



‘Where the biggies leave off...’

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Met Council caves, gives BNSF mile-long, 10-foot high, concrete Bryn Mawr Wall

By Michael Wilson

Hill and Lake residents, Cedar Lake Trail users, and Minneapolis City Hall awoke Tuesday morning to the stunning news that the Met Council, caving in to a demand from BNSF railroad, had agreed to build a one-mile-long, ten-foot-high, three-foot-thick cement wall to the north of Cedar Lake Park and Trail, from west of Target Field through the Bryn Mawr neighborhood, as part of the SWLRT project.

The Bryn Mawr Wall is part of a \$58.6 million settlement with BNSF, Twin Cities & Western (TCW), and Canadian Pacific railroads, approved hurriedly Monday evening at a sparsely attended Met Council Transportation Committee meeting before the ink was even dry on letters of concern from Minneapolis Public Works Director Robin Hutcherson and City Council Transportation & Public Works Committee chair Kevin Reich.

The Met Council has been hamstrung by the lack of an agreement with the railroads, a requirement before the council can get a sign-off from the Surface Transportation Board, which will then allow them to apply to the Federal Transit Administration for a Full Funding Grant Agreement (FFGA) for \$929 million in federal funds for the 14.5-mile SWLRT commuter line.

Without the FFGA, Southwest LRT is essentially dead, and as the longer negotiations with the railroads dragged on, the higher the cost of the project became. It's not hard to see who ended up in the driver's seat.

The railroads have made their power to shape the project abundantly clear. In January 2013 TCW announced bluntly that they would not accept relocation of freight out of the Kenilworth Corridor, a bedrock assumption for years in Hennepin County's planning for the line and in the County's steadfast promises to residents of our Hill and Lake neighborhoods. Co-location of freight trains carrying hazardous cargo next to electrified trains in the Kenilworth Corridor became the new reality, and the project has been embattled ever since.

A mile-long, ten-foot-high, three-foot-thick concrete wall — a last-minute, dead-of-night concession to the railroad sprung on City Hall and residents just one day earlier. And the Met Council and its apologists wonder why nobody trusts them any more?

Seemingly overnight, a massive Bryn Mawr Wall.

According to Peter Wagenius, the Mayor's policy director and long-time point person on SWLRT for both Mayors Rybak and Hodges, Met Council had been in touch with the city's Public Works staff about BNSF's desire to plan for future improvements related to a "tail track" west of Target Field for daytime storage of Northstar commuter trains.

"Public Works staff determined," Wagenius said on Tuesday, "that such future improvements would at some point potentially impact two city-owned assets: the Cedar Lake Trail (which would need to be realigned) and the tunnel through which Basset Creek flows (which would need to be reinforced). So City staff had some

Bryn Mawr Wall to page 4



Photo by Meredith Montgomery

Among the indignities which the Met Council plans to visit upon parts of the Cedar Lake Trail during SWLRT construction are closures and obliteration of the magnificent stands of native grasses and wildflowers. And then there's the massive mile-long, ten-foot-high, landscape-scarring concrete Bryn Mawr Wall that Met Council and Hennepin County have promised to build for the railroad.

Enriching the Lives of Youth or the Owners?

By Sarah Janecek

Twenty-five years at the State Capitol taught me that anytime a developer is asking for public money for a private development project, it's time to follow the money.

Further, when a developer cites "significant community and government input and support" for that project without documenting anything remotely specific, that means follow the money with a magnifying glass.

The project in question is called "Peris Housing." The John and Denise Graves Foundation is proposing a new four-story, 41-unit affordable housing unit for youth to be located at 1930 Hennepin Avenue, where the Bradstreet Neighborhood Crafthouse opened and closed in less than two years. The property is currently owned by Graves Hospitality, Inc., which was founded by Jim Graves. "Peris" is a Graves Foundation acronym for preparation, education, reparation, integration and separation. The proposed youth housing project would be the first of its kind.

According to the two-page handout the Graves Foundation is circulating, "Our beautiful 41 unit apartment complex will be staffed 24/7 with front desk security, case management, a fitness center and community spaces for partner agencies and groups for youth. 26 apartments are designed as affordable housing for

youth. Housing First principles will be utilized for the 15 extended foster youth units in the program. Staff will be available to support extended foster youth in mental and physical health stability, educational goals, career development, money management and pathways toward self-sufficiency."

From a brief news story in another community newspaper, we know that the Peris project is currently applying for city and state funding. We don't know how much. That's money from you and me. We also know that the Graves Foundation will commit funding to maintain the program for at least 10 years. What happens after that? Does Graves Hospitality then step in and convert the 41 units to condos or rental housing? That's a heck of a deal for the Graves. All that public money financed the development of what's sure to be expensive private sector housing.

And, make no mistake, it's a lot of government money. Our money. The state tax break, if the project gets one. Are there Minneapolis City and Hennepin County grants involved in the initial construction? How about the ongoing costs? Will rents for the affordable youth be paid for by government programs or non-profit programs that receive significant government support? Worth noting here is that the two nonprofits the Graves Foundation cites as "partners," Connections to Independence and The Link, both receive the vast majority of their funding from government sources,

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Fun For All Was the Flavor of the Month



Collage by Dorothy Childers, cutline by Joyce Murphy

The August 27th East Isles Ice Cream Social, held in the Joanne Levin Park, featured plenty of pleasures from live music to a petting zoo, which included a baby camel. Plus ice cream and treats! Young and old and in between,

The Bakken Trio in Kenwood



Photo by Dorothy Childers

HAPPENINGS IN THE NEIGHBORHOOD

- Aug. 19th 4pm - 9pm The Cabooze Tour de Fat
- August 23 5:00 – 8:00pm Strictly Social, Woman’s Club of Minneapolis
- Sept. 9, Thomas Lowry Park gardening
- Sept. 9, 9am to 3pm Super Sale
- Sept. 16, 5-9pm Lakewood Cemetery event
- Sept.17, 4pm, Sept. 18, 7:30pm Nadia at McPhail.
- Sept. 23 Park Siding Gardening
- Neighborhood monthly meetings
- CIDNA: 2nd Wednesday 6pm Jones-Harrison
- EIRA: 2nd Tuesday 7pm Grace Community Church
- KIAA: 1st Monday 7pm Kenwood Rec Center
- LHNA: 1st Tuesday 7pm Kenwood Rec Center

Gardening Volunteers Needed for Thomas Lowry Park

Help keep our park beautiful. Volunteer dates below, please join us!

- September 9th, 10am-12 noon
- October 14th, 10am-12 noon

Where: Meet at Thomas Lowry Park, 900 Douglas Ave South, corner of Colfax and Douglas.

What to bring: gardening gloves and your favorite gardening tools. Don’t have tools? That’s okay, come join us, you’ll still be useful!

Members of the Isles Ensemble, founded in 2004 on the shores of Lake of the Isles, start their 2016-17 season on Sunday, September 18, with a concert featuring Beethoven, Ravel, and Dvorak.

Park Siding Park Gardening

Saturday, September 23
9:00am - Noon

Park Siding Park, 3113 W. 28th St.

Join CIDNA’s volunteer gardening team. No gardening experience necessary. Tools will be provided.

A melody in my heart and a song in the air

By Joyce Murphy

A wonderful time was had by one and all on Monday Morning August 14 at the Kenwood Rec Center when the Bakken Trio plus 1, came to play. For free no less.

