better the neighborhood for both homeowners and renters, with projects that someone 20 years hence will say, "I'm glad they did that back then." I am particularly interested in making the Douglas entrance to our neighborhood more attractive, pronounced and more walker / biker friendly.

How did you come to slow down your life to pursue growing Hill Lake's "first" boulevard garden? It's true. I was one of the first people in our neighborhood to plant a boulevard garden. In the mid-1990s, I was sitting on my front porch reading the Sunday papers looking at all that dead grass. I went to the nursery and got some plants and figured I'd have the thing planted by dinnertime. Little did I realize that it would take me about a week to dig out

Meet your Neighbor to page 11



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Viability of Southwest LRT

The Park Board and Section 4(f)

When the DEIS for the Southwest LRT project was published in October 2012, relocation of freight rail from the Kenilworth Corridor to a new route in St. Louis Park was accepted as fact. In its response to the DEIS the Park Board expressed its concerns over the impacts that LRT would impose on the environmentally sensitive corridor and in particular on the Park Board-owned lakes and Kenilworth Channel, part of the historic Grand Rounds. Of special concern were the massive bridges that would be required to carry 220 LRT trains daily over the channel.

Consternation soon followed when Twin Cities & Western RR, operator of freight in the corridor, refused to give any serious consideration to relocating its trains from the Kenilworth Corridor, creating the specter of a rebuilt, enlarged freight bridge joining the LRT bridges.

In April 2013 the Southwest Project Office proposed six options for fitting freight, LRT, and recreational trails in the corridor. Two of those options involved putting LRT in either a deep-bore tunnel or two shallow cut-and-cover tunnels. The tunneling options were accepted as feasible — engineers can build anything you want, including Boston's "Big Dig" and the English Channel tunnel. Paying for it is another matter, though, and in September 2013, concerned by total project costs that had by then climbed well past \$1 billion, the SWLRT Corridor Management Committee voted to cease any further preliminary engineering work on the deep-bore tunnel option.

Park Board's 'voice crying in the wilderness'

Throughout 2013 and much of 2014 the Park Board continued to express grave misgivings over the potential adverse and irreparable visual, safety, noise, and aesthetic impacts posed by new LRT bridges and traffic. Despite the Park Board's clout under Section 4(f) of the 1966 Department of Transportation Act, which allows the Secretary of Transportation to approve a highway project that uses publicly owned parkland or land from a historic site only if there is no "feasible and prudent alternative to the use of such land" and if the project includes "all possible planning to minimize harm," Park Board commissioners felt that their concerns were being given short shrift by the Met Council and SWLRT planners.

Finally on Oct. 1 the Park Board voted to allocate up to \$500,000 to conduct their own feasibility and prudence

study to inform their response to the promised Supplemental DEIS, their decision on signing off on the project to the Secretary of Transportation — and their option to sue the Met Council and the Federal Transportation Administration (FTA) over the matter.

An already unhappy Met Council was even less pleased when on Nov. 19 the Park Board awarded a \$245,000 contract to Brierley Associates for the first phase of a two-part study to evaluate the feasibility of tunneling under the Kenilworth Channel.

At its Jan. 7 and 16 meetings the Park Board heard positive feasibility results on two tunneling options studied by Brierley. A cut-and-cover tunnel option, which would involve shutting down the channel during construction, was already familiar to most listeners. A less-familiar technique called a "jacked box" tunnel generated significant interest.

According to the Federal Highway Administration Technical Manual, "jacked box tunneling is a unique tunneling method for constructing shallow rectangular road tunnels beneath critical facilities . . . without disruption of the services provided by those surface facilities or having to relocate them temporarily to accommodate open excavations for cut and cover construction." Jacked box tunneling had mostly been used outside the U.S., according to the FHA, until it was successfully applied to the construction of three short tunnels beneath a network of rail tracks at South Station in downtown Boston as part of the "Big Dig" project.

Also at its Jan. 7 meeting the Park Board approved a resolution to engage Brierley to complete the second, or prudence," phase of the engineering study.

Haigh, Dayton denounce Park Board actions

Welcomed at the Jan. 7 meeting were SWLRT officials Mark Fuhrmann and Jim Alexander — the first time, Commissioner John Erwin pointed out, that Southwest staff or Met Council officials have ever attended a Park Board meeting. Their presence was in marked contrast to a letter sent earlier in the day to Board President Liz Wielinski from an exasperated Susan Haigh, outgoing chair of the Met Council.

Haigh said she read the Park Board's letter to the FTA regarding the Southwest LRT project "with great dismay and frustration" and excoriated the Board for

"disregard[ing]" over two years of efforts by the Met Council to "consult and collaborate." She characterized the Park Board's initiative to obtain feasibility and prudence information on alternatives to LRT bridges over the channel — information the Park Board says it has sought but has been denied — as mere "attempts to delay" the SWLRT project.

Haigh said that "neither I, nor the Governor, will support increasing the project budget" to accommodate anything other than the bridges already proposed. She also "strongly discourage[d] the Park Board from proceeding down a path toward litigation."

Commissioner Jon Olson countered that "this hasn't been a two-way street at working together." "We're not here to make them happy," he said. "We're here to preserve our park system." He reminded commissioners that on all too many past projects transportation planners have sought to take the "cheap and easy alternative" of parkland.

General Counsel Byron Rice affirmed the Park Board's determination to move forward with its study of alternatives, saying that as SWLRT engineering approaches and passes the 30 percent point the Park Board's "chance to exert [its] 4(f) influence may be lost." "Make the FTA aware of your concerns," he advised, "because ultimately the Park Board has to sign off" on the project.

The following day StarTribune readers were greeted by an remarkable page-one banner headline: "Dayton sees viability of Southwest LRT in doubt." "Prospects are dimming this year" for the project, the story began, "as stronger opposition at the State Capitol is added to a lawsuit by residents opposed to the line and other potential delays." Dayton was said to be "wondering if there's enough support to push through the most expensive transportation project in state history."

