



‘Where the biggies leave off...’

# Hill & Lake Press

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MAY 19, 2017

## Goats to feast for ten days on buckthorn at Hidden Beach

By Michael Wilson

Everybody wins. About 80 goats get to eat high off the hog (so to speak) for two weeks starting later this month. A large area on the east shore of Cedar Lake between Hidden Beach and the Kenilworth Trail gets the buckthorn cleared out with no toxic chemicals or pesticides so we can better enjoy the lake views. And Hill and Lake residents all get to come take pictures and enjoy the show.

Everybody, that is, except the buckthorn that has been luxuriating next to Cedar Lake.

Debra Pilger, the Park Board’s director of environmental management, told folks at the KIAA annual meeting on May 8 that the Park Board is working with a Minnesota contractor to bring goats to the area south of West 21st Street for ten days, starting on May 30. The goats will finish their work by June 9, in time for the official season opening of East (Hidden) Beach on June 10.

Pilger said that Park Board commissioners have been interested in using goats on MPRB parklands as a vegetation management tool for invasive species for a number of years and in April 2016 directed staff to evaluate using goats for invasive species control in two locations. Staff identified eight potential sites for goat grazing and earlier this year selected two: Cedar Lake East (Hidden) Beach and Wirth Park.

The buckthorn crew will consist entirely of moms

## June 3, 2017 Grand Reopening of Walker Sculpture Garden



Photo by Dorothy Childers

### Walker Art Center Sculpture Garden Opening Day Festivities June 3 10-6pm Free.

Shown here, is a sculpture by Mark Manders: September Room (Room with Two Reclining Figures and Composition with Long Verticals), 2017. Opening day includes music, dance, art for kids, giveaways, and food. See the new artwork in the Sculpture Garden including Katharina Fritsch’s Hahn/Cock and old favorites such as the Spoonbridge and Cherry by Claes Oldenburg and Coosje van Bruggen.



Project area map courtesy Minneapolis Park and Recreation Board.

(“does”) and baby goats (“kids”), Pilger told her Kenwood audience. The kids need to accompany their mothers because they’re still nursing. The operation will not be as malodorous as the current project in St. Paul because there will be no male goats (“bucks”) on site.

### Nothing good to say about buckthorn.

The target area will be surrounded by a dual-fence system to protect people from the goats and the goats

from people, Pilger said. The contractor — Diversity Landworks LLC of La Crescent — will be on site for the entire ten days, using a small camper/trailer and a Porta Potty. The goats all will have been fully vaccinated for diseases such as rabies.

According to Diversity Landworks co-owner Kyle Johnson, the East Beach goats will be New Zealand

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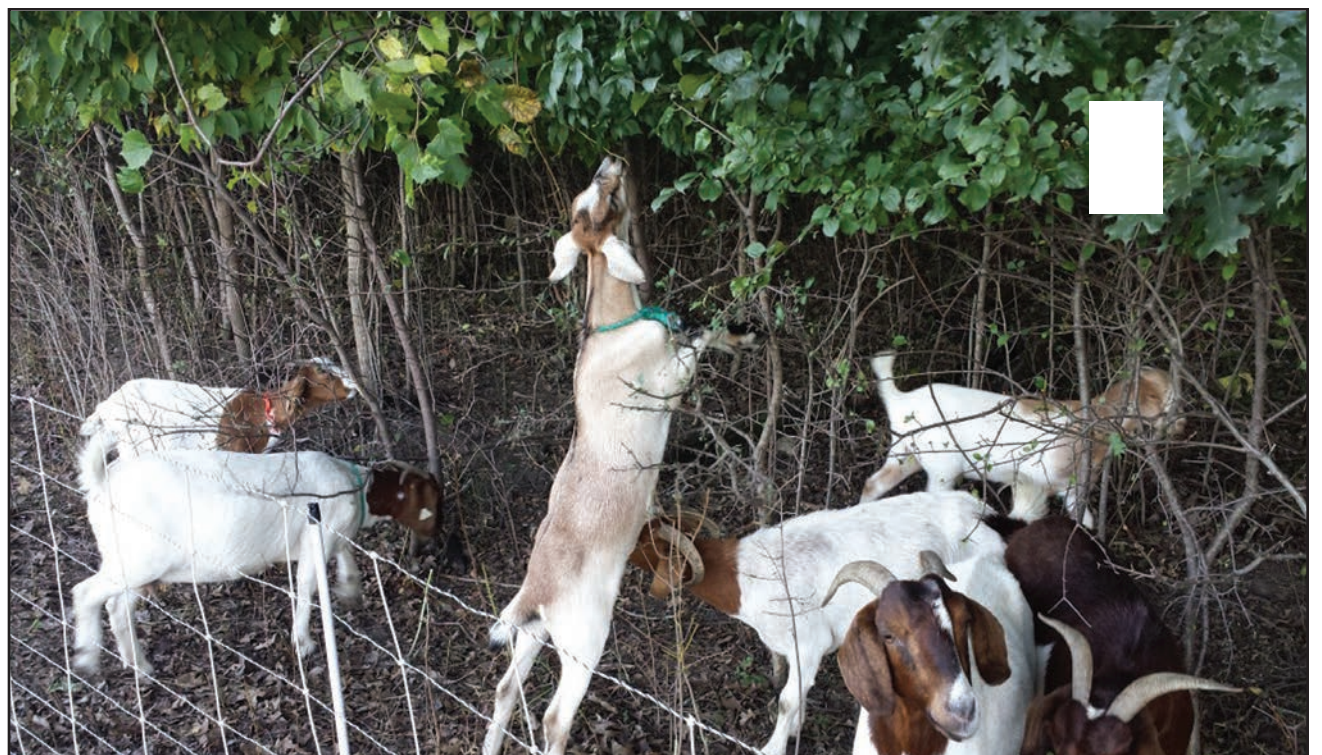


Photo: Jake Langeslag at goatdispatch.com

Goats and their appetite for woody plants and leaves are growing in popularity as eco-friendly agents to control invasive species such as buckthorn.

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**Lunch with Lisa**

May 24, 2017

**PARK 7 PORTLAND; VISION FOR DEVELOPMENT**

This month we welcome Dan Collison from Downtown Council along with architects from BKV Group for an update on the transformation for Downtown East.

\$10.00 lunch is offered. Come early to get your lunch and a good seat. Discussion starts promptly at noon. Please RSVP to Ruth @612-673-2207

**East Lake of the Isles Parkway Walking Tour May 21st at 1pm.**

Ever wonder about the history of the elegant houses on Lake of the Isles? Join guide Trilby Busch to hear about the history of the development of the lake, the parkway, and the houses on it—who built them and who lived in them, dates and styles. Meet at the intersection of West 27th Street and East Lake of the Isles Parkway at 1 p.m., and walk the east side of the lake, taking a detour onto Lake Place. Get tour vouchers (\$14) through Eventbrite <https://www.eventbrite.com/e/east-lake-of-the-isles-parkway-walking-tour-tickets-33688588475>. For more information, call (612) 377-7032

**MOVIE ADAPTATION OF MINNESOTA BOOK AWARD WINNER NEITHER WOLF NOR DOG OPENS AT THE LANDMARK LAGOON CINEMA FROM FRIDAY MAY 19TH STARRING LAKOTA ELDER DAVE BALD EAGLE (DIED LAST YEAR AT 97)**

The success of British director, Steven Lewis Simpson's film adaptation of acclaimed bestselling Minnesota Book Award winner, *Neither Wolf Nor Dog*, is defying logic; Hollywood logic that is. It was financed by the audience, shot in 18 short days in the poorest part of the US, an average crew of 2 (no-one else in prep or post), had a 95-year-old Lakota Elder star (Dave Bald Eagle), was self-distributed, and began its release in small towns instead of big cities -and yet it has outperformed Hollywood blockbusters and notched up a phenomenal 9.1/10 audience score on IMDB and a 4.9/5 on Rottentomatoes.

Amazing things are always being created by the students and staff at Southwest High School.

**Support the Arts.**

May 19-21, 7 pm The Children's Hour, Unhinged Student Theatre – SWHS Black Box

**"SPRING LAKE HARRIET BANDSHELL CONCERTS!"**

Enjoy beautiful performances at the Lake Harriet Bandshell by our talented students and directors! All shows at 7 pm.

- Monday, May 22: Choir Concert
- Tuesday, May 23: Guitar Concert
- Wednesday, May 24: Dance Concert
- Thursday, May 25: Band & Orchestra Concert
- Wednesday, May 31: Jazz Concert

Suggested donation \$5 students, \$10 adults to support the performing arts.