This talented trio played compositions by Haydn, Dvorak, a young composer, whose name escapes me from the sixties, and Beethoven and Shostokovich.

This talented group also had a sense of humor as they donned costumes that were appropriate to the time when the music was composed. One costume included a green wig. Most fetching

They also taught some music history as they told of Shostokovich who composed his music during the communist reign in Russia. Mr. Shostokovich included some derisive laughter sounds in amongst the notes and melody.

The audience included Minneapolis park board day-care children as well as oldsters like me.

The members of this talented trio were Stephanie Arada, violin ‘Nina’ Tao-Ning Fan, cello, Korey Konkel, viola, and Pitnarry Shin, cello.

A lovely way to start a week in August with a song in my heart and a melody in the air



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Enriching the Lives of Youth or the Owners?

according to the IRS Form 990s available online.

We know that Graves Hospitality will build the project. Who will own the property? Does Graves Hospitality give the property to the Graves Foundation? That would be a lovely charitable donation to write off against Graves Hospitality Inc. income and it would take the building off the property tax rolls for the Graves Foundation. Or does the Graves Foundation rent the property from Graves Hospitality? Rent, of course, that is heavily subsidized by taxpayers.

The Graves Foundation made a presentation to the Lowry Hill Neighborhood Association last May. I sit on that board but this opinion piece is merely that, my opinion. It is not the opinion of the Board. To date, the Board has no opinion because many members of the board had so many questions the Graves Foundation people could not answer, promised to answer, and have not yet answered.

Rest assured, Lowry Hill neighbors. The Lowry Hill Board will be holding a public meeting this fall where we can all ask questions and offer our input. After that, we can all decide whether the project does, indeed, warrant authentic community support. By the way, neighboring businesses were not aware of the project until it was brought to their attention by a member of the Lowry Hill Board.

As far as “government input and support,” I don’t know of a single City of Minneapolis official who supports the project. I know that Graves Hospitality has talked to a few people. That’s not “support” in my book. I know that Jim Graves is not officially part of the Graves Foundation, but it’s Jim Graves who is talking to people — and the media.

Besides money, there are many other questions. Is it really a good idea to offer affordable housing to youth right next door to a liquor store? Or half a block down from Liquor Lyle’s, which prides itself on running a Happy Hour pretty much every hour the place is open?

The Peris project might have a Hennepin Avenue address but it will abut Colfax Avenue on the other side. Residents on the 1900 block of Colfax have witnessed huge changes on their block in recent years, given the Burch Pharmacy conversion to the Burch Steak and Pizza Bar and the addition of Lowry Hill Meats. Big delivery trucks, garbage trucks and patrons looking for free parking on the street block lanes and views of oncoming traffic. The added congestion is dramatically impacting the look, feel, and traffic patterns on that block.

That one Colfax block is currently home to 176 units of housing, a liquor store, two restaurants and several floors of offices above the Burch. How many new garbage dumpsters will those 41 proposed units add that need to be serviced by more garbage trucks on Colfax? Can that overcrowded block really support the traffic and on-street parking another 41 residential units and workers the project will generate?

Several months ago, the Star Tribune reported that



END OF SUMMER (READING), READY FOR THE FALL

By Jim Lenfestey

As summer winds down, we still feel deservedly lazy, ready for a few more hot weekends around the lakes. And a chance to steal a few more of the remaining longer hours in summer reading before the September equinox. On the other hand, Fall lurks around the September bend, bearing all the obligations of normal life plus the racing pulse a hefty political season of mayoral, park board and governor’s races.

To use the remains summer light to good account, yet gird your loins for the battles of fall, I recommend two books: “Climate of Hope,” by Michael Bloomberg and Carl Pope, and “The Death and Life of the Great Lakes,” by Dan Egan, a finalist for the 1017 Pulitzer Prize. Neither is that fictional beach read that leads you into the colorful lives of others. Both are gripping, high-

ly readable stories of our communal environmental disasters plus sensible ways to fix them.

Jim Graves said, “Recent changes to the Lowry Hill strategic development overlay hastened the desirability to bring that [new housing] phase to fruition. The new neighborhood criteria changes along the Hennepin corridor enable project opportunities that take advantage of the highest and best use of the space.” What “Lowry Hill strategic overlay?” Never heard of it, and I’ve lived here for almost 30 years. “Highest and best use of the space.” For whom?

If you go to the Graves Hospitality website, the first words that pop up are ““Driving Demand. Maximizing Profits.” I’ve got no problem with either sentence. But the Graves are asking for public money because the Peris project doesn’t work without government money. An integral part of taking public money is public accountability.

The questions I raise here, and more questions that other Lowry Hill resident will raise, need to be answered. Otherwise, Lowry Hill residents have no way of knowing whether the Peris project is really about helping youth find affordable housing in a place where they can thrive — or helping the Graves with their personal estate planning.

Sarah Janecek has lived in Lowry Hill since 1989.

Michael Bloomberg’s name should be recognized by all, the multi-billionaire founder of the Bloomberg media and financial data empire, Republican mayor of New York City from 2001-2013, and a forceful speaker at the Democratic national convention last fall. Among his many quieter achievements, Bloomberg has formed a consortium of 90 of the world’s largest cities to combat and adapt to climate change. Carl Pope is the former executive director of the Sierra Club, who has worked a lifetime addressing environmental challenges. This unlikely duo has produced the most hopeful book I know of on the climate calamity, not only laying out the vast dimensions of the problem but a broad array of (mostly) workable solutions, many already underway around the globe.

Dan Egan’s book tells, in nearly novelistic fashion, the chilling story of the destruction of the surprisingly fragile ecosystem we call the Great Lakes. We learn the geological history followed by the manmade disasters, and I don’t mean the sinking of the Edmund Fitzgerald, but scary invasive species, and meet the hardy souls who occasionally defeat them.

The two greatest natural assets Minnesotans have are our beneficial climate and our sweetwater seas. Read these riveting books and you will learn it may not be too late to save them.

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Met Council caves, gives BNSF mile-long, 10-foot high, concrete Bryn Mawr Wall

degree of forewarning on those two issues.”

Note the language Wagenius uses: “...desire to plan for future improvements...”; “...would at some point potentially impact...”

Instead, City staff was told late last week that BNSF wanted the rail track for Northstar built right now, not at some future point. So Public Works staff scrambled late last week to develop draft technical specifications to describe what would be needed to protect those two city assets and to write a letter on Friday with those specifications to Met Council.

Then the other shoe dropped. No sooner had Hutcheson's Friday letter been posted than staff learned, as Wagenius puts it, that “BNSF apparently decided they wanted Met Council to build them a wall.” So Public Works staff scrambled once again on Monday to write a second letter setting forth the questions and concerns about the wall that could have been included in Hutcheson's Friday letter if Met Council had informed the City of BNSF's twin demands at the same time instead of separately.

Two bombshells in two days. Elected and appointed officials and a major city department “scrambling” to respond. And in the twinkling of an eye, by dinnertime on Monday, it was all a done deal. Newcomers to the SWLRT saga might express surprise at this shabby treatment of the largest of the five partner cities, but to longtime observers of the project, it's par for the course.

A mile-long wall is needed because ...?