According to the transcript of a December interview provided by the governor's office, Dayton said that the Southwest project is "so bogged down now that I don't know whether it's going to be viable or not. I think the people who want to clog up the process have in mind to have this fall apart, and they may get their way."

In a Jan. 8 letter to the StarTribune former Park Board

Viability of SWLRT to page Five

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THE URBAN COYOTE

By James P. Lenfestey

WOODPECKER WINTER

I am a bird watcher, venturing into the wild with binoculars in search of the elusive. My wife is a bird-whisperer. She likes to lure wild birds to our kitchen window at the corner of Girard and Lincoln.

Over the years she has constructed an elegant complex of feeders that bring her pleasure. The resulting banquet has lured especially colorful company this year since she added a suet feeder, a meal delightful to woodpeckers.

Years ago a pair of Downy Woodpeckers moved into one of the columns holding up our driveway portico. They drilled a three-inch hole and moved in. I caulked up the hole with plastic wood. They drilled it right back out. I conceded and they have become residents, raising their young.

So it made sense that Downy Woodpeckers were the first to arrive at the suet feeder, but then an apparently larger version began to appear. At first we were not sure if it was the Hairy Woodpecker, as the markings are virtually identical to the Downy. Then we saw them both on the feeder at the same time, and the size difference was clear, like a sparrow versus a robin. Hairy it was.

Both the males and females are now regulars, males distinguished by a splash of red paint on the back of the head, so now we have two woodpecker families in the 'hood. What could be better?

Then the Red-bellied Woodpecker arrived. I recognized it right away from my birding excursions into the woods along the Mississippi River near Frontenac (where we also see the Red-headed Woodpecker), but I never expected to see one in my neighborhood. It has very fine black and white horizontal striations on its back, the male a full wash of red across the top of the head from beak to nape, and a white belly with a reddish buff wash at the edges, subtly beautiful. I assumed it was passing through.

But it has become a regular, loving the suet Susan puts out, visiting shortly after dawn and throughout the day, a male and possibly a female, so we may have another resident woodpecker family in the 'hood.

What could be better?

Then last week the Pileated Woodpecker arrived. It is the pterodactyl of woodpeckers, at seventeen inches nearly twice as tall as the Red-bellied or Hairy. It landed only once on the suet feeder that we have seen, but Susan and I have separately seen it work the trees up and down Fremont and Humboldt Avenues north of Franklin, making it probably another Lowry Hill resident.

What could be better?

Then the Ivory-billed Woodpecker arrived! Just kidding! It is almost certainly extinct. If not, I'm sure it will turn up on Susan's feeder soon.

Winter in our back yard now resembles our house at Christmas dinner, colorful adults and children and grandchildren jostling at the dining room table over the feast Susan has placed before them, all of us anticipating the arrival of a red-hatted bearer of joy. Thanks to Susan, that scene is a daily experience for our winter family of birds. Now if only that red-helmeted Pileated Woodpecker would turn up again!

Viability of Southwest LRT

president and CIDNA resident Tom Nordyke challenged Haigh's and Dayton's characterizations of Park Board actions. "These concerns are not new at all — the Park Board started raising them six years ago when I served as president," Nordyke said, "at the same time the Park Board lawyers first advised that under federal law, parkland may not be claimed if there is a feasible alternative."

Haigh "can claim dismay all she likes," Nordyke continued. "However, the Park Board has been very clear for a very long time that it was not on board with the plan and that it had legal standing to challenge it. The Met Council has chosen to ignore, bully, and now vilify the Park Board instead of working with it to address legitimate concerns."

"Regardless of one's stand on the Kenilworth channel," wrote Nordyke, noting that he lives near the channel and supports SWLRT, "the Met Council should have respected the Park Board's rights and duty to the citizens of Minneapolis. The responsibility for the current SWLRT crisis is on the Met Council's shoulders, not the Park Board's."

Municipal consent/DEIS lawsuit

The Lakes and Parks Alliance lawsuit, which asserts that the Metropolitan Council violated state and federal environmental protection law when it put the Southwest project out for municipal consent without meeting EIS requirements, heads to hearings in February and March.

LPA, a grassroots organization formed to protect the Minneapolis lakes and parks from environmental damage threatened by the SWLRT route, has asked in Minnesota Federal District Court for a summary judgment in the case. LPA contends that a summary judgment is warranted because the facts in the case are not in dispute and are a matter of public record.

The Met Council and the FTA have filed a motion to dismiss the LPA suit. The Met Council said in a statement when the LPA suit was filed that state legislation authorizing the project recognized that municipal consent to the preliminary design plans and the environmental review would run simultaneously. "The Legislature did not require or expect the environmental review to be complete before municipal consent," the statement said. Once the Supplemental DEIS is published, it said, "anyone, including cities and the public, will have an opportunity to comment on the SDEIS." And if substantial changes need to be made to the design of the project, the Met Council would have to seek further municipal consent.

Many Minneapolis residents and officials, already mistrustful of a Met Council making promises and assurances

on which it later reversed course or backtracked, did not find the statement reassuring.

If the court rules for the LPA, the SWLRT approvals obtained by the Met Council through the municipal consent process would become null and void. LPA would ask that the Met Council be ordered to pause the project while the EIS required by state and federal laws was completed and provided to the municipalities along the line in advance of a new consent process.

"If the municipal consent process has any validity," says LPA board member and Lowry Hill resident George Puzak, "it has to mean that municipal officials — and the public — are entitled to know the environmental impact of the proposed SWLRT before the officials are forced to vote on it."

The nub of the LPA case is that key portions of the original DEIS were invalidated when the Met Council yielded to TC&W's demand to continue running freight through the Kenilworth. The DEIS was predicated on relocation, not colocation, and included no mention of tunnels or the impacts of freight bridges and traffic. SWLRT planners initially expected to complete a supplemental DEIS in the first quarter of 2014, in advance of the municipal consent votes, but did not do so. The supplemental DEIS is now anticipated during the first half of 2015.

Judge John Tunheim has scheduled court hearings on Feb. 25 for the FTA's and Met Council's Motion to

Viability of Southwest LRT to page 7

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Make 2015 the Year to Eat Healthy and Save the Planet!