**Park Siding Park Gardening**

Saturday, May 20

9:00 a.m. - Noon

Park Siding Park, 3113 W. 28th St.

Join CIDNA's volunteer gardening team. No gardening experience necessary. Tools will be provided. Help is needed all season, so mark your calendar for the following Saturday mornings: June 24, July 22, August 26 and September 23. Details at [www.cidna.org](http://www.cidna.org)

**HAPPENINGS IN THE NEIGHBORHOOD**

- May 19 noon Kenwood School plant sale
- May 20 10am Kenwood School plant sale
- May 20, 9am Park Siding Gardening
- May 21, E Lake of Isles walking tour 1pm
- May 24, noon Lunch with Lisa
- June 2, 3 Kenwood Isles rummage sale 10am
- June 4, rummage sale continues at noon.
- June 5, 6pm CIDNA meeting Brickstone
- June 17, 9am Kenwood School Rummage Sale

**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

**Jack & Karen Marchese Photography exhibit** through June 18th at Isles Bun & Coffee 1424 West 28th Street, Minneapolis

**Kenwood School**

Plant sale (held in the school playground) May 19th, 12:00-6:00 p.m, May 20th, 10:00-2:00 p.m. Rummage sale (held at Kenwood Recreation Center) Sat., June 17th, 9:00-2:00 p.m.

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Performances: The Young Dance Company, an artistic dance community based in South Minneapolis, performed modern dance techniques, improvisation, and skills, with audience participation.

**Art Making**



Anna and Evelyn Sandquist, created a collage, inspired by the Merce Cunningham "Common Time" exhibit.



A couple admiring art in the "Question the Wall Itself" Gallery.



LeaAnne, and Adra Jasper designing pin buttons.



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## Park Board names Kenwood's Schaezner 'Volunteer of the Year'

By Michael Wilson

Kenwood resident Dave Schaezner joined Cedar-Isles-Dean's Park Siding Park Garden Group as "Volunteer of the Year" honorees at the April 19th Minneapolis Park and Recreation Board meeting.

An August 2016 Hill & Lake Press article dubbed Schaezner the "secret gardener" for a good reason: for several years people saw the results of his labors but seldom actually saw him doing the labor. He unobtrusively walked over to the west shore of Lake of the Isles with his gardening tools in the early morning or after work and did the unglamorous and often difficult work of maintaining five beds of scratchy bushes and evergreens.

Schaezner's work is no longer a secret. In addition to recognition in last August's Hill & Lake Press and as a Park Board Volunteer of the Year, the Southwest Journal has asked to profile Schaezner's service to our community.

In her citation before the Park Board on April 19th, Sherry Brooks, coordinator of volunteers and environmental stewardship, said, "Ten years ago Dave noticed that many of the Lake of the Isles garden beds needed some serious TCL, so he took matters into his own hands," Brooks wrote in her citation. "One by one Dave weeded all the garden beds on the west side of the lake. A few years later when the large native garden that surrounds Peavey Fountain was in need of tending, Dave again independently took on the task."

Several years ago an inventory of the LOI garden beds noted that "the beds on the west side of the lake are amazingly weed-free" but didn't indicate whom to thank. "In 2012, however, to our good fortune, some friendly neighborhood sleuths discovered the truth," Brooks wrote. "Soon after, Dave established a Park Stewardship Agreement for the garden beds he had been covertly and lovingly tending."

### Spreading mulch plus inspiration

Brooks told Park Board commissioners on April 19 that it's not unusual for Schaezner to spend up to 20 hours a week weeding and hand-pruning the thorny roses and scratchy junipers. Every fall he plants bulbs for early spring color, and every season he spreads more than 10 yards of wood mulch — a pile the size of a minivan!

### Dave Schaezner 'Volunteer of the Year'.



Photo: Dorothy Childers. Caption: Michael Wilson.

Sherry Brooks, the Park Board's esteemed coordinator of volunteers and environmental stewardship (left); Jeanette Colby, KIAA board chair; and Anita Tabb, Park Board president and Lowry Hill resident, join Kenwood's Dave Schaezner in front of one of the five garden beds he maintains on the west shore of Lake of the Isles. Schaezner holds his plaque recognizing him as a Park Board Volunteer of the Year.

## Meet your Neighbor Ryan North

Craig Wilson interviews Ryan North of Moss Envy about his family business, the evolution of sustainability and how you can simplify managing organic waste and save \$5 on your next purchase.

**Where did you grow up and how did you meet your wife and co-owner of Moss Envy?** I grew up in Edwardsville, IL - about a half hour outside of St. Louis, MO. I moved to Minneapolis in 1996 and met Tina two years later. Tina grew up in Brooklyn Park, MN. We were both in a long running interactive theater show called "Tony 'n Tina's Wedding." (No, Tina did not play Tina.) We hit it off... I asked her to marry me on the dance floor of our New Year's Eve show.

**So you're both actors?** Yes. But that only begins to define us.

**What is Moss Envy?** Moss Envy is a boutique on the West side of Minneapolis that sells eco-products for your home and life. Here's our mission... "Moss Envy redefines value by providing eco-friendly products that support a healthy home, sustainable lifestyle, and social awareness of people and planet. Our diverse and curated department store like collection is combined with a welcoming and service oriented atmosphere where your purchases will exceed your personal needs and positively impact future generations."

**What makes your products sustainable?** Our products fit into one of several eco-categories: recycled, reclaimed, natural, organic, sustainable, locally made, and fair trade.

**Does a sustainable project mean that you sacrifice quality or luxury?** Quite the opposite—sustainable often means that it was made with more care! Part of being sustainable is that the product is made to last! Heirloom quality! But that doesn't always mean you're going to pay more than you're used to. Sometimes you do, but it's worth it!

### How did you develop a passion for sustainabili-

"Mulch isn't the only thing that Dave has spread at Lake of the Isles," Brooks concluded. "Dave's example has inspired four other neighborhood groups. Now community members tend and care for all the garden beds that surround the lake, a fourfold increase in volunteerism."

"Dave, you're an awesome volunteer," Brooks told a beaming Schaezner. To which the thousands of us who enjoy Lake of the Isles' beauty can truly add: amen to that!



Tina and Ryan North

**ty?** I was pressured into it by Tina—JUST KIDDING! Tina has always had a love for sustainability and a passion for doing the right thing. When we met, I was throwing away my cans! Over the past decade, we've both embraced the sustainable movement. That's not to say we do everything right all the time. But we do what we can with our shopping and lifestyle habits.

**How has the industry changed over the years?** We've seen a big change from "Save the World" to "Save Yourself." It used to be sad polar bears and global warming but now it seems that the focus has shifted to a personal level. That's not a horrible thing—in an effort to clean up your personal act, you're often doing the right thing for the bigger picture.

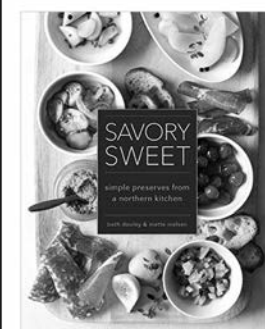
**Do you sell compost bins and bags that comply with the City's new organic waste program?** Yes we do! They're quite popular and simplify adhering to the City's new organic waste program with no-odor containers that have appropriate biodegradable bags that make composting easy and tidy. We also sell compostable forks, spoons, knives, napkins, plates, bowls, bags, and of course (counter top) composters.

**Why did you choose to locate your business in the Hill Lake area?** CIDNA, West Calhoun and the entire Hill Lake area is very vibrant and alive area filled with happy and healthy people who care about their health—a lot of walkers, runners, bikers, hikers, and yogis—the natural fit for our business.

**What is your location and hours of operation?** We're located near Whole Foods off Excelsior Boulevard and open 6 days a week: Tuesday through Friday 10 to 7, Saturday 10 to 6, and Sunday noon to 5. We are also open 24/7 at [www.mossenenvy.com](http://www.mossenenvy.com). Mention this article through August 31st and get \$5 off of a \$25 or more purchase! (We have our own parking lot too!)