The main thrust of the \$58.6 million Met Council package for the railroads is buying their agreement to allow LRT to run alongside their freight tracks for about 8 miles of the 14.5-mile SWLRT route. Exactly what the \$58.6 million pays for hasn't been shared with the general public, but the Met Council Transportation Committee learned Monday night that TCW, for example, will get \$16 million for items on its wish list, including \$11.9 million to replace freight rail siding track in St. Louis Park. An observer at the meeting reports that Commissioner Gail Dorfman expressed support for the expenditure, saying that SLP residents find idling trains to be an annoyance.

And then there's the Bryn Mawr wall. The formal presentation to the Transportation Committee did not say why it's needed. Met Council commissioners didn't inquire. The PowerPoint presentation said only “Corridor Protection.” Even during off-the-record conversations following the meeting no rationale was presented except one: BNSF was demanding a wall and had made it non-negotiable.

Although the Met Council and staff from the Southwest Project Office (SPO) were giving the impression that the reason behind BNSF's ostensibly surprise demand for the wall was a mystery, BNSF and citizen activists have made that reason quite clear for some time: blast protection.

The wall “is an attempt to address just one of the many public-safety concerns related to co-locating passenger rail next to freight trains, especially high-hazard trains carrying oil, ethanol and chlorine,” says Citizens Acting for Rail Safety-Twin Cities (CARS-TC) leadership council member and Cedar-Isles-Dean resident Claire Ruebeck.

Specifically, Ruebeck explains, the debris field in the event of a derailment for a train, either passenger or freight, traveling 40 mph could extend beyond 100 feet, which is problematic as the freight train tracks and the adjacent SWLRT passenger rail will be much closer than that in many sections along the approximately 8 mile-long stretch of co-location. Although BNSF trains currently operate at 25 mph west of Target Field, track improvements will allow speeds up to 40 mph, which BNSF has indicated it wants to be prepared to do.

“Other public safety concerns that have yet to be publicly addressed,” Ruebeck continues, “include analysis of the overhead catenary system used to operate the SWLRT to ensure that it does not interfere with freight train signaling equipment and does not create stray current that may damage or ignite train assets or other property. CARS-TC and BNSF submitted concerns about the LRT overhead catenary power lines in their comments to the SWLRT final environmental impact statement.”

BNSF and the other railroads are looking out for their safety, but who is looking out for the public's safety? Not Met Council and SPO, who persist in their single-minded insistence on co-location through the Kenilworth Corridor. Not Gov. Dayton and his Minnesota Rail director Alene Tchourumoff, now head of Met Council, who did not intervene to block the unusual railroad liability cap recently set at \$3 million by state law in the 2017 legislative session.

If a massive concrete wall is needed along the Cedar Lake Trail because of the co-location of passenger rail adjacent to freight trains, especially high-hazard trains carrying oil, ethanol, and chlorine, will the railroads next demand a similar massive concrete wall through the Kenilworth Corridor? Could Met Council promise that no cement walls will be built in the Kenilworth Corridor? They could. But we know what their promises are worth, especially when confronted by railroads who are fed up with dilly-dallying and demand blast-protection measures.

“At least we aren't left wondering whether Mexico is going to pay for it,” said an LRT Done Right member, who asked not to be named.

No answers for angry citizens and officials.

Although talk about possible walls along the SWLRT route has been heard in the past, Minneapolis Public Works director Hutcheson felt it necessary to remind Metro Transit's general manager Brian Lamb in her letter on Monday that “during the development of the [Southwest] project, city staff has consistently maintained the position that barrier walls would be a detriment to the project and to the community.”

Southwest Project Director Jim Alexander was unable to provide any specifics about the wall at the Monday meeting, including its exact location, other than what was already known: concrete, 10 feet high, three feet thick, one mile long. In fact, when Alexander was asked after the meeting whether any plans had been drawn up, he replied, “No.”

The City's frustration is palpable in the questions Hutcheson wants Lamb to answer:

- What is the exact geographic location of the wall?
- What is the purpose of the wall?
- What other options have been considered?
- Who is requiring the wall?
- How much does it cost?
- How long will the wall be?
- How tall will the wall be?
- How thick will the wall be?
- What materials will be used to construct the wall?
- How would the City of Minneapolis be engaged in further discussion and design of the proposed wall?
- How has the community been informed and engaged in decisions related to the addition of a wall to the SWLRT project? How would they be involved if the project moves forward?
- Have there been any engineering studies to justify the presence of the wall?
- How are the environmental impacts of the wall being analyzed?
- Will the wall have any impact on the Cedar Lake Trail?
- How will the presence of the wall be mitigated for trail users and adjacent neighborhoods?
- How will the presence of the wall affect viewshed, and how will that be mitigated?

The reality, of course, is that Lamb and the Southwest Project Office (SPO) can't give City Hall answers to Hutcheson's questions because they don't have any.

Minnesota House Rep. Frank Hornstein expressed his concerns about the wall to the StarTribune's Janet Moore. “This is a fairly major addition to the project, we need to have a lot more information,” he said, criticizing the Met Council's “lack of transparency” on the issue.

City Council Transportation & Public Works Committee chair Reich wrote to Met Council Transportation Committee chair Rodriguez on Monday to say, “We are concerned about the lack of transparency around this process. We learned about some important issues late last week and the agenda for [Monday's meeting] was not posted until late Friday afternoon. Late

Friday, a special Met Council meeting was scheduled for Wednesday [August 17] to take final action on these items, making a meaningful public process impossible.”

Mayor Hodges' policy director Wagenius told Hill & Lake Press on Tuesday morning, “We don't have any answers to our questions yet. We are learning in real time along with you.”

Even Met Council commissioner Gail Dorfman, who represents Bryn Mawr and our four Hill and Lake neighborhoods, allowed as how she's received numerous inquiries about the proposed wall from constituents “who feel it's very 11th-hour.”

Southwest Project project director Jim Alexander soothingly told the Transportation Committee on Monday that “we will work closely with the City on aesthetics. We will work very closely with them as we look at design considerations.”

“This is a very complex project,” Alexander told the StarTribune. “These conversations have not occurred overnight.” The City might beg to differ.

The reality is, though, that this controversy is now over before it even got started. Hennepin County Regional Railroad Authority and the Hennepin County board were set to approve the deal with the railroads Tuesday afternoon and the Met Council was set to approve it on Wednesday.

It didn't have to end up this way.

SWLRT is now variously called by bloggers and reporters “besieged,” “troubled,” and “embattled.” Many Hill and Lake residents, and indeed many people throughout the metro and across the state, use much more colorful terms for the project that is now pegged at \$131 million for each of its 14.5 miles. In earlier times it enjoyed a modicum of general support, although many doubted it would ever get built. So what went wrong?

Many would point to January 2013, when TCW tossed the Draft Environmental Impact Statement (DEIS) out the window. That document, released in October 2012, concluded about Route Option 3A-1 (co-location): “This alternative cannot be recommended as the environmentally preferred alternative.” (Executive Summary, pp. 23-4.) TCW said, in effect, “We're going to keep running freight through the Kenilworth anyway.” And the railroads have a habit of getting their way.

Sensible politicians and planners would have stepped back from trying to force a large peg through a small hole, especially when their own studies recommended against it and a growing preponderance of evidence showed the futility of running a passenger train through an urban forest far from concentrations of people who need it and would actually use it.