By Betsy Allis

The connection between greenhouse gases and climate change is well known. But what about the role of food? Is it possible for us to make a difference with our food choices? The answer is an emphatic YES according to a new study by U. of MN ecologists published in the November 12 online edition of Nature.

Learn about this connection and practical tips for making better food choices in a 4-program series sponsored by the East Isles Green Team. Our speaker, Jesse Haas, is an experienced Twin Cities nutrition educator and certified health coach. In addition to founding and operating the "Wellness Minneapolis" clinic, Jesse is completing a master's degree in Human Nutrition and Functional Medicine.

The first program, "Eating Consciously—healthy food choices for the planet and us", will be held on Monday, January 26 from 7-8:30 pm at Grace Trinity Community Church, 1430 West 28th Street 55408. Hour-long programs in March, also led by Jesse, will focus on fat (Monday, March 9), food allergens and sensitivities (Monday, March 23), and super foods (Thursday, April 9).

Learn more about the food series and upcoming "green house parties" at www.Facebook.com/eastisles-green.team. And SIGN UP NOW with Monica Smith at nrp@eastisles.org. Early registrants will be entered into a raffle and win cool prizes. All programs are free and include low-carbon snacks!

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Please join me at : **Brett's Adopt-a-Well Open House**
Saturday, February 7th, 2015
1600 Kenwood Parkway, Minneapolis

Viability of Southwest LRT concluded

Dismiss and on March 9 for LPA's Motion for Summary Judgment. Both hearings are open to the public and Hill and Lake residents are urged to attend. For updates on the case or to support LPA's efforts, go to <lakesandparks.com>.

State funding

The funding formula for SWLRT has called for the FTA to pay 50 percent of the project's cost, with the Counties Transit Improvement Board (CTIB) putting in 30 percent. CTIB was formed in 2008 by the Legislature to invest in metro-area transit projects through annual capital and operating grants, using primarily a quarter-cent sales tax collected in the five participating counties (Anoka, Dakota, Hennepin, Ramsey and Washington). (For more information on CTIB, go to <mnrides.org>.)

The formula also called on the state and Hennepin County to pay for 10 percent of the project, which has now escalated to \$1.65 billion. The state has already appropriated \$44 million. The remaining \$121 million must be appropriated during the 2015 legislative session for the Met Council to make its crucial application to the FTA for final federal funding. The election in November of a tax- and transit-averse Republican majority in the House, however, has cast doubt on the likelihood of the appropriation.

During last fall's campaign legislative Republicans made opposition to rail transit a key plank of their transportation policy, and this month the two parties have put forward widely differing plans for transportation priorities and how to pay for them.

According to Twin Cities Business executive editor and Kenwood resident Adam Platt, who has followed the SWLRT saga for years, Southwest and all future Twin Cities transit projects face in House Republicans a "formidable and inflexible foe." Platt reports that the Met Council believes it has the bonding capacity to fund the state's share of Southwest, but would prefer not to use it.

Southwest backers have said that the \$121 million could come from sources other than the state. But given

the pushback from non-Hennepin County CTIB commissioners over escalating SWLRT costs and the finite resources available to the Hennepin County Board — and Commissioner Jeff Johnson's adamant and oft-stated opposition to SWLRT during his run for the governorship last fall — finding an additional \$121 million will not be easy.

Federal funding

Even the federal government's 50 percent share of Southwest's costs is perhaps not guaranteed. The massive 2015 spending bill passed by Congress in December gives priority to transit projects requiring less than a 40 percent share. While the bill does not directly impact Southwest now, the StarTribune reports, it "could affect the project if similar criteria are applied to 2016 spending, when the much-debated line will need funding."

A 10 percent reduction in the federal contribution would require local sources to come up with yet another \$165 million — or scale back the project significantly. Laura Baenen, Southwest project spokesperson, told the StarTribune it's too early to draw any conclusions about future funding challenges. "To say what might happen after this [2015 budget] is beyond anyone's knowledge," she said. "It's just speculating."

Former U.S. Rep Martin Sabo, who represented the Minneapolis area in Congress for nearly 30 years, says he believes the 2015 budget language as well as other recent Republican attempts to restrict funding for New Starts programs, of which SWLRT is one, could prove to be major obstacles. "It's a clear indication of the direction the Congress is going in," he told the StarTribune. Funding handicappers should keep in mind that the Congress will be controlled in 2016 by the same Republicans who control it today — and that 2016 is an election year.

For updates on all these issues and to participate in SWLRT advocacy work, go to <lrtddoneright.org

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KENWOOD ISLES AREA ASSOCIATION (KIAA)

by Shawn Smith

January 2015 KIAA Meeting Minutes

KIAA Board met January 5, 2015 at Kenwood Rec Center. Vice Chair Mike Bono called the meeting to order at 7:00 p.m.

Board Members present: Mike Bono, Jim Gilroy, Jeanette Colby, Kathy Low, Ed Pluimer, Angie Erdrich, Shawn Smith (minute taker).

Others present: Council Member Lisa Goodman; Dan Pennie, Anne Carayon, Dylan Thomas (SW Journal), Jean Deatrick (Hill and Lakes Press), Bruce Brunner, Donna Minter, Jody Strakosch

7th Ward Update - Lisa Goodman

Lunch with Lisa on Jan 28th will feature a Youth Homelessness speaker. RSVP to Lisa's office appreciated.

SWLRT. There will be CIDNA, KIAA, Bryn Mawr, and Cedar Lake Park Association representation on committees regarding the W 21st St and Penn Ave stations. The city is seeking individuals with landscape architecture experience to serve on the committees and give input on environmental mitigation and remediation strategies.