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## Commentary To: Editors, *Hill & Lake Press*

### RE: *SWLRT Increases GHG Emissions, Destroys Wetlands, Habitat, and Urban Forest, April 21,*

In her recent front-page article in *Hill & Lake Press*, Cathy Deikman (2017) makes one claim with which I totally agree, which is the urgent importance for all cities, including our Twin Cities, to make substantial green house gas (GHG) emission reductions to mitigate the effects of climate change. If you have not recently seen a graphic of global temperature trends, I strongly encourage you to look at *Patel (2017)*. However, she then makes the claim that “SWLRT (Southwest Light Rail Transit) increases GHG (Green House Gasses) over No Build Option”. This was a surprising assertion to me, because as a former professor of Environmental Studies at Macalester College, I know that mass transit has been promoted by scientists and environmental advocates since at least the 1960s as one means to reduce many types of air pollution from motor vehicles, including ozone, nitrous oxides, carbon dioxide, and carbon monoxide (Miller, 2002). However, I am also aware that thanks to the Environmental Protection Agency (EPA) and far-sighted politicians, including our last two Presidents Bush and Obama, modern cars are more fuel-efficient and emit far fewer pollutants than cars in past decades, and that there are now even a handful of zero tail-pipe emission cars on the road. As I have been out of the professor business for 15 years, I wondered if we had really come so far, or will have by 2040, as to make mass transit ineffective at reducing air pollution generally, and GHG emissions in particular. So, I downloaded and read the 270-page Chapter 3 on “*Environmental Analysis and Effects*” of the Final Environmental Impact Statement (FEIS) (USDOT and others, 2016), which Ms. Deikman cites and quotes as her evidence. What I learned is that Ms. Deikman’s article draws very different conclusions than the FEIS does even though she uses the FEIS data. How can this be?

Unfortunately, you need to get “into the weeds” a bit to understand the air quality impact aspect of SWLRT. But there are three key tables in the FEIS with respect to air pollution that are instructive and only sort of weedy. They present all data in three scenarios (1) 2013 actuals, (2) a projection for 2040 with SWLRT, and (3) a projection for 2040 with “No Build” of SWLRT. Of course, any prediction about the future is made with numerous assumptions and comes with inherent uncertainty, but the data in these tables represent a good faith effort by experts in the field using accepted methods.

First consider Table 3.11-3 that presents the results for Vehicle Miles Travelled (VMT). It is essential that the reader understand that VMT is the distance a vehicle travels, regardless of the number of people in it (Bureau of Transportation Statistics, 2017). So, if a car travels 1 mile with 2 people in it, that is 1 VMT. If a light rail car travels 1 mile with 50 people in it, that is also 1 VMT, but obviously, the light rail moved 25-times more people than the car in this example. For LRT, Table 3.11-3, indicates that if we add SWLRT to the existing LRT system, the total number of VMT for LRT is projected to increase by 18,500 miles in 2040 over 2013 levels, and will be 9,000 miles higher with SWLRT than without it. OK, that’s pretty weedy, but in English, this is a good thing. In 2040, SWLRT will move more people more miles because the system will be more connected, reach more destinations, and therefore be more useful to people. Over the same time period, Table 3.11-3 shows that the VMT for cars and trucks will be lower by 118,368 miles with SWLRT over the No Build alternative by 2040. It is important to point out that the absolute number of cars/trucks on our road system is projected to increase substantially (by about 25%) with or without SWLRT because the population of the region is projected to increase by about 29% (USDOT and others, 2016, Chapter 2). But, SWLRT will contribute to a lower growth in cars/trucks over the next 23 years. This is also a good thing because it will help limit congestion and pollution from cars and trucks. The key take-home point from Table 3.11-3 is that by 2040, SWLRT is projected to get some cars/trucks off the road by getting people to use LRT.

The second key table in the FEIS is Table 3.11-4, which presents data on SWLRT impact on GHG emissions. It is true, as Ms. Deikman asserts, that this table

shows total GHG emissions from transit higher with SWLRT than without it in 2040 by 2,078 metric tons (MT) of GHG. That does sound like a lot of GHG, right? But, the FEIS notes this difference, stating “*The Project operation will increase the GHG emission in the Twin cities area by approximately 2,000 metric tons per year in 2040 compared to the No Build Alternative. Compared to the total GHG emission from vehicles and transit rail in the Twin Cities area of over 15 million metric tons per year, the 2,000 metric tons per year of GHG emissions increases are minimal (less than 0.015 percent), and thus are not anticipated to cause substantial impacts to the environment or climate change*” (emphasis is mine). Ms. Deikman also quotes the first sentence in her article, but she omits the second sentence, which provides the proper context in which to evaluate the 2,000 MT number. Further, this does not take into account the 9,000 more VMT provided by SWLRT, as outlined above. The key take-home point from these two tables is that more people get to travel more miles with SWLRT for essentially the same amount of GHG emissions.

Personally, I am interested in moving people, not vehicles, so a better metric for comparison would be GHG emissions per person-mile travelled rather than per VMT. These numbers are not presented in the FEIS, but, from the data in the report for 2040, one can calculate the GHG/VMT for cars to be 0.145 MT GHG emitted/car mile travelled, which compares to 1.670 for LRT. Yes, LRT emits 11.5 times more GHG/VMT than cars, but LRT can also carry far more people than cars per vehicle. On average in the USA, cars carry about 1.6-people/vehicle mile (Bureau of Transportation Statistics (Table A-14), 2017). LRT vehicle capacity is 90 people/vehicle (ThoughtCo, 2017), but of course they are not always full. Using the above numbers, one can calculate that to break even with cars on GHG emissions, an LRT vehicle needs to carry about 18 passengers (20% full). That means an LRT vehicle with 18 people in it emits about the same amount of GHG as the 11+ cars needed to transport those same 18 people any given distance. Any LRT occupancy higher than 18, the LRT comes out better in terms of GHG emissions; any occupancy lower than 18 passengers, cars come out better. At full capacity, say during rush hour with 90 passengers, LRT is 5-times more efficient in GHG emissions than the 56 cars needed to transport 90 people by car. Using 2013 GHG emission values, the breakeven number of passengers is only 14. The state of Delaware calculates that the fuel efficiency of a fully-occupied train car is 15 times greater than that of the average commuter’s single-occupant auto, and commuter trains use 23.7% less energy per passenger mile than a typical automobile (Note, they do not specify these as LRT and may refer to larger trains) ([www.dnrec.delaware.gov/dwhs/info/Pages/OzonePublicTrans.aspx](http://www.dnrec.delaware.gov/dwhs/info/Pages/OzonePublicTrans.aspx)).

OK, enough wallowing through the weeds of DOT jargon in the FEIS on GHG, VMT and LRT! Let’s cut to the chase; the FEIS conclusions for section 3.11 on Air Quality (page 3-16) state the following long-term direct and indirect beneficial impacts of SWLRT:

1. “*Lower levels of mobile source air toxics (air pollutants other than CO<sub>2</sub>) emissions in the region, with projected reduction in vehicle travel when passengers switch from driving to light rail.*”

2. “*Improved traffic conditions on the region’s travel network will reduce vehicle emission and contribute to air quality improvements.*”

3. “*Net greenhouse gas emissions reduction in the region and beneficial GHG and climate change effects.*”

Further, the FEIS finds no long-term direct or indirect adverse impacts on any metric for air quality. Ms. Deikman does not cite any of these positive conclusions even though they would seem to be relevant to her assertion.

The FEIS does find three short-term (e.g., during the 3-year construction phase) adverse impacts on increases in air toxin emissions, GHG emissions, and dust, which are detailed in the third key table on air

quality, Table 3.11-5. This table shows an annual GHG emission of construction totaling some 70,838 MT/year taking into account all sources. Ms. Deikman quotes this number, and multiplies it by the three-years of construction, which makes it look even bigger, but again in the proper context these short-term emissions amount to only about 0.4% of the 16 million MT of GHG emitted by our transportation system annually in 2013. The FEIS suggests numerous ways in which these emissions might be mitigated, but construction is never clean, nor painless, nor emissions free. We tolerate road construction/repair that goes on all over the Twin Cities all summer every summer pouring tons of concrete, which is very CO<sub>2</sub> (a key GHG) emissive. In fact, concrete is the second largest producer of CO<sub>2</sub> (after burning of fossil fuels) creating up to 5% of worldwide man-made emissions (Wikipedia, 2017).

As Ms. Deikman correctly points out, GHG emissions are projected to decline between 2013 and 2040 under either the Build or No Build scenario in spite of the increases in VMT for both cars/trucks and LRT. This is caused mostly by anticipated improvements in car fuel efficiency, which can be calculated as being 0.194 MT GHG/car-mile in 2013 and 0.145 in 2040, a 25% improvement (LRT is also projected to improve by about 5% over this time). However, it is hard to predict what effect the Trump Administration and his EPA administrator, Scott Pruitt, will have on this anticipated progress as they have pledged to roll back the so-called CAFE standards for fuel efficiency. However, there is also a possible positive wild card out there in the form of Elon Musk, who may give us true zero emission cars (electric Tesla cars coupled with solar panels) in the not-so-distant future. If Mr. Musk is successful, I will gladly revisit this whole discussion.