Instead, those politicians and planners and their loyalists have soldiered on, cloaking their intransigence with rationales such as “the equity train” (it isn't) and disparaging citizens speaking the truth as NIMBYs (they aren't). Their refusal to step back in 2013 and say, “If we can't move the freight, is there a better place to put the LRT?” has had dismal consequences, from two deadlocked legislative sessions in St. Paul to the implosion of CTIB and the disappearance of any vestige of trust in the Met Council.

Even as ardent an advocate of transit as Bill Lindeke is now writing unfavorably in <streets.mn> about the “light rail project that skips the densest part of South Minneapolis altogether in favor of a tunnel in the woods, ... connect[ing] mostly empty parks and mostly car-centric suburbs to downtown Minneapolis.”

The Met Council has now bought the railroads' acquiescence and can apply for its FFGA, which it is not at all assured of getting. Meanwhile, Chief U.S. District Judge John Tunheim will hear Met Council and Lakes & Parks Alliance of Minneapolis lawyers argue their Motions for Summary Judgment on October 4.

And we now have a mile-long, ten-foot-tall, three-foot thick, landscape-scarring concrete wall running through Bryn Mawr alongside our priceless Cedar Lake Park and Trail.

(Thanks to Claire Ruebeck, Kathy Low, and Jeanette Colby for their assistance.)

Thousands of Gypsy Moths Invade Lowry Hill Neighborhood Residents can help contain infestation

By Sommerfeld, Allen (MDA)

Since the initial report of gypsy moth in the Lowry Hill Neighborhood in June, the Minnesota Department of Agriculture (MDA) has been assessing the scope of the infestation.

The MDA has placed two different styles of monitoring traps throughout the neighborhood. The goal is to determine how far the insect has traveled from the concentrated population center. At this time, the traps have captured over 2,000 moths from the area. This is more than the 2016 statewide total of 1,620 moths.

Survey traps will remain in place until the male moth flight season has ended, and will be removed by early September. It is likely the moth number will climb.

The survey monitoring traps will give the MDA valuable information to assist in a management proposal for the site.

Why the concern?

Gypsy moth is one of our nation's most damaging urban and forest insects. In the U.S., the insect defoliates over 880,000 acres annually, stripping trees of their leaves and leaving them stressed. The insects also litter the ground with leaf fragments and insect frass (droppings).

Little is known about how this insect moved in to the Lowry Hill Neighborhood, but it is very likely humans unknowingly brought them here from an already infested region of the U.S.

Currently, gypsy moth is established from central Wisconsin all the way to the East Coast. The insects can hitch a ride on any outdoor item, including trailers, bird houses, outdoor lawn furniture, moving containers, or firewood. When outdoor items are moved, gypsy moths can move with them.

Thanks to a vigilant neighbor reporting the caterpillars, the MDA was able to find them before significant damage could occur and management efforts to eradicate them are still feasible.

Emergency quarantine implemented

After positively identifying gypsy moth within the Lowry Hill Neighborhood, the Minnesota Department of Agriculture placed an emergency quarantine on the area in hopes of containing this isolated gypsy moth population until management efforts to eradicate the insect could take place in the spring of 2018.

The quarantine restricts the movement from the area of all woody debris, such as branches, firewood and bark chips, and gypsy moth in all life stages. The quarantined area covers approximately a 67 acre area within the Lowry Hill Neighborhood.

The quarantined area extends from Mt. Curve Avenue on the north to Franklin Avenue West on the south, and Irving Avenue South on the west to Dupont Avenue South on the east.

Proper handling of woody debris key to containment

This is one of the worst infestations Minnesota has ever seen. One single gypsy moth egg mass can contain



Photo by Dorothy Childers

Gypsy moth information table at the Lowry Hill Ice Cream Social held in July at Thomas Lowry Park.

up to 1,000 hungry caterpillars. It would only take one egg mass moving out of the quarantine to infest a new area of Minnesota.

There are several options for residents that need to prune trees or shrubs (woody material) in the quaran-

tine.

Keep all of the material on your property until the quarantine is lifted in late spring/early summer 2018.

Dispose of the woody debris in a recreational fire.

Gypsy moths to page 6

Save the Date! Sept. 15 & 16 | 9 a.m. - 3 p.m.

Rummage Sale at Jones-Harrison!

Our residents and families have stocked our halls full of unique, desirable and gently used household items.

Join us for this one-of-a-kind sale. Refreshments & other activities.

Funds raised will support programming and services provided to Jones-Harrison residents.



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Thousands of Gypsy Moths Invade Lowry

Please follow Minneapolis guidelines for recreational fires.

Hire a tree care professional that has a compliance agreement with the MDA. The compliance agreement ensures that material is disposed of properly and does not have the potential to spread gypsy moth to new areas of the city or state. Currently, there is one company that has a compliance agreement with the MDA to operate in the Lowry Hill Quarantine: Rainbow Treecare. More companies will be added to the MDA website when more compliance agreements are signed. DO NOT hire tree care professionals that do not have a compliance agreement. If they transport woody debris from the quarantine they may face significant penalties. For a list of approved companies visit www.mda.state.mn.us/gypsymoth.

ONLY leaves and grass clippings can be placed on the curb for city yard waste collection. Please refer to the city's website or 311 for information.

More vigilant residents wanted

As mentioned, residents in the quarantine should

not move any woody debris from the area unless they have a contract with a tree care company that has a compliance agreement with MDA. The department works with these companies to assure the wood debris being removed from the site is properly treated and disposed.

If you see a tree care company working or soliciting work within the quarantine area that is not listed on the MDA website, report it.

Look for and report any gypsy moth egg masses you find. Egg masses can be laid on trees or any outdoor household item. The female is simply looking for a sheltered location in which to lay her egg mass, it does not need to be on a tree or shrub. Inspect any outdoor items for egg masses – a fuzzy, brown blob the size of a quarter – you plan to move out of the quarantined area.

If you have a suspected egg mass, take a picture and email it to arrest.the.pest@state.mn.us or call 888-545-MOTH.

Next steps include management proposal

Once all of the Minnesota Department of Agriculture monitoring survey traps are removed from the field, the statewide Gypsy Moth Program Advisory Committee will review the data and propose a management plan for the site. This committee is comprised of officials from the MDA, Minnesota Department of Natural Resources, U.S. Department of Agriculture Animal Plant Health Inspection Service, U.S. Forest Service, and University of Minnesota.

Once the proposal is developed, the MDA will host public meetings to share the proposal with residents and get citizen feedback. It is likely the meetings will be hosted this fall and winter.

Residents can find more on gypsy moth on the MDA website at www.mda.state.mn.us/gypsymoth. Contact the MDA any time at arrest.the.pest@state.mn.us or 888-545-MOTH.