SWLRT Update - Kathy Low

Kathy Low informed that on 1/7 the Park Board will vote on two resolutions - 1) request approval of funding to complete a study of tunneling under the Kenilworth Channel for SWLRT 2) a letter to the FTA stating that input from the Park Board has not been duly considered (note: the Park Board subsequently voted to approve these motions in the 1/7 meeting). In the board's materials for discussion is the KIAA Section 106 letter (which is in regard to the adverse effects of construction on historic districts or properties). This letter was approved between KIAA monthly meetings. There was a general discussion regarding upcoming opportunities for neighborhood input, potentially coordinating input with CIDNA and Cedar Lake Park Association, and the reliability of the funding for above mentioned mitigation strategies.

Property Resolution - Kathy Low

A CIDNA homeowner described damage to homes on Sunset Blvd from the recent Met Council sewer reconstruction project. The Met Council and its contractor have not satisfactorily addressed the homeowners' property damage claims according to the testimonial. Kathy Low brought forth a resolution for discussion, similar to one recently passed by CIDNA, requesting that the Met Council revise processes to resolve damage disputes and compensate property owners who suffer damage due to Met Council projects, especially in light of the proposed SWLRT construction. Discussion on how to engage state and city leadership is an issue that is common to neigh-

borhoods at risk of damage by construction, for the agenda of a January 21st meeting. Kathy Low moved for approval of the resolution. Jeanette Colby seconded. Unanimously passed and final version was published to KIAA post-meeting.

Hidden Beach Committee

Mike Bono surfaced the discussion of the formation of a KIAA committee to proactively handle concerns for Hidden Beach. The committee chair description was developed by Chair Larry Moran prior to the meeting and was reviewed by the board members present. Angie Erdrich offered to get input on the draft description from Kathy Williams and the Hidden Beach committee she chairs currently.

KIAA Annual Gathering

The date of the Annual Gathering will be May 4th. Preparations are underway and more details are to come. All neighbors are encouraged to join in the annual celebration of our neighborhood, and participate in the election of the 2015-2016 KIAA board.

Rain Gardens

Angie Erdrich shared that 20 residents had applied for raingardens. A huge win for the neighborhood. The Rain Garden grant is through Metro Blooms.

Addendum: The City of Minneapolis Public Works Department, after consultation with the Minneapolis Park & Recreation Board, is working with a contractor to install a temporary diversion of the stormwater system from an outfall pipe in the Lagoon (between Lake of the Isles and Lake Calhoun) to the north shoreline of Lake Calhoun. Work on the installation began last week and is expected to be completed by January 16.

The meeting was adjourned by Vice Chair Mike Bono at 8:39 p.m.

Updates: If you are interested in receiving monthly email updates, please email us at KIAA@gmail.com. Also please visit our website at kenwoodminneapolis.org to learn more. If you are interested in participating on the Board, please contact us.

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

CEDAR ISLES DEAN NEIGHBORHOOD ASSOCIATION

by Monica Smith

BOARD MEETING MINUTES, January 14, 2015

The meeting was held at the Jones-Harrison Residence. Board members in attendance: Chair Craig Westgate, Secretary Rosanne Halloran, Treasurer Roger Klimek, Lowell Berggren, Ryan Fox, Steve Goltry, Barbara Lunde, James Reid, and John Wessinger. Committee Chair Bob Corrick was also in attendance. Staff: Monica Smith.

Chair Craig Westgate called the meeting to order at 6:00 pm

Announcements

Paint-A-Thon is looking for applicants for 2015. Go to www.gmcc.org/pages/programs/senior-services/pat-homeowner-application for more information.

Hennepin County Commissioner Marion Greene holds office hours in the district once a month. Upcoming: January 23, 2-4 pm at Rustica, 3220 W Lake St and February 27, 2-4 pm at Syphouse, 2404 Hennepin.

NRP/CPP Report, Monica Smith

CIDNA signed the contract for Cedar Lake South Beach planning. The first step is to meet with the Park Board to review the request for proposal that will go to landscape architects.

The board approved a motion to extend the affordable housing loan to Nonprofits Assistance Fund for one year (until 12/31/15).

NCR published a resource guide for allowable festival/event expenditures for Neighborhood Revitalization Program (NRP) and Community Participation Program (CPP) funds.

The next committee meeting is January 21, 3:30 pm at Rustica.

Land Use & Development Committee, Bob Corrick

The Greystar project presents an opportunity to add a north-south trail connection between Calhoun/Isles. Bob Corrick presented a concept for a new connector trail that would cross Lake St (at grade) from Lake Calhoun at Thomas Ave and connect with the Midtown Greenway. The long-term goal would be to have the trail go through a tunnel under the Greenway. Temporary access would be to connect with the Greenway via a ramp. The trail would continue on the north side of the Greenway to Lake of the Isles. The concept would need to be approved by the Park Board and Hennepin County Regional Railroad Authority. The park dedication fee from the Greystar project could help fund the trail. The Midtown Greenway Coalition board will be asked to support the concept.

The CIDNA Board approved a motion to support the vision to connect Lake of the Isles and Lake Calhoun with a safe north-south bike/pedestrian trail as presented by

CIDNA to page 10



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EAST ISLES RESIDENTS ASSOCIATION

Below are abbreviated minutes from the January 13, 2015 Directors meetings held at Grace-Trinity Community Church. Complete minutes can be found at www.east-isles.org.

Council Member Lisa Goodman, Ward 7

Lunch with Lisa is January 28, noon at the University of St. Thomas. The topic is youth homelessness.

The vacant house at 2208 Irving Ave S will be demolished. The property owner has no immediate plans for the property.

The city has implemented a new policy for snow removal. The ordinance requires property owners to clear sidewalks after a snowfall within 24 hours (for residential) and 4 hours (for commercial). If the city is notified that a sidewalk isn't cleared, a letter will be sent to the property owner asking them to address the issue or crews will be sent to shovel and the property owner will be billed for the service. Call 311 to report unshoveled sidewalks.

1800 Lake: A consent decree was issued; the property owner must fill in the lower level and stop dewatering by March 31, 2015. The developer is paying for the cost of the temporary diversion pipe and city staff expenses but not the city's cost for litigation (\$1 million). Developer is considering a new adjacent building to accommodate parking.