I decided to research and then write this response because the issues Ms. Deikman raises are potentially serious, and because her assertion conflicted with what I thought I knew about the benefits of mass transit over cars vis-à-vis air pollution. To my satisfaction, I conclude that LRT continues to have air quality benefits over cars, provided ridership is sufficient. It is encouraging in regard to this that our two existing light rail lines have exceeded ridership expectations (MPR, 2015).

Second, I conclude that the dichotomy between the FEIS and Ms. Deikman’s conclusions are related to how one interprets a long-term increase in GHG emissions of 0.014% and a three-year increase of 0.4% during construction. At the end of her article, Ms. Deikman excoriates the Metropolitan Council and accuses it of “obfuscation and minimization” with respect to GHG impacts of SWLRT while at the same time she emphasizes these small increases in GHG emissions that the FEIS rightly, in my opinion, concludes to be inconsequential. But we are now in the realm of having to make value judgments about policy choices that have trade-offs. Do we as a society value providing public transportation to many people at a relatively low GHG cost per person mile more than avoiding these small aggregate increases in GHG emissions?

However, my day with the FEIS has also convinced me that this entire debate over SWLRT is completely missing the important point that we should be debating. I mentioned earlier that VMT for cars is projected to increase by 25% with or without SWLRT; let me now be more precise. The models project car VMT to increase by 25.541% with no SWLRT and by 25.392% with SWLRT; so all this SWLRT angst is over a difference of 0.149 percentage points of our projected future road congestion. The elephant that stares back at us from the very weedy data in this report is that we are on a trajectory in which we either (1) increase our road capacity by 25% to maintain the status-quo of traffic congestion/mobility, (2) prepare to sit in a lot more traffic jams in the coming years, or (3) commit to many more forms of transit (LRT, bus, bikes, car-pools, etc.). If we go into the build roads model, well, construction alone will release an unimaginable amount of GHG, pave over many miles of green space, and fill in many



## Your Legal Rights: Tax-Related Identity Theft

From the Office of Minnesota Attorney General  
Lori Swanson

Tax-related identity theft occurs when someone uses stolen personal information to file a fraudulent tax return to claim a refund.

IRS statistics show a 148% increase in tax-related identity theft incidents between 2014 and 2015. The Federal Trade Commission ("FTC") reports that for several years running, tax-related identity theft has been the most common form of identity theft.

Many people learn that they have been the victim of tax-related identity theft when they file their tax return and are told that a return has already been filed using their Social Security number, or when they receive an IRS notice indicating that a suspicious return has been filed in their name.

Avoid Becoming a Victim by Protecting Your Personal Information:

Keep paper copies of your tax returns and financial records locked up.

Monitor financial statements for unexpected transactions.

Review credit reports at least once a year for unusual activity.

Shred paper documents before disposal.

Protect yourself from phishing and malware. People report receiving calls and e-mails from fraudsters claiming to be tax officials or employers, who instruct them to provide personal and financial information. Do not give your information out without verifying the identity of the party contacting you.

Communicate with the IRS. Victims should immediately contact the IRS and promptly respond to its notices and letters. Victims should also complete and submit to the IRS Form 14039, Identity Theft Affidavit.

The IRS's Identity Protection Specialized Unit ("IRS-IPSU"), which can be contacted at 1-800-908-4490, is available to assist taxpayers who have not yet received a resolution of their identity theft case. The IRS-IPSU can answer victims' questions about identity theft and help resolve tax account problems.

Because tax-related identity theft can impact many aspects of a person's financial life, it is important that victims notify a broad range of entities following discovery of an incident:

Minnesota Department of Revenue. The Minnesota Department of Revenue Criminal Investigation Division is responsible for investigating and prosecuting the filing of fraudulent state tax returns. It should be notified if a fraudulent federal or state tax return has been filed.

Social Security Administration. Victims of tax-related identity theft should notify the Social Security Administration's Office of Inspector General of the use of their SSN to file a fraudulent tax return. In some instances, it may issue victims a new SSN.

Credit Bureaus. Victims of identity theft may place a "fraud alert" in their file, or they may also "freeze" their credit reports, which blocks credit bureaus from sharing their information with potential creditors. This makes it difficult for identity thieves to open new accounts or take out loans in their name. The credit bureaus may be contacted as follows:

Equifax

www.equifax.com

1-800-525-6285

Experian

www.experian.com

1-888-397-3742

TransUnion

www.transunion.com

1-800-680-7289

State and Federal Law Enforcement. Identity theft is a crime. Victims of tax-related identity theft should report the incident to their county attorney, local law enforcement agency, and the Federal Bureau of Investigation.



## BEE A FRIENDLY NEIGHBORHOOD

By James P. Lenfestey

Over the decades, The Urban Coyote has enthusiastically chronicled the increasing numbers of wildlife residents among us, from opossum, raccoon, fox, deer, and of course coyotes, now common; from Canada geese, believe it or not once rare, to egrets, great-blue herons, night herons, Coopers' hawks, saw-whet and screech owls, and more. Only black bear and mountain lion (cougar, puma), bald eagles and sandhill cranes remain to find a home here (call me if you find one moving into your basement or nesting in your oak).

Through it all, a few hardy souls have kept close company with honeybees, once an illegal practice, classified as livestock. Now, as we know, any of us may keep bees, with our neighbors' permission, and reap the sweet reward. But tending hives, even with the superb assistance of the Bee Squad at the Bee Lab at the University of Minnesota, <https://www.beelab.umn.edu>, sometimes proves to be impractical for our busy human lives.

But one practical step that many can take, in addition to ending any careless use of pesticides or fungi-

cides, is create bee-friendly lawns and landscapes. Again the bee lab offers detailed advice and assistance: <https://www.beelab.umn.edu/bees/beelawn>. One simple practice is to raise lawnmower cutting height to 3.5 inches, allowing clover, fescues and others to continue to flower.

Last month, at Jeff Bengston's magical Isles Studio, a sort of mini natural history museum in the 'hood, Jeff generously hosted an event for the honeybees. I read a few poems from an anthology I edited, "If Bees Are Few" (U of Minnesota Press), a gathering of 2500 years of poems about bees— from the Greek legend Sappho to the current poet Laureate of England Carol Ann Duffy. All proceeds from sale of the anthology are dedicated to the Bee Lab at the University. In addition, honeybee entomologist (and Bryn Mawr resident) Jenny Warner offered hard science and practical advice on bees and bee friendly landscapes, and shared some of her own sweet honey.

Much more can be can and must be done, of course, to recreate habitat as friendly to other species as to our own, including at my corner of Girard and Lincoln, as we homo sapiens slowly reawaken to the sweet lives of the species with whom we share our beloved neighborhood, and our planet.

[www.coyotepoet.com](http://www.coyotepoet.com)

### Commentary from page 4

wetlands. Are we ready for that fight?

My day with the FEIS leads me to conclude by paraphrasing Ebenezer Scrooge enquiring of the Ghost of Christmas Yet to Come, "Is this the future that will be, or the future that might be?"

Respectfully, Peter Vaughan, Ph.D.  
Kenwood

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## Additional Information on SWLRT and GHG Editor's note: the following is in response to readers' requests for more detailed information regarding SWLRT and GHG.

### Greenhouse Gases (GHG) vs. Mobile Source Air Toxics (MSAT)

By Cathy Deikman

There are two types of air impacts studied in the SWLRT Final Environmental Impact Statement (FEIS). One impact is Air Quality, measured by Mobile Source Air Toxics (MSAT), also known as smog. The other impact is Greenhouse Gases, measured by GHG emissions. **What's key in terms of climate change: MSAT does not cause global warming. GHG emissions do cause climate change, and that is why they are called greenhouse gases.** GHG emissions are what build up in the atmosphere, trap heat, and cause global warming. GHG emissions are the climate change impact evaluated in the FEIS. MSAT is the Air Quality impact evaluated in the FEIS.

Both MSAT and GHG evaluations can be found in SWLRT FEIS Chapter 3, Environmental Analysis and Effects, section 3.11. Though analyzed separately because of their differing impacts, MSAT and GHG are alternately discussed throughout the section. This can be confusing to the reader and lead to mistaking information about MSAT for information about GHG.

Projected changes in both MSAT and GHG emissions are evaluated in the FEIS with a federally established formula that compares two conditions, Build and No Build, in terms of Vehicle Miles Traveled (VMT) in the two conditions. VMT refers to the Vehicle Miles Traveled annually by car or truck using a federal figure for projected annual VMT for the region.