1778 Emerson

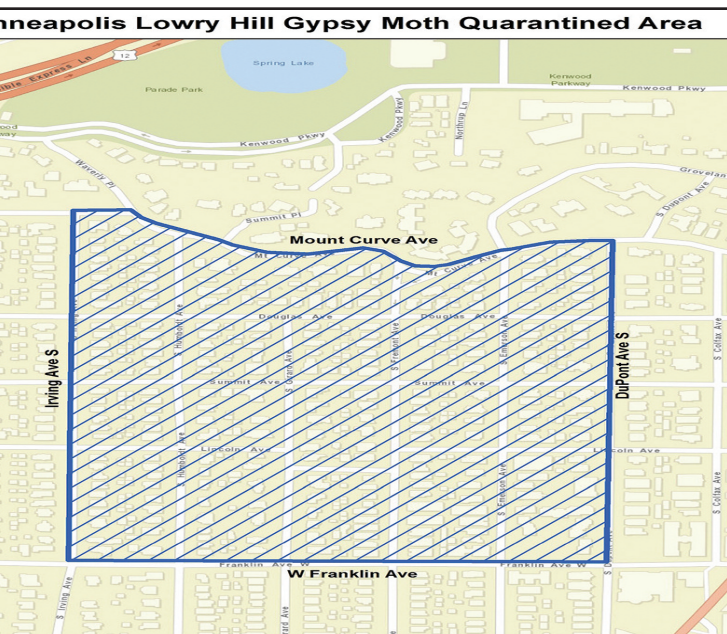
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Lowry Hill Neighborhood



Lowry Hill quarantined area



Eggmass on flower pot



Leaf fragments from gypsy moths



Females laying eggs on trunk of branch

Ninety Ninth Birthday Celebration



Photo by Dorothy Childers

Mrs. Neriman Avsare, a long-time resident of Kenwood Isles, and now residing at Eden Care Center in Edina, recently celebrated her 99th Birthday. Friends and family, residents and staff members joined her for a wonderful party. Her daughter, Zehra Keye, is a long-time East Isles resident.

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CEDAR ISLES DEAN NEIGHBORHOOD ASSOCIATION

By Monica Smith

BOARD MEETING MINUTES, August 9, 2017

The meeting was held at Jones-Harrison Residence. Board members in attendance: Interim Chair Rich Heichert, Secretary Rosanne Halloran, Treasurer Roger Klimek, Stephen Goltry, Stacia Goodman, Vern Vander Weide, and Mike Wilson. Staff: Monica Smith

Interim Chair Rich Heichert called the meeting to order at 6:00 p.m.

City Council Member Lisa Goodman, Ward 7

The Planning Commission public hearing for 3100 MSP, LLC (Brickstone project) has been delayed. The new date for the hearing is Monday, September 18, 4:30 p.m. at City Hall.

Lunch with Lisa will resume on Wednesday, September 27, noon at University of St. Thomas. The topic is Peavey Plaza. The topic for the October 25 meeting will be the Super Bowl Host Committee.

A public hearing was held on August 9 for the nomination of Medaria Arradondo as Police Chief. The City Council will vote on the nomination on August 18.

The City Council voted to restrict the sale of flavored tobacco (including menthol) to tobacco shops and liquor stores.

Call 311 to report traffic signs/signals that are obscured by vegetation.

Announcements

The next Park Siding Park Gardening day is Wednesday, August 23, 5:00-7:00 p.m. at the park. All are welcome.

Trail construction is underway on the northeast corner of Lake Calhoun/Bde Maka Ska. Watch for trail detours and bicycle dismount zones. The boat launch will be closed from August 21- September 8.

Treasurer's Report, Roger Klimek

The Treasurer's Report for fiscal year ending May 31 was presented.

CIDNA Neighborhood Yard Sale

Jones-Harrison is hosting a Rummage Sale September 15-16 (9:00 a.m. – 3:00 p.m.).

CIDNA is considering sponsoring a neighborhood-wide sale. The request for funds will be presented to the NRP Committee, then sent to the CIDNA Board for electronic vote.

Fall Festival

The Fall Festival will be held on Sunday, October 8, 1:00-4:00 p.m. at Park Siding Park.

The CIDNA Board approved a total budget of \$2,281 for CIDNA expenses for the festival.

Wine Tasting Fundraiser

The fundraiser to support Uptown area neighborhood associations will be held on Thursday, October 26. The tickets will be available to sell by mid-September. Tickets are \$25 in advance and CIDNA keeps 100% of proceeds from tickets we sell.

NRP/CPP Report, Claire Ruebeck and Monica Smith

The committee did not meet in July. The next meeting is Tuesday, August 22, 3:30 p.m. at Rustica.

Neighborhood and Community Relations (NCR) has issued a draft of a grievance policy, which is open for a 60-day comment period. The NRP Committee will review the draft and bring any comments/suggestions to the CIDNA Board.

The Southwest Journal published an article about neighborhood associations pooling funds to support housing for youth ages 18-21 at the Bridge for Youth.

The committee continues to work with the Park Board on Cedar Lake South Beach.

Transportation Committee, Mike Wilson

Any neighborhood resident is welcome to join any CIDNA committee including the Transportation Committee. If interested, please contact info@cidna.org.

Barbara Lunde received a letter from Federal Transit Administration (FTA) stating that President Trump released his fiscal year 2018 budget to Congress in May 2017. Funding recommendations in the budget were limited to projects with existing full funding grant agreements (FFGA). Southwest LRT was not recommended for funding since it does not yet have a FFGA.

The letter went on to say, "In the coming months, the infrastructure team will develop a comprehensive proposal that will spur private sector innovation and investment and ensure that the Government effectively invests Federal infrastructure funding."

Southwest LRT did receive \$10 million from the federal government in May 2017

Lakes and Parks Alliance lawsuit: October 4, 2017 is the hearing date for the motions for summary judgment. Each side will argue that a trial is not needed because the facts are not in dispute and the court should decide the issue as a matter of law. Note: a trial will not begin on September 17 as was previously reported.

Midtown Greenway Coalition, Mike Wilson

The Coalition support accelerating the construction schedule for the Mill and Overlay of Phase I of the Greenway (Chowen Ave – 5th Ave), currently planned for 2021. The City's 2017 CLIC Report "suggests that Public Works examine other methods for filling cracks, such as those used by Three Rivers Park District on the extension of this trail" during the interim.

Mike Wilson has resigned as CIDNA's representative to the Midtown Greenway Coalition. Residents interested in serving in this role should contact info@cidna.org.

Renaming of Lake Calhoun, Mike Wilson

The Park Board initiated a petition to change the name of Lake Calhoun to Bde Maka Ska. The petition was sent to the County Auditor to verify signatures. The petition will then be referred on to Hennepin County for a public hearing.

There is no state law stating that the word "lake" needs to be included in the name but the Department of Natural Resources prefers that names include a word denoting what the feature is (lake, river, etc).

A draft of a resolution was presented stating that the CIDNA Board supports including Bde Maka Ska on the park signs but opposes the removal of the name Lake Calhoun. Board members will review the resolution, make suggestions and will consider the resolution at the September meeting.

Air Quality Study, Monica Smith

The Minneapolis Health Department (MDH) is working on an upcoming air quality study in conjunction with the Minnesota Pollution Control Agency. The study will provide one air-monitoring site in each zip code in Minneapolis. Pollutants will be monitored for two years. MHD is requesting input from residents on placement of the sensors.

The CIDNA Board suggests a location of Lake St/Excelsior Blvd and requests that diesel particulates be added to the list of pollutants being monitored and wants to ensure that the monitoring equipment is effective at detecting pollutants.

Candidate Forum, Mike Wilson

Four neighborhoods are organizing a Ward 7 City Council Candidate Forum in late September.

CIDNA Committees

The board discussed its standing and ad hoc committees and the bylaws as they related to committees. The discussion will continue next month.

New business

A new resident is interested in filling a vacancy on the CIDNA Board. The board will take up the nomination at the next meeting.

The meeting was adjourned at 8:05 p.m.

Next meeting

The next meeting is Wednesday, September 13, 6:00 p.m. at Jones-Harrison Residence. Mike Wilson will serve as Interim Chair.