Debra Behrens, Neighborhood and Community Engagement Commission (NCEC), District 6

Debra Behrens represents East Isles on the NCEC, a 16-member commission that advises the mayor and City Council on community engagement issues. Monthly meetings are the 4th Tuesday, 5 pm, televised on channel 79.

Open Forum

Hennepin County Commissioner Marion Greene holds office hours in the district once a month. Upcoming: January 23, 2-4 pm at Rustica, 3220 W Lake St and February 27, 2-4 pm at Spyhouse, 2404 Hennepin.

Linda Schutz requested time on next month's agenda to discuss the Thomas Lowry Memorial and Smith Triangle. The city has completed a draft of a designation study for the monument that will be presented to the Planning Commission Committee of the Whole on January 15.

New Board of Director

The EIRA Board appointed Bruce Larson to fill a vacancy on the EIRA Board of Directors.

REPORTS

Outreach & Nominations, Linda Schutz

Linda Schutz resigned as committee chair. Nancy Johnston will serve as committee chair until the April annual elections. Andrew Degerstrom joined the committee. The board allocated \$100 for copying, supplies, etc. Each board member is asked to help recruit new members for the annual election in April. Officer positions will also be open.

Zoning Committee, Monica Smith

At the December 16th meeting, CPM presented preliminary plans for a new building at 1708 and 1714 W Lake St to accommodate the parking that they will be losing at 1800 Lake due to the judge's ruling to remove the lower level of parking. Andrew Degerstrom gave an overview of the new Accessory Dwelling Unit ordinance.

The next meeting is January 20, 5 pm at Grace. The agenda will include a presentation by Wells Fargo to build a new bank building at 1505 W Lake St and a more detailed presentation by CPM and Peterssen/Keller Architecture for a 4-story (plus one basement level parking), mixed-use building at 1708 and 1714 W Lake St (in the Shoreland Overlay District). The demolition of 2208

Irving Ave S will also be discussed.

The Uptown Neighborhood News reported that Bank of America will join Giordano's Pizza at 2700 Hennepin. EIRA has not been contacted by Bank of America.

Transportation Committee, Andrew Degerstrom

The December meeting was cancelled.

The next committee meeting is January 22, 7 pm at Grace and will include a discussion of possible projects for NRP funding.

Staff Report, Monica Smith

The minutes from the December 9, 2014 EIRA Board meeting will be amended to state that handouts were provided for the Shoreland Overlay District overview.

NCR published a resource guide for allowable festival/event expenditures for Neighborhood Revitalization Program (NRP) and Community Participation Program (CPP) funds. E. Calhoun Parkway is closed between Lake St and 36th St for sewer repairs through February 13.

NRP Committee, Monica Smith

The board approved the committee's recommendation to amend the Home Security Grant guidelines to specify a maximum grant of \$1,000 for buildings of four or more residential units.

The NRP funding agreement outlines bidding requirements for using NRP funds and states: "Contract less than \$10,000 – quotation basis if practicable, or market rate."

Social Committee, Amy Sanborn

The Uptown Association annual meeting is January 27. EIRA will have an information table at the event. The board authorized up to \$200 for board/committee members to represent EIRA at the meeting.

The Ice Skating Party is January 25, 1-3 at the Lake of the Isles rink. Volunteers are needed, contact events@eastisles.org. Lake of the Isles Living magazine will feature the event in the upcoming issue.

The City of Lakes Loppet is looking for volunteers to staff food stations on January 31 and February 1. Contact events@eastisles.org to volunteer.

Green Team, Betsy Allis

The Green Team is organizing a 4-part series on food and climate change: Eating Consciously, on January 26, 7 pm at Grace, the Skinny on Fat on March 9, food allergens on March 23 and super foods on April 9. Email nrp@eastisles.org to sign up.

The solar team worked with Clean Energy Resource Team (CERTs) to develop a questionnaire for considering solar developers.

Partners in Energy focuses on energy conservation for neighborhoods that border Lake St.

Meg Forney, Commissioner-at-Large, Minneapolis Park and Recreation Board

The Park Board has been in support of Southwest LRT for two years. The Park Board advocated for relocation of freight rail. When the route included co-location of LRT and freight, the Park Board asked the project team to investigate the possibility of an LRT tunnel under the

by Monica Smith

Kenilworth Channel. The Park Board does not think that the project office adequately studied the option and passed a resolution on January 7 to continue the consultant work to determine if it is "feasible and prudent" to tunnel under the Kenilworth Channel. The work is not delaying the project; the Park Board wants the information in time to respond to the Supplemental Draft Environmental Impact Statement. Forney does not believe that recent discouraging comments by Governor Dayton about Southwest LRT are linked to the Park Board action. Forney remains a strong advocate for the Lake Street Station and working on bike/ped connections to the station.

Board Review

Monica Smith resigned but will remain until a replacement is hired. The EIRA Board approved a motion to renew Smith's contract on a monthly basis at the current terms until June 2015.

The February meeting will also include a speaker on the Minneapolis Sculpture Garden renovation project.

The meeting was adjourned at 9:00 p.m. If consistent with EIRA Bylaws, and where the availability of a public document or report in electronic forms exists, copies of EIRA Board agenda items may be obtained by an EIRA member by contacting nrp@eastisles.org. Next meeting is Tuesday, February 10, 7:00 p.m. at Grace-Trinity Community Church, 1430 W 28th St.



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CIDNA from page 8

Bob Corrick. The proposal will be sent to the Park Board for consideration in the 2015 Lake Calhoun planning process.

Council Member Lisa Goodman, Ward 7

Lunch with Lisa is January 28, noon at the University of St. Thomas. The topic is youth homelessness.

1800 Lake: A consent decree was issued; the property owner must fill in the lower level and stop dewatering by March 31, 2015. The developer is paying for the cost of the temporary diversion pipe and city staff expenses but not the city's cost for litigation (\$1 million).

Southwest LRT: Minneapolis appointed five residents to the Southwest LRT Community Advisory Committee (CAC). Doug Peterson from CIDA will serve on the CAC; Craig Westgate is the alternate. There will also be a committee to work on the art and design for the West Lake and 21st St stations (\$30 million for enhancements). Individuals with expertise in architecture/design should contact Lisa Goodman to be considered for the committee.