"No Build" measures projected VMT in 2040 assuming all travel occurs by car, truck, or existent bus or LRT systems already in place without building SWLRT. "Build" measures projected VMT in 2040 with SWLRT. It uses the SWLRT Project Office (SPO) figure for projected SWLRT ridership in 2040 and results in a lower VMT projected in 2040 for the Build condition compared to the No Build condition.

If SWLRT is built, VMT or vehicle miles traveled in 2040 are projected to decrease, and so MSAT is projected to decrease, except, according to the FEIS, in those areas where people tend to congregate such as SWLRT Park and Rides, train stations, and train crossings (due to idling cars). In these areas there will be increased congestion and MSAT. MSAT is listed in table 3.11-3 of the FEIS.

What is unfortunate about the specific LRT project, SWLRT, in terms of climate change performance is that even though there is projected 2040 VMT decrease associated with SWLRT, the relatively small amount of VMT decrease, and hence GHG emissions decrease, is exceeded by the added GHG emissions of the project itself. This is what is detailed in table 3.11-4 and followed by the FEIS conclusion:

**"The Project operation will increase the GHG emission in the Twin Cities area by approximately 2,000 metric tons per year in 2040 compared to No Build Alternative (p. 3-204)."**

That is, there would be an *increase* in GHG with SWLRT even with the projected cars off the road (reduced VMT).

Net decrease in GHG emissions is what is needed for a project to be "green" in terms of climate change. It is why LRT projects are being built across the country, in the hopes of slowing or reversing the global warming trend.

Analysis of FEIS Conclusions Drawn from SWLRT GHG Data

Lack of clarity regarding SWLRT GHG performance arises from the FEIS overview in the introduction to Chapter 3, Environmental Analysis and Effects, discussed above, which includes a Table summary, entitled "Impacts and Mitigations by Environmental Category (Table 3.0-1)." The summary of Air Quality and Greenhouse Gases for both "Long-term Direct

Impacts" and "Long-term Indirect Impacts" concludes that there are "No adverse impacts." The Table goes on to conclude under Beneficial effects: "net Greenhouse Gas emissions reduction in the region and beneficial GHG and climate change effects. No adverse impacts." (p. 3-16)."

The actual GHG emissions data and the FEIS conclusion following the data are located deeper within section 3.11, in 3.11.3.3. The data do not support either the earlier Table summary conclusion of beneficial effects due to the Project, or the conclusion of "no adverse impacts." Additionally, the inaccurate characterization in the Table summary at the beginning of the Chapter is repeated in the introduction to the GHG emissions Table 3.11-4, which is provided below. Plainly, the GHG Table shows that SWLRT total annual GHG is higher than No Build in 2040. It is noteworthy that in comparison to 2015, GHG reduction in the region projected for 2040 will occur for both No Build and Build conditions, and *is due to federal emissions regulation resulting in a continuing decline in GHG emissions per VMT.*

SOUTHWEST LRT (METRO GREEN LINE EXTENSION) FINAL ENVIRONMENTAL IMPACT STATEMENT *Environmental Analysis and Effects 3-204 May 2016*

The second paragraph under the Table contains the accurate description of SWLRT GHG emissions. To repeat, "The Project operation will increase the GHG emission in the Twin Cities area by approximately 2,000 metric tons per year in 2040 compared to No Build Alternative (p. 3-204)." The FEIS narrative then minimizes the impacts of the additional SWLRT GHG.

The FEIS goes on to support the conclusion that the GHG increase has "no adverse impacts" on the basis that it uses the Regional Transportation Plan (RTP) GHG as the standard. Because the GHG SWLRT increase *is already* factored into the RTP, thus the FEIS concludes there is no (new) adverse impact (FEIS p.3-205).

Unfortunately, the evaluation system for federal LRT funding does not require that a LRT project demonstrate a projected decrease in GHG emissions in order to qualify for federal approval. Therefore projects may be approved, and built, that have a worsening or negligible impact on climate change. This means that without local governments stepping up to require GHG reduction thresholds as a criterion to receive local funding, new LRT projects may, and SWLRT will, be a missed opportunity to use local and federal transit dollars to reduce greenhouse gas emissions.

TABLE 3.11-4 Annual Greenhouse Gas Emissions of the Region<sup>a</sup> (metric Tons in 2013 and 2040)

	2013	2040	
	metric tons	No Build (metric tons)	Build (metric tons)
Autos	15,380,103	14,408,684	14,391,615
Trucks	476,668	462,559	462,475
Bus (Metro Transit)	117,430	105,122	110,466
Bus (other Agencies, Diesel)	58,802	84,517	83,350
LRT	25,258	40,063	55,116
Commuter rail	4,657	4,657	4,657
<b>Total Emissions</b>	<b>16,062,918</b>	<b>15,105,602</b>	<b>15,107,680</b>

a. Region: The seven county Twin Cities metropolitan area

**Having a backyard fire this spring? Follow the law and be a good neighbor. (From Council Member Lisa Goodman.)**

With the warmer weather, some of us are spending more time outside and enjoying outdoor fires. Following these Minneapolis laws will help keep our neighborhoods safe and livable:

- Outdoor fires are permitted between 9 a.m. - 10 p.m.
- Keep fire small: less than three feet in diameter and two feet high.
- Postpone a fire when Minneapolis is under an air pollution advisory. Fires release fine particles that contribute to air pollution and are implicated in a number of health problems including strokes, heart attacks and asthma. Sign up for air quality alerts at <http://mn.enviroflash.info>.
- Burn only untreated, unpainted, dry wood. Never burn cardboard boxes, trash or debris, because the smoke can be toxic. [www.minneapolismn.gov/environment/air/airquality](http://www.minneapolismn.gov/environment/air/airquality)
- Fire must be at least 25 feet away from a structure or combustible material and in a fire ring or pit with edges more than six inches high.
- Have a hose or fire extinguisher present.
- Postpone the fire when the wind exceeds 10 mph.
- Fire must be constantly attended by someone 18 years or older and completely out before being abandoned. Illegal open burning or recreational fires could result in fines that start at \$200. Be a good neighbor.

**Sprucing Up Cedar Lake's South Beach**



Photo by Dorothy Childers

Early in May, volunteer members of CIDNA, left to right, Rosanne Halloran, James Reid, Stacia Goodman, Jocelyn Hale, and Claire Ruebeck did the annual spring-cleaning of the South Beach at Cedar Lake. Please contact James Reid or CIDNA for more information if you are interested in participating at a later date.

**Don't miss the Lowry Hill Ice Cream Social!**

**Tuesday, July 11th** at Thomas Lowry Park (Colfax & Douglas)  
**6:30 to 8:30 p.m.**

Sponsored by the Lowry Hill Neighborhood Association and Friends of Thomas Lowry Park.

Mingle with your neighbors and enjoy some yummy ice cream. A special thank you to our local Sebastian Joe's, & The Lowry for making this event so delicious.



- **June 3rd – Sculpture Garden Grand Reopening 10:00 a.m. - 6:00 p.m.** Ribbon-cutting ceremony at noon. The daylong event includes live music, dance performances, artmaking activities and guided tours, plus free admission at the Walker Art Center and more.
- **June 23rd – FREE Movie at Kenwood Park** "Hidden Figures" (PG). Starts 15 minutes after sunset. Bring a lawn chair or blanket. Come early for a good spot.
- **June 25th – LHNA Lake of the Isles Walking Tour** – Details to come.

**Gardening Volunteers Wanted:**

**Dates:** May 13th, June 10th, July 8th

**Time:** 10:00 a.m. to 12 noon.

**Details:** Meet at Thomas Lowry Park.

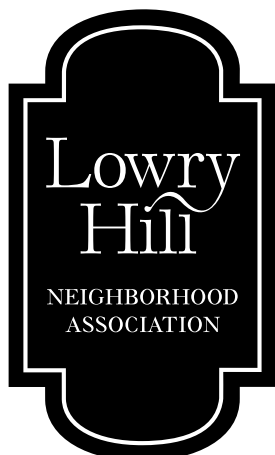


**LHNA Board Meetings**

**JUNE:** Tuesday, June 6th at 7:00 p.m. at the Kenwood Rec Center. All residents are welcome.

**JULY & AUGUST:** Summer hiatus, no meetings

**Remember! Lock cars and bikes and leave all porch lights on.**



**Questions? Contact us at [lhna@lowryhillneighborhood.org](mailto:lhna@lowryhillneighborhood.org)**



# May Day traditions blossom in CIDNA

By Amanda Vallone ARTrageous Adventures and CIDNA Board

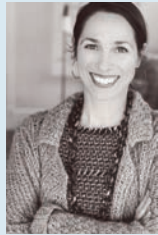
May Day baskets, a lovely tradition in past generations, may have become lost over time elsewhere, but they are alive and well in our Hill and Lake neighborhoods. On Sunday, April 30, thirteen Cedar-Isles-Dean volunteers celebrated this tradition by making 144 May Day baskets for all the long-term residents at Jones-Harrison, which itself has been an anchor and tradition in our Cedar-Isles-Dean neighborhood for 125 years.