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

Lakewood Cemetery September 16, 5-9pm

Honor a deceased loved one by decorating a floating lantern in their memory.

Everyone is welcome at this popular event.

EAST ISLES RESIDENTS ASSOCIATION

By Diana Schleisman, Administrator

Minutes from the EIRA BOARD OF DIRECTORS (BOD) Meeting Aug 8, 2017 Grace Trinity Community Church

Board members present: Bruce Larson (President), Brad Ash (Vice-President), Brian Milavitz (Treasurer), Debbie Gold (Secretary), Mike Erlandson, Peter Mason, Julia Curran, John Grochala, Andrew Degerstrom, Steve Havig, Carla Pardue (alternate)

Board members absent: Amy Sanborn

Guest: Lisa Goodman (City Councilmember)

Staff: Diana Schleisman

Welcome & Call to Order: Bruce Larson, EIRA President

Guest Speaker, Lisa Goodman, City Council Member

Lunch with Lisa: Wednesday, September 27, 2017 (12:00-1:00), Opus Hall; room 202

Planters @ 24th & Humboldt: Ruth is still working with staff on this item.

2519 Lake Place: The Board of Adjustments approved the variance to reduce the front yard and reverse corner front yard to about zero feet for the construction of a retaining wall not retaining natural grade.

City Council voted August 4 to restrict sales of flavored tobacco products including menthol, mint and wintergreen. The regulation will take effect in August 2018, reducing availability of these products from 318 tobacco outlets to 23 tobacco product shops and 24 liquor stores.

The City Council's Executive Committee unanimously approved the mayor's nomination for Police Chief. The full council will vote Friday, August 18.

Open Forum (N/A)

Committee Reports

President's Report

Linden Hills and Cedar-Isles are looking for other neighborhood groups to collaborate with a candidate forum for the mayoral election. The League of Women Voters may be involved. Michael Wilson is the temporary chair for Cedar-Isles. Although it might be too late to get an event together, Carla agreed to meet with Michael Wilson to see where planning is at with BOD approval.

As the last meeting chaired by Bruce Larson, discussion of President replacement took place. Per by-laws, EIRA is not required to, but may have up to 4 Officers. The positions must be voted on by the BOD. Brad Ash, current VP, was willing to assume the President role with no challengers. Mike Erlandson agreed to be VP in a supportive role temporarily with the caveat that it is revisited in the spring. Both were approved unanimously for the transitions to take place at the end of the meeting.

Transportation Committee/Midtown Greenway

The Greenway Glow event held in July was successful.

There is a study being done to see if it would be possible to extend the Midtown Greenway across the Mississippi on the Short Line bridge to have it then connect with the St. Paul bike system

It appears curb extensions (bump outs) are slated to be installed at the intersection of 22nd & Irving Ave S.

Zoning & Land Use Committee (no meeting due to summer vacations, usually on 3rd Tue)

NRP Steering Committee

Two former parks members attended which was helpful. Spending funds on Mall and cleanup around Lake of the Isles were topics of discussion.

The Elm tree triangle park is gone, nothing could be done. An artificial shade structure is a good possibility. It was suggested something with vines could work. The funds approved for treatment may instead be used for replacement. Sometimes bigger trees grow slower and smaller trees grow faster. This will be discussed at the next NRP meeting Mon Sept 25.

Mark Addicks began plantings on The Mall and great progress is being made.

Osman Cleaners is the last cleaner in Minneapolis

EIRA to page 9

sand upon the waters

By Tom H. Cook

Remember when an almost unpardonable sin for a politician was changing their mind on an issue? We called it flip-flopping: contradicting a previously stated position because of additional information, polling data, party/peer pressure, or atmospheric change. It was possible to evolve and have a paradigm shift, though you were sure to be scorned for at least two news cycles as a hypocritical opportunist, or at least wishy washy. Either way, implied was a lack of leadership and fitness to be “on the bridge” making the tough decisions in time of crisis. Mitt Romney was a prime casualty in 2008 and 2012, savaged for his fluidity by fellow Republican John McCain and a chorus of Democrats. An enterprising shoe company even marketed a rubber beach sandal bearing his name.

Recently journalists, pundits and politicians seem to have tired of the term flip-flop. Without a trace of irony, they have abandoned it and begun to describe candidate vacillation as “pivoting.” The pivot appears less derisive and is semantically nuanced to take advantage of an office seeker’s flexibility and lack of bothersome core beliefs and principles.

I am no longer a flip-flopper or indecisive, forgetful, and disorganized. I am merely pivoting. My pivoting is more personal and possibly a function of age. I start for one room in our modest home and realize there is an item in the room I just left that I could take along and save myself a trip later. Cunningly, I decide to double back for it. Just as quickly I realize I may still need the item and it is best left where it is. (We are talking about a sweat shirt here, not the nuclear code.) Still, I have pivoted four times: bring it, leave it, etc. If I plan to go out later, hence the need for a sweat shirt, what else do I need? I am driving JoAnne (the editor) crazy and confusing my border collies who track my every step, all in an effort to save seconds in my busy day, which consists primarily of designing a helmet thru which to view the next solar eclipse as there is no way I can have it ready for this one.

Writing this, I became nostalgic for simpler times. Al Gore inventing the Internet, cranky Bob Dole parodied as an old man chasing kids off the White House lawn if elected, Dan Quayle’s “potatoe,” Gerald Ford’s pratfall, George (“heckuva job Brownie”) Bush, Sarah Palin’s Russia vision.

Politics has always been a blood sport. We are living in hell and fighting for our lives. There is plenty to parody. Buffoons and clowns abound. There is an underlying sense of decay. A tragically egocentric “comic” has commandeered the main stage. The doors are locked. A lone heckler is roughly escorted out. (“Lucky bastard,” we think.) The rest of us sit nursing our drinks, desperate and alone, too embarrassed to make eye contact with each other. The “performer” is after the crowd, and now insulting patrons nearby. At least it’s not us. Now he’s working blue—dirty, desperate stuff, slamming racial and ethnic groups. The booing increases but most of us simply squirm, placing our drinks down a little harder on the table and coughing occasionally. Not quite the acts of revolutionaries. There is a paralysis in the room. Why are we still sitting here, and why are some audience members laughing and clapping? Some of us exchange sly digs but the show continues... Why don’t we rise as one, turn over our tables and storm out?

Tom H. Cook dreams of the day that Robert Mueller III, with the soundtrack *The Man Who Shot Liberty Valence* (Gene Pitney) playing in the background, will ride into Washington D.C. with enough subpoenas and evidence to Lock Him Up.

EIRA from page 8

that uses harsh chemicals. They are contributing about a third of the cost to change practices to a more sustainable process. \$5,000 has already been approved by Lowry Hill East Neighborhood Association (LHENA) to support the change. The EIRA BOD approved an additional \$5,000 at the July meeting. The state is funding a large part as well, but with funds unavailable now it will likely begin next year. This was brought directly to the BOD because the NRP Chair believed there was a time constraint (which became irrelevant after it was determined the state funding was delaying the project). The City confirmed it as eligible under NRP, with \$3400 available. \$1600 would have to be moved from another strategy but that amount does not require BOD action.

EIRA funds are being used to make the neighborhood better which is welcomed.