The city has implemented a new policy for snow removal. The ordinance requires property owners to clear sidewalks after a snowfall within 24 hours (for residential) and 4 hours (for commercial). If the city is notified that a sidewalk isn't cleared, a letter will be sent to the property owner asking them to address the issue or crews will be sent to shovel and the property owner will be billed for the service. Call 311 to report unshoveled sidewalks.

Midtown Greenway Coalition, Mike Wilson

The Calhoun/Isles north-south trail concept was presented to the Improvements Committee and they will ask the Midtown Greenway Coalition board to support the proposal. The coalition is interested in getting involved with the West Lake St station planning to focus on access issues.

Park Board Commissioner-At-Large Meg Forney

The Park Board passed a resolution on January 7th to continue the consultant work to determine if it is "feasible and prudent" to tunnel under the Kenilworth Channel for LRT. The work is not delaying the project; the Park Board wants the information in time to respond to the Supplemental Draft Environmental Impact Statement (SDEIS). The SDEIS is expected to show different access for the West Lake station than what was included in the DEIS. People will need to be ready to respond. The traffic study won't be ready until after the SDEIS is released so Minneapolis will be asked to gather existing traffic studies to use in the SDEIS response.

Section 106, Kathy Low

Section 106 of the National Historic Preservation Act requires agencies to take into account the effects of projects on historic properties. Kathy Low from Kenwood Isles Area Association (KIAA) discussed their process to be a "consulting party" for Section 106 as it relates to Southwest LRT. The process involves properties on the historic register. If it is determined that the project may have adverse effects on the historic property, they will seek ways to avoid, minimize, or mitigate the adverse effects. Section 106 isn't as strong as 4(f) status, but could result in additional mitigation. Historic properties in CIDNA include: Cedar Lake Parkway, Frank Lloyd Wright designed home, and the water in Cedar Lake and Lake of the Isles. If CIDNA requests to be a consulting party, additional properties may be identified. The CIDNA Board approved a motion for CIDNA to request consulting party status.

Property Damage Resolution, Monica Smith

CIDAN received a response from the Met Council regarding the resolution requesting that the Metropolitan Council review its policies for resolving damage disputes resulting from its construction projects. The Met Council initiated independent reviews of eight property damage claims in CIDNA. They hired an independent adjuster to inspect the properties and a structural engineer to determine if the damage is related to the construction work. They are waiting for the final report.

Pedestrian and Bike Safety Committee, Ryan Fox

The committee continues to meet twice monthly (Monday, 6:00 pm at Caribou Coffee, Calhoun Commons). They are drafting metrics to help frame the multi-modal traffic study being conducted this summer. Committee members will staff an information table at the



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Jean Deatrack: 612-377-7353
Managing Editor
1821 Dupont Avenue South,
Minneapolis, MN55403;
hillandlakepress@bitstream.net

Heather Deatrack
Interim Business Manager:
hillandlakepress@bitstream.net
612-377-5785

Dorothy Childers *Photographer:*
dpcondrew@aol.com
612-927-8989

Heidi Deatrack
Store Deliveries
hdeatrack@me.com

Please direct contributions and advertising queries to Jean Deatrack at 612-377-7353 or hillandlakepress@bitstream.net

Sara Nelson, Distributor
saracelia@gmail.com

Alexa Johnson Drago
Webmaster
www.hillandlakepress.com

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

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STREET ADDRESS	ORIGINAL PRICE	Seller Contrib	DAYS MKT	SALE PRICE	TYPE	BED BATH	SQ FT	TAX VALUE	PROP TAX	YR BLT	
1425 W 28th St #115	\$ 109,900	0	125	\$ 100,000	C	1/1	600	\$ 65,000	\$ 706	1986	
2716 Humboldt S #203	130,000	0	52	122,000	C	1/1	624	117,500	1,683	1926	
3151 Dean Court #803	234,900	0	115	210,000	C	2/1	1,010	194,500	3,476	1983	
52 Groveland Terr #406	256,500	5,869	22	227,000	C	2/2	1,096	214,500	3,585	1966	
3116 W Lake St #515	299,900	4,206	541	240,000	C	1/2	1,134	249,000	4,469	2007	
1766 Humboldt S #2	304,000	0	47	390,000	C	3/2	1,702	334,500	5,866	1919	
3104 W Lake St #302	399,900	0	257	370,000	C	2/2	1,500	301,000	5,220	2007	
2835 Kenwood Isles Dr	424,900	0	59	416,500	TWN	2/2	1,968	357,500	6,308	1986	
2021 Upton S	474,900	0	129	420,000	H	5/2	1,973	427,000	7,630	1963	
2675 E Lake of the Isles	1,595,000	0	163	1,133,000	H	4/4	3,630	1,159,000	23,398	1903	
2572 W Lake of Isles	2,467,500	0	133	2,300,000	H	5/4	4,371	1,950,000	40,496	1909	
Sources: Harvey Ettinger - Steve Havig					Home	H					
					Condo	C					
Broker Reciprocity Websites / Hennepin County					Townhouse	TWN					(Go to mplsrealtor.com for additional info)

LOWRY HILL NEIGHBORHOOD ASSOCIATION

BY JANIS CLAY

LHNA Board Minutes Tuesday, January 6

Present - Board Members: Phil Hallaway, President; Dan Aronson, Treasurer; Janis Clay, Secretary; Thomas D. Huppert; Maureen Sheehan; Michael Cockson; Jimmy Fogel; Rebecca Graham; Raj Dash; Mark Brauer.

Present - Guests and staff: Janet Hallaway; Kathy Spraitz.

President Phil Hallway called the meeting to order at 7:05 p.m. A quorum was present.

Approval of Minutes: Michael Cockson moved and Tom Huppert seconded approval of tonight's agenda and of the December 2, 2014, minutes. All approved.