May Day marks the halfway point between the first day of spring and the summer solstice. Back in simpler times, people rang in the first of May with a particularly charming and delightful tradition. People would take all the flowers they gathered at the end of April's showers, arrange them in a homemade basket along with small gifts

and candies, and then hang them on the doors of friends and neighbors as a means of showing friendship and welcoming the warmer weather.

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Looking for a DOUBLE LOT

**East Isles or Lowry Hill:**  
Up to \$2.5M;  
wants Old World Charm



Photo and caption: Michael Wilson.

Kenwood School alum and Southwest High School junior Charlie Roettger created wonderfully whimsical and insanely intricate designs on dozens of baskets.

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# COLDWELL BANKER

# BURNET



Photo: Amanda Vallone. Caption: Michael Wilson.

Cedar-Isles-Dean residents Jessica Servais and daughter Emerson were joined by Emerson's uncle (and Jessica's brother) John Stachnik from Golden Valley at the CIDNA May Day basket-making event on April 30.



Photo and caption by Michael Wilson

Cedar-Isles-Dean residents Diane Achterling and Amanda Vallone met for the first time at the community May Day basket-making event on April 30. Achterling demonstrated her artistic chops by designing dozens of delightful baskets.

May Day to page10



# Brickstone proposes 8-story apartment project

CIDNA public meeting Monday June 5, 6 p.m.

An affiliate of Brickstone Partners has proposed a new 8-story design for its apartment project at 3100 West Lake between the Loop-Calhoun Condominiums and Lake Point. This informal submission was presented to the Planning Commission's Committee of the Whole (COW) on April 27. The size of the project would be similar to previous 6-, 9- and 13-story proposals previously discussed with CIDNA. The project would have 200 units with about 204,000 gross square feet.

**CIDNA Response:** The CIDNA Land Use Committee has provided the following preliminary feedback to Brickstone:

The design would address many of the concerns that CIDNA has communicated to Brickstone since the first project meeting in October, 2016:

Height and setback, while not ideal, would reasonably respect the neighbors and the shoreland.

The height precedents of Lakes Residences and Edgewater on Lake Calhoun, both located within the Shoreland Overlay District, would be reasonably respected.

The project would offer attractive design with glass, materials, articulation and clean contemporary lines.

There would be reasonable setback from Lake Street to address the interface with adjacent buildings and improve the pedestrian environment compared with initial proposals.

The emergency generator would be located away from the neighbors on the northeast ground corner.

Magic Packs would be used for HVAC, which are individual heating and cooling units on the wall in each apartment. This would not be environmentally optimal, but perhaps reasonably quiet for the neighbors under many circumstances.

The 8th-floor roof would be clean with no overruns except the elevator. The swimming pool would be

Brickstone to page 12



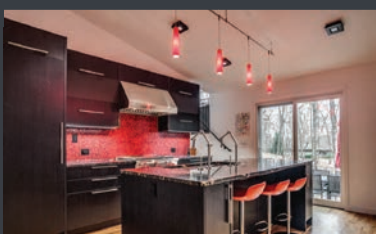
BRUCE BIRKELAND  
G R O U P

Coldwell Banker Burnet

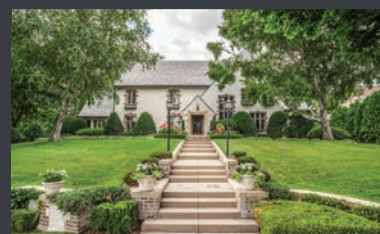


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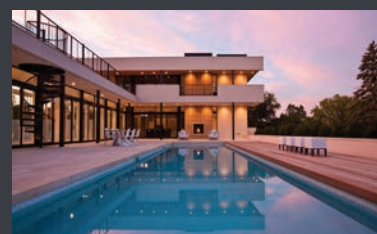
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## CEDAR ISLES DEAN NEIGHBORHOOD ASSOCIATION

By Monica Smith

### ANNUAL MEETING MINUTES,

May 10, 2017

The annual meeting was held at the Jones-Harrison Residence. 30+ residents attended. Staff: Monica Smith

Secretary Rosanne Halloran called the meeting to order at 6:15 p.m.

#### Announcements

Sign up for CIDNA's monthly e-newsletter by sending a request to [info@cidna.org](mailto:info@cidna.org) or text CIDNA to 22828.

CIDNA is a 501(c)(3) nonprofit organization. Donations to CIDNA are encouraged and are tax deductible.

#### Council Member Lisa Goodman, Ward 7

CM Goodman discussed the importance of neighborhood associations and the work they do on behalf of the city.

Lunch with Lisa:

Wednesday, May 24, Noon at St. Thomas University, Opus Hall 202. The guest is Dan Collison from the Downtown Council discussing the development of the Park and Portland corridors.

Wednesday, June 21, two field trip options: Sculpture Garden tour or Target Center tour.

Sign up for the Ward 7 e-newsletter; contact 612-673-2207.

#### Kathy Waite, Inspector, Minneapolis Police Department, 5th Precinct

Inspector Waite is a 23-year veteran of the MPD.

Property crimes are the largest percentage of crimes in CIDNA (94%). Most thefts and many burglaries are crimes of opportunity. Taking simple crime prevention steps can greatly decrease the chances of a crime occurring:

Lock doors and windows

Don't leave items in view inside vehicles

Record serial numbers and register bicycles

Report unusual behavior

Report all crime so police can track crime trends and respond accordingly

#### Cedar Lake South Beach, Deb Bartels, Project Manager, Minneapolis Park & Recreation Board (MPRB)

For many years, CIDNA has been interested in making improvements to South Beach. In 2015, CIDNA provided \$40K for a design study and concept plan for South Beach. Three community meetings were held to inform the concept plan. The plan was approved by MPRB in 2016, but there was no funding to construct the project.

An anonymous donor offered funding in partnership with NRP funds and Park Dedication Fees to construct the project. The donor stipulated the addition of a plumbed restroom.

A community meeting was held on April 17, 2017, to share the revised plans with the inclusion of the restroom. MPRB held a public hearing on May 3. Final approval by MPRB is expected on May 17. Construction will begin in September 2017 and be completed by June 1, 2018.

#### Calhoun-Harriet Master Plan, Deb Bartels, MPRB

Lake Calhoun/Bde Maka Ska and Lake Harriet are part of the Minneapolis Chain of Lakes Regional Park.

The Metropolitan Council largely funds capital investment in the Chain of Lakes Regional Park.

The Calhoun/Bde Maka Ska – Harriet Master Plan will guide capital investment, operations, and maintenance for the next 25 years. The plan allows MPRB to capitalize on partnership opportunities as they arise.

The community engagement period was from January 2015-May 2016. The community sought to balance natural resource conservation and recreational opportunities with a strong desire to reveal the natural and human history of the lakes.

Major changes proposed for Lake Calhoun /Bde Maka Ska:

Relocation of boat launches and sailing school/club facilities away from the NE corner

A new sailing center and boat launch in the NW corner

An entry into the Chain of Lakes from the NW and NE corners

A land bridge over W Lake Street

Restoration of Bde Maka Ska name to Lake Calhoun

The Master Plan was adopted by MPRB on May 3 and will be submitted to the Met Council for approval.

Election of Board Members

The following slate of returning and new board members was approved. Returning board members: Lowell Berggren, Stephen Goltry, Rosanne Halloran, Roger Klimek, Barbara Lunde, Jan Nielsen, James Reid, Karen Stublaski, Amanda Vallone, Vern Vander Weide, Craig Westgate and Mike Wilson. New board members: Stacia Goodman and Rich Heichert.

#### Treasurer's Report

Roger Klimek shared a year-over-year comparison of CIDNA's finances. CIDNA has \$13,970 in unrestricted funds; the remaining funds are restricted to NRP or CPP programs.

#### Transportation Committee

Negotiations to provide funding for Southwest LRT at the state capitol are fluid.