The City of Minneapolis is trying to get residents to paint storm sewers with a message to deter pollution. A map was displayed with take away information at the Ice Cream Social. One resident is taking care of a drain but not officially through the program. She was encouraged to contact the city. EIRA could possibly pay someone to do it. However, before considering options it was determined to have staff look into the success of the program: Does stenciling help deter litter or use of fertilizers? Do residents and passersby know that several street sewers drain directly into Lake of the Isles?

Social Committee

Attendees commented that the Ice Cream Social it was the best year yet. The event was in budget, no issues arose, and it was a great success. Donations included \$100 for the garage sale registrations, about \$500 in annual donations, and close to \$100 cash. Donations via mail were approximately \$800 from about 30 donors. While donations are close to previous years, fewer people are donating more. EIRA hopes to get more donations even if in smaller amounts. An email campaign following up on the mail campaign will be sent.

The Mall could be a good location for a Farmer’s

The Woman’s Club of Minneapolis presents STRICTLY SOCIAL August 23 5:00 – 8:00 pm SHELLI STANGER NELSON, GUEST SPEAKER, Your Story Is Your Medicine: A Prescription for Healing

Shelli Stanger Nelson, RN, BS is the first blind Registered Nurse in Minnesota. She developed the Cardiac After Care department for Fairview Hospitals, and created the first out-patient education programs, Helping Hearts and Healing Hearts. This Event Is Open to The Public

5:00 pm Social Hour. Club Members: \$15.00, inclusive; Nonmembers: \$30.00, inclusive; Members register through the Front Desk: frontdesk@womansclub.org

Nonmembers register through Eventbrite: www.strictlysocialaug23.eventbrite.com. After 4:00 pm on Tues., Aug. 22, please pay at the door. All are invited to stay for dinner after the event. To make dining reservations, please contact the Front Desk: frontdesk@womansclub.org or 612-813-5300.

market. Since it is Park Board land it may pose challenges. Debbie will look into the possibility.

With the Social Chair absent it is too early to determine the Art Fair’s success. It seemed purchases at the EIRA pop booth were down from last year due to cooler weather.

The Wine tasting planned for Oct 26th is moving along. Peterssen Keller and Hennepin Lake Liquors are premier sponsors. Carla is handling the day of logistics. Neighborhoods involved need to sell tickets for \$25 each. For information please contact info@eastisles.org.

Super Sale is proceeding with Amy & Shelly with staff support. Lowry Hill is a partner and splitting the ad cost in the Hill & Lake Press. It was questioned whether the Super Sale made sense financially. Next year a budget would be good to review. Shelly is good at getting sponsors which is helpful.

Former Green Team Chair Betsy Allis devoted many hours of time to coordinate events. Volunteer recognition for her and others involved should be considered. Ideas include a plaque on a bench, in Isle Buns, to the volunteer, a post on the website, and a picture in the Hill & Lake Press with a message for others to volunteer. Also, an annual ad has been posted thanking sponsors & donors that could include volunteers as well.

Staff Report

An article will be published in the SW Journal regarding collaboration of several neighborhoods to support The Bridge for Youth project, Rita’s house.

At some point EIRA support was believed to have been \$25,000 but upon review of the March NRP and BOD minutes, the approved amount is \$20,000.

Action Items

The 2016 Attorney General Report was submitted for review and approved by the BOD unanimously.

Discussion Items

2010 survey info is being analyzed and results will be reviewed. Data from the 2016 annual meeting will be considered as well.

An air quality study will be conducted in Minneapolis. The Research Analyst will attend the SW Coordinator’s meeting in September to reach out to several neighborhoods.

EIRA is currently not involved with Block Captains. For next year’s National Night Out this could be a good opportunity to reach out.

President Bruce Larson adjourned the meeting.

The next EIRA meeting will be at 7 pm on Sep 12th, 2017 @ Grace Trinity Community Church, 1430 W 28th St.

EIRA invites and encourages participation by every resident to each program, service and event organized by EIRA. Should you require an accommodation to fully participate, or if you require this document in a different format, please let us know by contacting us at info@eastisles.org at least five (5) days before an EIRA sponsored event.

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LETTERS

To the Editor:

There are many reasons for NOT changing the name of Lake Calhoun. One reason is that the Park Board cannot change the Calhoun name on all of the many buildings surrounding the lake and visitors to the area will/would be confused by the incongruity between the name of the lake and the buildings around it.

There are 200 years of history attached to Lake Calhoun and that history is attached to the existing name and accessed using the Calhoun name. I feel strongly about retaining the Lake Calhoun name.

Arlene Fried Minneapolis

To the Editor:

Human language requires that we name things. Ancient Hebrew tradition assigned to God the role of creating the animals, and to humans the role of naming them. Place names can be based on geographic features ("Long Lake"), or early settlers ("Austin") or heroes ("Lafayette") or even ideals ("Independence"). Over time, the place name's heritage fades and it merges with the place itself. For most people, the name "Hennepin" conjures images of a street, not a Catholic missionary. Also, over time, the name can expand into surrounding streets, neighborhoods, businesses, and buildings.

These realities discourage changing historic names. Usually, such efforts are triggered when the name itself is offensive (as in stereotypical sports names such as "Redskins.") Such is not the case with efforts to rename Lake Calhoun.

It is appropriate to recall the lake's Native American past through plaques, public artwork, festivals, recreation of earlier structures, even by renaming a section of parkland. But the name "Calhoun" no longer honors a politician who lived 200 years ago; it is a name that has its own history as a lake, integrated into the surrounding area.

Rodge Adams, CIDNA

To the Editor:

Perhaps this is just too simple a solution to the naming problem. . .

Why not put on the signs BOTH the name given in their language, and also, the name in English. And for the Native American name, how about translating it into English, too. . . their names have more information in them and that's hidden from us, so to speak, since we can't translate it. . . I for one would like to know that and I think others would too. . .

FYI: I live in Forest Lake now, but grew up in So. Mpls and spent many many of my days as a kid riding around and swimming in all those lakes. . .

Joe Moriarity

To the Editor:

SWLRT planning has lacked transparency from the beginning. The early failing of our leaders to negotiate with the railroads now leaves us with two choices. We find ourselves forced either to let the railroads dictate the terms of SWLRT or give up on the project.

The Met Council announced new railroad agreements yesterday without warning. Odds are that approval will come within two days. They illustrate, yet again, that the railroads determine everything about this project.

These agreements add public costs to the project that benefit the railroad companies. We are investing in more North Star track to increase their freight capacity. The public (that's us!) accept the liability, giving railroads an excuse to skimp on safety. And in a city where we already have too many barriers between neighbors, they are adding a mile-long, 10-foot-high, concrete wall.

Many of you have told me you love living in the middle of the city; you love how easy it is to get to downtown, to work, to theaters and grocery stores. And you know we need frequent, reliable transit that gives us



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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.