Community Announcements: Phil Hallaway presented community announcements sent from the office of Seventh Ward City Council Representative Lisa Goodman: Lunch with Lisa will take place Wednesday, January 28th at the Normandy. The topic will be youth homelessness. The program will feature Youthlink, the Bridge for Youth, and Heading Home Hennepin. Minneapolis has prohibited electronic cigarettes in all indoor public places, effective immediately. Version 3.0 of the Snow Emergency App is now available, featuring an interactive "street lookup"

City of Lake Loppet to get feedback on traffic concerns in the area.

Transportation, Craig Westgate

Doug Peterson will represent CIDNA on the Southwest LRT CAC. Craig Westgate is the alternate.

Commissioner Marion Greene is hosting a Southwest LRT update meeting - January 21, 6:00-8:00 pm at Kenwood Recreation Center.

City of Lakes Loppet

The City of Lakes Loppet is looking for volunteers to staff food stations on January 31 and February 1. Contact volunteer@loppet.org to volunteer.

The meeting was adjourned at 8:00 pm

Next meeting

Wednesday, February 11, 2015, 6:00 pm at Jones-Harrison.

Note to CIDNA residents: sign up for our monthly e-newsletter by sending a request to info@cidna.org.

map. The City offers numerous other ways to stay informed on snow emergency declarations, including a hotline, phone alerts, media, Facebook and Twitter.

Treasurer's Report: Dan Aronson gave the Treasurer's report. LHNA received \$300 in year-end contributions. The finances are looking good for the upcoming year. A contract needs to be signed for CPP allocations.

Committee Reports:

Environment: Michael Cockson reported that several groups, including Friends of Thomas Lowry Park, the Park Board, and LHNA, are working to come up with a way to acknowledge Barbara Fogel's enormous positive impact on Thomas Lowry Park. Mark Brauer moved and Maureen Sheehan seconded that LHNA allocate \$1000 toward these efforts. All approved.

Zoning and Planning: Phil Hallaway reported that the City Council's Zoning and Planning Committee denied the requested Floor Area Ratio variance needed for construction of a home with an attached garage planned for 2000 Fremont Avenue. The property owners are planning to appeal.

Crime and Safety: Rebecca Graham reported that it has been a quiet month for the most part, probably due to the cold weather.

Events: The Ice Skating Social is scheduled for Sunday, January 25, 2015. Chris Madden has placed an ad in the Hill & Lake Press. Mark Brauer will contact the Walker Art Center to schedule our Annual Meeting for May 19th.

Neighborhood Priorities Survey Working Group/Community Participation Program:

Phil Hallaway presented a list of Community Participation Program project ideas, which the Board discussed, along with other possibilities. Ideas included updating and replacing neighborhood signage at key points, improvements to the warming house at the Lake of the Isles skating rink, plowing and maintenance of an ice oval, tree planting, landscaping, pedestrian improvements, traffic calming, bringing back the Palio or coming up with a Lowry Hill Festival, and sponsoring an annual neighbor-

LHNA to page 11

Juice Feast

By Madeleine Lowry

For Christmas, I asked Santa for a juicer. I'd been inspired by the movie *Fat, Sick and Nearly Dead* to try a juice fast. My kids had seen the movie in Health class and had a lot of good things to say about it. When my son saw the DVD arrive in its red Netflix envelope he warned me, "Mom, this is going to make you want to try a juice fast."

How right he was. It's a documentary about Joe, a successful middle-aged Australian businessman, who decides to tackle his weight and a chronic auto-immune condition by going on a 60-day juice fast. He travels to the U.S. for a change of scenery and embarks on a cross-country road trip with a film crew and a juicer. Along the way he chats with ordinary Americans about what they eat, their health and expected life expectancy. A common theme was, "Yes, I have health problems and I attribute them to what I am eating, and I will probably die young because of my lifestyle, but I just cannot imagine changing." Sad.

Joe converts a few people to his cause who go on their own physician-monitored juice fasts to overcome health conditions like migraines, obesity and depression. At the end a whole town in New Jersey sponsors a community juice fast.

It was inspiring. I liked Joe's message that the body is designed to self-heal, given the conditions to do so, and that 70% of all health conditions are related to diet and lifestyle. Participants reported mental clarity and tons of energy as some of the benefits. I wanted to try it.

Since losing weight was not our primary goal we decided to do a juice feast instead of a juice fast, which basically meant that we would drink as much juice as needed to stave off hunger. On the menu were fruit and vegetable juices, herbal teas, water and coconut water. No caffeine, alcohol, food or animal products.

We started right after the holidays. Our new Breville Juice Fountain Plus 850 was put to the test. We joined Costco to support our burgeoning fruit and vegetable habit and dragged home sacks of carrots, cucumbers, celery, spinach, oranges, apples, pears, beets, lemons, and limes. Fresh ginger, mint, and basil were the main flavorings. If you've ever wondered how to fit a 5 pound bag of carrots into a 20 oz travel mug, juicing is the solution.

We learned why juice fasts are expensive. (A 3-day regimen from Truce Juice costs about \$150 per person). Joe estimates it costs \$40 per person per day for organic produce, not including the cost of a juicer. We were not exclusively organic and our Costco membership helped; we probably spent \$50 per day for two of us. I think buy-

ing the prepared juices is a good way to go if you don't have a juicer or time to prepare juices.

So, how did it feel? Surprisingly fine. We were mildly hungry in the late afternoon/evening for the first couple of days, probably because our bodies are programmed to expect a volume of food at that time of day. If you stayed busy, it was not bothersome. My son, who stuck it out for four days, said that after the third day he didn't feel hungry at all.

I thought I'd be ravenous at night, but that did not happen. The morning of the second day I woke feeling a bit lightheaded, somewhat headache-y and my hands and feet were cold. But I still wasn't hungry and those were the most severe side effects I experienced over the three days.

I was able to exercise as usual and my energy level seemed very constant through the day—no morning caffeine jitters or afternoon slump. I also seemed to need less sleep. It may have been my imagination, but my eyesight seemed sharper. (Maybe it was all those carrots.)