The state legislature is considering an omnibus transportation bill that includes a provision to give railroad freight carriers the benefit of a \$3 million liability cap when a hazardous train incident occurs in shared rights-of-way corridors such as the planned Southwest LRT.

The Counties Transit Improvement Board (CTIB) will be disbanding which will allow Hennepin County the option of increasing sales tax from quarter-cent to half-cent for transit projects.

The \$900,000,000 federal funding has not yet been guaranteed.

Lakes & Parks Alliance filed a Second Motion for Summary Judgment on April 28th. The Met Council has 20 days to respond.

#### Land Use & Development Committee, Bob Corrick

For the past six months, the committee has been working with Brickstone on a proposed development at 3100 W Lake St. The project is an 8-story, 200-unit luxury apartment building with 215 enclosed parking stalls, (plus the use of 104 parking spaces in parking ramp at 3036W Lake St).

The committee has not yet taken a formal position on the project. The committee will hold a community meeting to review the project on Monday, June 5, 6:00 p.m. at Jones-Harrison.

Follow news of the committee at [www.cidnalanduse.wordpress.com](http://www.cidnalanduse.wordpress.com). Contact Bob Corrick at [corrickcidna@gmail.com](mailto:corrickcidna@gmail.com) with comments or concerns.

#### NRP Committee, Claire Ruebeck

CIDNA's NRP and CPP funding was reviewed.

CIDNA offers a grant to help pay for the removal of dead, diseased or hazardous trees (not pruning for maintenance/shaping) and buckthorn removal. Grants of up to 25% of cost (maximum grant is \$250). Restrictions apply.

The CIDNA Gardeners were recognized by MPRB for 2016 Volunteer of the Year Award - Group category.

Funding is available for a speaker series. Suggestions are needed, contact [info@cidna.org](mailto:info@cidna.org) with ideas.

The committee meets the 4th Tuesday of the month, 3:30 p.m. at Rustica. All are welcome.

#### Midtown Greenway Coalition, Mike Wilson

The Midtown Greenway Coalition continues to advocate with developers to not shadow the Greenway and to create walkways at street level along both sides of the corridor. The Coalition worked with Hennepin County to make significant improvements to the new connection on the south side of the corridor in conjunction with the reconstruction of I-35W. Repaving of Phase I of the Greenway (France Ave. to 4th Ave. S.) is in the city's CLIC plan for 2021.

Mike Wilson would like to pass his seat as CIDNA's

rep to the Midtown Greenway Coalition board to another CIDNA resident. Please contact [info@cidna.org](mailto:info@cidna.org) if interested.

#### Pedestrian and Bicycle Safety Committee, Steve Goltry

This is a joint committee of CIDNA and West Calhoun Neighborhood Council advocating for pedestrian and bicycle safety improvements along the busy Lake Street corridor.

#### Volunteer opportunities:

CIDNA Garden Group, Saturday, May 20 (then 4th Saturday of the month from June-Sept), 9:00 a.m.-Noon at Park Siding Park

South Beach Clean Up Crew, the next clean up date has not been set, contact [info@cidna.org](mailto:info@cidna.org) to be added to the volunteer list.

Meeting was adjourned at 8:40 p.m.

#### Next meeting

Wednesday, June 14, 2017, 6:00 p.m. at Jones-Harrison.

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

### May Day from page 8

Louisa May Alcott, after whom Cedar-Isles-Dean's Alcott Triangle is named, described May Day in her popular children's book "Jack and Jill." She wrote: "Such a twanging of bells and rapping of knockers; such a scampering of feet in the dark; such droll collisions as boys came racing around corners, or girls ran into one another's arms as they crept up and down steps; such laughing, whistling, flying about of flowers and friendly feeling — it was almost a pity that May Day did not come oftener."

As the owner of ARTrageous Adventures in beautiful downtown Kenwood and as a Cedar-Isles-Dean resident and CIDNA board member, I've worked to bring this lost Spring tradition back to our neighborhoods over the past few years. In 2010 ARTrageous kids were encouraged to make May Day baskets at the studio and deliver them to nearby residents and businesses. Every year since then the studio has hosted a May Day gathering that celebrates the warmer weather and spring colors.

The last few years, ARTrageous Adventures Afterschool Art kids created baskets to deliver to Jones-Harrison residents and last year KIAA sponsored a basket-making community workshop at the Kenwood Recreation Center.

After seeing how many smiles the baskets brought to Jones-Harrison residents, the CIDNA board agreed earlier this year to sponsor this annual tradition by hosting a May Day basket-making workshop at Jones Harrison and delivering May Day baskets to all 144 long-term residents at Jones-Harrison.

The thirteen volunteers who gathered on April 30 made good use of a particularly generous donation of fresh cut flowers from Trader Joe's in St. Louis Park and chocolates purchased by CIDNA. Wellsprings of talent flowed as neighborhood artists — young, old, and in-between — created intricate and whimsical designs on each basket and as Scott Abbott created scores of colorful flower bouquets. It was a lovely afternoon of community engagement that brought smiles to the Jones-Harrison residents when they woke up on May 1st to find a beautiful spring surprise hanging on their doors.



## EAST ISLES RESIDENTS ASSOCIATION (EIRA)

Diana Schleisman, Administrator

### Minutes from the EIRA BOARD OF DIRECTORS (BOD) Meeting May 9, 2017

#### Grace Trinity Community Church

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

Board members absent: Amy Sanborn, John Grochala

Guest: Michael Gold, EIRA resident

Staff: Diana Schleisman

EIRA President Andrew Degerstrom called the meeting to order at 7:06 pm with a quorum. All Board Members introduced themselves since there were new members present.

#### Open Forum N/A

#### Officer Elections

Positions for the Executive Committee are available. President: in charge of EIRA business, represents EIRA, is a defacto member of each committee

Vice President: should be prepared to take over President role if needed

Treasurer: monitors and provides financial information

Secretary: take minutes when Administrator is absent

Nominations were made for Bruce Larson as President, Brad Ash as Vice President, Brian Milavetz as Treasurer, and Debbie Gold as Secretary. No competing nominations were made. The BOD unanimously approved the slate of these members to form the Executive Committee.

#### Reports

##### President's Report

Andrew will coordinate transfer of the Presidency to Bruce, including duties and responsibilities. His service as EIRA President has been appreciated.

##### Green Team

Earth Day was Apr 22nd. There was a great turn-out and a large area was cleaned up on the East side of Lake of the Isles. The former Chair has stepped down, so that position is now available. Diana will follow through on a couple of options, including other team members and BOD members. The EIRA BOD would like the Green Team to remain active, as it has coordinated many successful events including Earth Day, plant swap, super sale, and more.

##### Social Committee

Several neighborhood associations are combining efforts for a wine tasting fundraiser expected to occur in October. A meeting is next week for initial planning. Ice cream social planning is also underway.

##### Zoning Committee

Two zoning committee members, Dave and Carla, toured the Donaldson house at 2701 East Lake of the Isles Parkway. It was under construction and progress was being made. It was a unique experience and good to see the renovations under way.

The next Zoning meeting is May 16th.

##### NRP Committee

Benches for the Mall have arrived. They are in a Park

Board facility and are scheduled to be installed this spring.

People for Parks declined to fund a chess table for the Mall stating it is not Park Board Property. This is a convoluted issue that needs clarification. It's possible the Hennepin County Rail Authority has partial ownership. Ideally, EIRA would prefer to share the cost, but if needed there is NRP funding available for the project.

Although community efforts for a new warming house on Lake of the Isles have subsided, the building still needs to be repaired. A local architect has supplied the necessary details for the current warming house to receive much needed refreshing. It is estimated this could be completed for approximately \$10,000. The EIRA NRP Committee had previously approved \$25,000 for the warming house. The NRP Committee will review supporting efforts to simply update the existing structure with the Park Board.

The NRP committee will begin the process of updating the allocation categories as necessary in EIRA NRP plans. The process will allow for previously approved projects to be funding. The scope of the existing plans does not need to change, just minor reallocations of dollars between existing NRP accounts.

The EIRA Board approved a motion to allow for the NRP plan to be modified and to address specifically previously approved funds to support The Bridge for Youth's transitional shelter in East Isles.

Plan modifications are the normal course of business for NRP funds. The EIRA NRP Committee continues to work at putting these funds to use in our community. As previously noted by NRP Chair Erlandson at the Annual meeting in April, modifications to the plan will be ongoing to address the projects approved by both the NRP Committee and EIRA Board. All projects have been presented at not less than two EIRA and NRP Committee meetings.