HILL LAKE PRESS Selected Real Estate Sales July 2017										
STREET ADDRESS	ORIGINAL PRICE	Seller Contrib	DAYS MKT	SALE PRICE	TYPE	BED BATH	SQ FT	TAX VALUE	PROP TAX	
1425 W 28th St #207	159,900	0	13	159,900	C	1/1	860	105,005	1,791	
1913 Dupont S #3	249,900	0	41	247,900	C	3/1	1630	244,500	3,787	
2501 Girard #7	289,900	0	11	289,400	C	3/1	1,153	194,930	3,037	
3151 Dean Court #104	299,900	0	2	297,000	C	3/3	1,430	244,500	3,487	
3116 W Lake St #414	325,000	0	73	316,000	C	2/2	1,157	279,405	3,927	
3116 W Lake St #424	339,900	0	15	330,000	C	2/2	1,428	301,205	4,655	
3116 W Lake St #115	349,900	0	79	315,000	C	2/2	1,342	271,000	4,122	
3145 Dean Court #904	429,900	0	0	440,000	C	2/2	1,750	330,090	4,710	
2000 Girard S	500,000	0	68	413,525	H	4/2	3,010	436,500	6,122	
2908 Chowen S	629,900	14924	85	525,000	H	3/2	2,282	381,865	5,884	
2924 Chowen S	685,000	0	12	675,000	H	4/4	2,703	383,500	5,903	
2104 Fremont S	695,000	10,500	16	700,500	H	4/3	2,496	630,500	10,142	
2428 Humboldt S	859,900	10,000	230	749,900	H	5/3	2,900	742,000	8,460	
1516 W 27th St	750,000	0	7	740,000	H	4/4	2,418	648,000	10,537	
2416 Irving S	769,000	0	6	765,000	H	4/3	2,365	608,500	9,732	
2643 Irving S	949,900	0	108	870,000	H	5/3	3,857	652,000	10,632	
1901 Penn S	1,150,000	0	192	960,000	H	4/4	3,000	506,000	7,346	
3403 W 28th St	1,149,995	0	115	1,100,000	H	3/3	3,625	966,500	16,438	
1782 Knox S	1,150,000	0	6	1,120,000	H	4/4	4,218	1,107,000	19,175	
2300 Oliver S	1,195,000	0	11	1,150,000	H	5/5	3,799	938,500	15,913	
2720 Upton S	1,375,000	0	46	1,325,000	H	4/4	5,220	1,070,500	18,386	
2765 Dean Pkwy	1,499,900	0	245	1,299,200	H	4/4	4,142	973,500	17,085	
	239,000	0	72	239,000	C	3/2	1,122	182,500	2,809	

To the Editor:

I am responding to Joyce Murphy' letter in the July issue. We love the lakes and the activities that make Uptown so wonderful. How can we blame others for wanting it? Maybe we need to share it. Live here until the congestion gets too much for us, then move to another part of the city where life is slower paced. Like those who live in Manhattan for a few years and then realize they've done that, and move back to Minneapolis.

Rhonda Kuehl, East Isles

real choices for how to get around. But failing to negotiate with the railroads early in the process means that getting SWLRT done now requires huge compromises that can be pushed through only if they are negotiated behind closed doors and voted on before anyone knows what's been agreed to.

It's easy to take the symbolic vote against unpopular things. But symbolic votes haven't moved us towards a solution that works for Ward 7; they haven't delivered an outcome that provides safe, reliable transit in the places where we need it. But symbolic votes are easier than doing the real work of crafting consensus, digging into the details, and making sure that whatever deal comes forward serves the needs of our community. I'm eager to do the hard work of digging into details, building consensus, and solving problems for my neighbors.

-Janne Flisrand, City Council candidate in Ward 7

Where we are Now

By Jean Deatrck

As you can read in this issue, there is plenty of controversy in our neighborhoods. SWLRT issues continue to astound us. Development issues also abound.

In Lowry Hill we wonder about the gypsy moths. I haven't seen any, but perhaps I need to take a closer look outside. Much of the summer has been noisy as sidewalk repair continues. Sidewalks in front of my house were ripped up and placed in a dumpster at 7:30 am, to make certain everyone was awake from the loud noise. One wonders why they had to start so early. Workers blasted music at full volume while I was trying to concentrate on Hill and Lake Press production. I believe my block is finally done fortunately. When I went out to inspect the new concrete sidewalks, I saw that someone had carved initials into the wet concrete and they look suspiciously like my grandson's initials.

Now it is on to fall and election season. Please review the credentials of the many candidates for City Council, Park Board, and Mayor. Being informed and actually voting is crucial to our democracy as we all probably know from the results of the last presidential election.

And please support Hill and Lake Press by patronizing our advertisers. Support has fallen off some recently. Contributions are welcome and encouraged. Hill and Lake Press does not make a profit so we depend on timely payments from our advertisers as well as generous contributions from our readers if we are to continue serving our four beautiful neighborhoods.

Pop up Library



Photo by Dorothy Childers

On the day of the Bakken Trio Concert, these children set up a Pop Up Library outside of the Kenwood Recreation Center to greet concert goers as they arrived. It was a pleasant surprise. Thank you to the children from the Rec Center who took part in this.

NADIA - Giving voice to the most influential music teacher of the 20th century through her words and music. McPhail Center for Music, 501 S. 2nd Street, Minneapolis, MN 55401. Sunday SEPTEMBER 17, 4 PM, Monday, SEPTEMBER 18, 7:30 PM

Tickets available at the door and on www.bakken trio.org (\$30 general, \$25 senior, \$20 student)

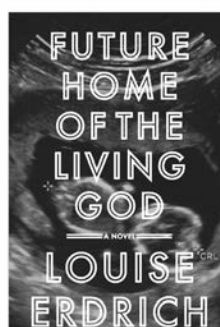
Mina Fisher, Producing Artistic Director & Script Writer: fritznmina@gmail.com (612 374 3175)

Who was Nadia Boulanger? Why did thousands of musicians flock to France to study with “the most influential teacher since Socrates”? Actress/singer Christina

Baldwin of Jeune Lune/Moving Company/ Guthrie is compelling in the role of Nadia as she explores the memories and secrets behind this charismatic music teacher in a riveting one -woman tour- de -force marrying music with theater.

Musical excerpts of Nadia’s teachers and from her vastly diverse students – Piazzola and Quincy Jones, Lili Boulanger and Skrowaczewski – permeate the play, even as music formed the backbone of Nadia Boulanger’s life. NADIA is the story of a woman tenaciously overcoming sexism in early twentieth century Paris to make an unparalleled impact on the musical world.

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A printed map of registered sales will be available at sale locations.

Registration deadline is September 2. Cost to register is \$10.

REGISTER ONLINE

Lowry Hill residents: www.lowryhillneighborhood.org/calendar/garage-sale
East Isles residents: www.eastisles.org/events/super-sale



Lowry Hill Neighborhood Association
PO Box 3978 • Minneapolis, MN 55403
(612) 703-2460 • www.lowryhillneighborhood.org
garagesale@lowryhillneighborhood.org



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Lisa is dedicated to excellent constituent services, committed to responding to requests within 24 hours. To see one way she communicates with her constituents, just check out the neighborhood meeting minutes in this paper.

LISA
GOODMAN
7TH WARD CITY COUNCIL

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Prepared and paid for by Friends for Lisa Goodman

Lisa knows that working hard and smart, both in and out of city hall, protects your progressive values and your pocketbook.

- Established an historic agreement with the Minneapolis Park and Recreation Board to fund and maintain neighborhood parks citywide, investing over 200 million dollars without a major tax increase with a focus on areas of greatest need.
- Founded the city's Affordable Housing Trust Fund, providing gap funding to people at 30-50% of the metro-wide median income to help find a home.
- Pushed the city to invest in environmental infrastructure, such as constructing green roofs on the Target Center, Central Library, and City Hall, and the largest solar array in the upper Midwest at the Minneapolis Convention Center.

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