Although we weren't doing it to lose weight, I lost about a pound a day and my teenage son lost two pounds a day. (Not that he can afford to lose any, but he assured me he felt just fine.)

On the plus side: drinking your meals is a real time saver, and dishes are few. One downside is that since you are drinking so much you have to visit the bathroom frequently. You also probably don't want to have to attend a social function involving hot food.

When we broke the fast we continued to drink juice and added back whole fruits, vegetables and lean proteins.

The greatest benefit that I experienced from our juice feast was a complete reboot of the taste buds and appetite. After a fast, very small meals are completely satisfying and you will have conquered your cravings for sugar, caffeine, carbs and other addictive foods. As my son put it, "I still know on some level that potato chips would taste good, but I'm just not interested now. What I crave are avocados, salads, soup and sushi."

What would you pay to hear your fifteen-year old say that?

LHNA from page 10

hood cleanup and junk removal. This will be an ongoing discussion.

Minneapolis Sculpture Garden CAC Representative Report: Janet Hallaway reported on the work of the Minneapolis Sculpture Garden reconstruction project. This could be a good topic to include in the Annual Meeting.

New Business:

LHNA's next Board meeting will be Tuesday, February 3, 2015, at the Kenwood Rec Center. All residents are welcome. Everyone is encouraged to visit the LHNA website at www.lowryhillneighborhood.org, and sign up to receive LHNA's monthly E-Blast about events in the neighborhood. The meeting was adjourned at 8:35 p.m.

Meet your Neighbor from page three

the grass and the tree roots before I could plant. Last summer I killed off all the grass in my front yard and planted that out. I'm looking forward to putting the lawn mower on craigslist this spring! For decades, I was a Type A, work-all-the-time person. I buried a husband three weeks before he turned 50. From that point on, I always knew I would blow up my life when I hit the big five oh. Which I did. If I pop off tomorrow, I won't be sorry that I didn't have the time to spend more time with family, nurture friendships, read whatever I want, master making a Beef Wellington and do things like start an entire 1000-square foot garden (up at the lake) from seed in my Lowry Hill basement. I guess I'll only be sorry that not once did someone call the police because that person saw all the grow lights in my basement and assumed I was growing marijuana down there.

What is missing in today's society? Two words: Critical thinking. Somehow in the last few decades, as we've culled out conservatives in K-12 and higher education, we've got younger generations who don't question what they read and what they are taught. This has been compounded by confirmation bias. Too many people read the publications they agree with. For Democrats, it's the NYT, the New Yorker, Slate and Huffington Post. For Republicans, it's the WSJ, National Review, Drudge and Powerline. People on both sides of the aisle need to read each other's stuff—and then critically think about it.



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steve@lakesarearealty.com

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Realtor
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sand upon the waters

By Tom H. Cook

The total self of me, being as it were duplex, partly known and partly knower, partly object and partly subject, must have two aspects discriminated in it, of which, for shortness, we may call one the "me" and the other the "I."

—William James (The Principles of Psychology)

I was brushing up on my Descartes the other day, particularly his classification of two worlds, one of mental objects and one of material things. That led me to William James, Piaget, Winnicott, and of course Wittgenstein. I added the "of course" as kind of a joke, but philosophers have been puzzling and grappling with the duality of self for hundreds of years. Despite their huge head start, after thinking for just a few hours, I was coming up with insights and original ideas that, modesty aside, could be game-changers in the field of dualism. Unfortunately "game-changer" reminded me the Super Bowl pre-pre-game show was on. Hours later I was so glazed over, my only thoughts were of nachos, switching my Internet provider, lite beer, and getting my hands on a Ram truck that I could drive up the side of a mountain.

I am not usually a deep thinker but a recent vacation had me questioning my "self" or "selves." I was going to be gone for less than a week. This is like a gimme putt for golfers, easy to overlook but deceptively complex in its simplicity. I was packed and out the door in fifteen minutes. My other self was in charge of unpacking that evening. Someone had brought a stalk of bananas, three bags of cookies, two jars of peanut butter, enough med-

ications for me to visit Albert Schweitzer in Africa, eight pair of underwear, five sets of earbuds, two shirts, and one pair of socks. My other self had to make do with the random assortment. (Neither of my selves would go to a local Target to supplement my wardrobe.)

This creature of the moment is often at war with my future self. At dinnertime there is only enough butter scrapings for one item. Do I garnish my evening baked potato or save the last bits, tucked deep in the foil, for a piece of toast in the morning? (Even though it might add clarity, I am reluctant to name my various selves, or speak in the third person.)

Whoever I/we are there seems to be agreement that all media is to be saved for just the right moment. I will start a magazine article, book, or television show and decide that it is so entertaining that it would be better appreciated at another time. I have a stockpile of shows to watch, but will often suggest watching a marginal program to free up space on the DVR. This greatly vexes JoAnne (the editor) and she gets mad at us (oops, me) until future me retrieves an episode of Homeland or The Good Wife a couple nights later when there is nothing on.

The relationship is complicated. Present self squirrels away desserts in the freezer to be savored at a future date, yet the here and now self puts future me on the spot

continually. For example, the deadline on this column is today. Do you think anyone got an early start on it?

Tom H. Cook is a former Fuller Brush scholar, linguist, and pipe cleaner artist. He is currently seeking investors for a fantasy jai alai league.

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St. Mary's Greek Orthodox Church
3450 Irving Ave S, Minneapolis

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Minneapolis Audubon Society
Friday, February 13, 2014 1 p.m.
Dr. Scott Sharkey, nature photographer and one of our favorite guests, will share his outstanding "Scenes from a Bloomington Marsh." The Bryant Square Neighborhood Center, just one block south of Lake.

Kenwood Elementary School Prospective Parent Information Night
Kenwood School will be having an informative evening for future kindergarten parents on Monday, February 9th from 6 to 8. For more information contact Kenwood School Family Liaison, Chris Madden at kenwoodpta@yahoo.com



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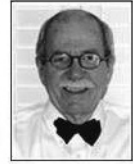
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