##### Staff Report

The Future of Neighborhoods Southwest Area meeting was last night. Diana was in attendance as was Julia. Approximately 150 people showed up to express their viewpoints regarding neighborhood association roles, functions, importance, etc. The city will review the information collected in the small group discussions. It is unclear how long it may take to assemble the information, or what it may be used to determine. Funding could be one aspect under consideration.

##### Midtown Greenway Coalition

Greenway Glow is scheduled for later this summer. Funding allocations for repairing bridges over the Greenway are no longer available. As such, while some of the major bridges will be repaired, others may be taken down.

##### Greater Uptown Community Partnership

An email was sent from the partnership requesting feedback. The former EIRA representative had been unable to attend recent meetings, typically held the 4th

Tuesday of every other month. Before the EIRA BOD takes any stance on committing to the partnership, more information is needed - such as a clear mission and examples of successfully completed projects. Diana will obtain the information needed to present to the BOD.

##### Annual Mailing

The annual mailing is due to be sent in June. It has typically consisted of a letter from the President, donation forms, postage paid return envelopes, and flyers on EIRA events. It was suggested that a calendar be included to increase resident participation. A mail house coordinates assembly and sending which makes it less cumbersome. Some printing is generously donated, and CPP funds pay for the other costs. The annual mailing is the largest source of unrestricted donations for EIRA projects.

**The next EIRA meeting will be at 7 pm on June 13, 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](mailto:info@eastisles.org) at least five (5) days before an EIRA sponsored event.

### HUMONGOUS RUMMAGE SALE

by 132 condo residents

Kenwood Isles @ 1425 W 28th St

(SW corner 28th and Hennepin)

June 2 & 3 10:00-4:00; June 4 noon-3:00

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# LOWRY HILL NEIGHBORHOOD ASSOCIATION

BY SUSIE GALIANO, TREASURER

## Minutes of the Lowry Hill Neighborhood Association Board Meeting May 2, 2017, 7:00 – 9:00 PM Kenwood Recreation Center

Present Board Members: Phil Hallaway (President), Emily Beugen, Rebecca Graham, Scott Shaffer, Tom Huppert, Susie Galiano, Jimmy Fogel, Toni D'Eramo, Evan Stern, Michael Cockson, Sarah Janecek.

Guest Members and Staff: Lee Switzenberg, Sam Ellingson, Jessica Wuebker, Mike Jamieson.

**Call to Order:** President Phil Hallaway called the meeting to order at 7:07 p.m.

**Approval of minutes:** Jimmy Fogel moved to approve the minutes. Thomas Huppert seconded the motion. The motion passed unanimously.

**Community Announcements:** There were no community announcements as Council-member Goodman was unavailable to meet.

**Treasurer's Report** There are currently sufficient funds in the treasury of approximately \$2,300.

### Events Committee

a. Annual Meeting- There was a discussion of mechanics of the annual meeting. Olga Viso, Executive Director of the Walker Art Center will give update on Walker and the Sculpture Garden. Each of the LHNA committees will give a presentation. Jimmy Fogel spoke with Lowry regarding catering. The Lowry will provide food such as sliders, deviled eggs, wine, beer and soft drinks. Baygan Hartzheim volunteered for the sign-in table. There will be a social hour and tours of the newly remodeled Temple Israel from 6-7:30. The meeting will follow at 7:30. The Board agreed to recognize Anita Tabb during the program. Michael Cockson moved and Tom Huppert seconded that up to \$100 be authorized for a gift for Ms. Tabb. The motion passed unanimously. Emily Beugen agreed to be at Temple Israel 5/5:15 p.m. for set up. Three

individuals stated they are interested in serving on Board- Samantha Ellingson, Craig Wilson, and Jessica Wuebker.

b. Ice Cream Social: Jimmy Fogel and Tom Huppert will take care of getting the ice cream, root beer, napkins, cups etc. Phil Hallaway will procure musicians for the event. Mr. Huppert will check with the city regarding the date of July 11 and securing the permit for the event. The social will be on July 11, 2017. July 18, 2017 is the back up date.

c. Proposal from Janet Hallaway regarding additional informal events to be added to the calendar with the goal of community building. These additional events would be: (June) a Lake of the Isles walking tour of historic houses promoted as a Lowry Hill event, (September) a sculpture garden tour and social gathering, (March) tour of Dunwoody Institute. Michael Cockson moved and Susie Galiano seconded that this proposal be approved. The motion passed unanimously.

### Zoning and Planning Committee- nothing to report.

a. Peris Housing Project - Guests Bill Graves, Kyrra Rankine, Ryan Stopera from The John and Denise Graves Foundation discussed a proposal for a 41-unit apartment complex to be built at 1930 Hennepin. This housing project would have 15 extended foster youth units designed for youth transitioning out of foster care. The additional 26 units would be designed as affordable housing for youth. This site was chosen for development of a facility to aid youth in moving from foster care to productive adulthood for several reasons: close to transit, bike lanes, schools, and employment opportunities. Several members of the LHNA Board expressed concerns and confusion about the program and building the facility at this location in Lowry Hill. LHNA agreed to revisit this issue and meet

with representatives of the Graves Foundation after the summer recess when it has more information regarding the project. Mr. Hallaway proposed that an LHNA-sponsored community meeting may be appropriate as a platform to discuss this project.

### Neighborhood Priorities Committee -

Candida Gonzalez of Good Space Murals discussed the "Paint the Pavement" project and how it had been done in other neighborhoods. This is a community created art and paint project. An example is available at 25th and Colfax. They are investigating using industrial, non-toxic paints that will have a prolonged life time on city streets. This type of project is considered a community building event. The cost is approximately \$4,000. The Board agreed that it will have to have an agreement from Good Space Murals to review prior to approving this project.

### Crime and Safety Committee - No report

### Environment Committee - nothing to report.

### New Business-

Emily Beugen discussed a having a neighborhood-wide Garage Sale day in conjunction with the East Isles Neighborhood Association. This would be a one day event on September 9, 2017 from 9 AM to 3 PM and would be publicized via a \$40 newspaper ad and locally. Michael Cockson moved and Tom Huppert seconded that LHNA sponsor this event. The motion passed unanimously.

Motion to adjourn.

Upon motion made by Michael Cockson and seconded by Tom Huppert and unanimously approved, the meeting was adjourned at 8:53 p.m.

### Brickstone from page 9

attractively located on the 7th-floor roof.

### CIDNA is working with Brickstone on the following unresolved issues:

Traffic and staging during construction: CIDNA is concerned about traffic disruption during construction in this very congested section of Lake Street.

Access to the project after completion: The western curb cut on this site would be eliminated, creating more complicated traffic patterns and potentially unsafe pedestrian environment. Issues of U turns, improved crosswalks, and other traffic-pedestrian issues should be considered.

Roof: Roof structures should be verified.

Lighting: Review lighting plan as it affects pedestrians and neighbors.

Landscaping: Review landscape interface with the neighbors.

Construction Damage: Consider plan to protect the neighbors from construction damage.

**Next Steps:** There will be a CIDNA public meeting for project on Monday, June 5, 6 p.m. The CIDNA Board of directors is scheduled to consider its formal position on the project, pursuant to recommendation of the its Land Use Committee, on Wednesday, June 14, 6 p.m. These meetings will be held at the Jones Harrison Residence Lakeview Room, 3700 Lake Avenue in Minneapolis. The developer is seeking formal approval by the Planning Commission in July, with construction to begin during fall of 2017.

**Bob Corrick is Chair of the CIDNA Land Use and Development Committee.**





## The Tale of Bessie Akin, the South Cedar Lake Madam

By Neil Trembley

Some people hear ghosts in the attic. But Anna Jean Lee has something quite different in her attic. Her house near the east shore of Cedar Lake has remains of a pulley system that could lower beds from the attic to accommodate gentleman callers...or raised back up so couples could dance a Fox Trot or the Lindy. For her house was once a dancehall...and a bordello.

When Anna Jean and her husband Joe settled into their house at 2601 Burnham Road just south of the Kenilworth Canal, they were aware that it had a past. Longtime residents of the neighborhood told them it once was a "place of ill-repute." They noticed strange squares outlined in the ceiling and once while doing some remodeling, they came across pulleys and wires embedded in the walls. But they had little else to go on. Then



one day a gentleman stopped by with a tale to tell. His name was Carl J. Lenander III and he had been a child in the 1940s when his grandfather, Carl Sr., had lived in the house. Long before they found out the place was for sale, Carl Sr. and his wife Anna had heard stories about the escapades that had transpired there. Although Anna begged her husband not to, Carl Sr. went ahead and bought it. As Carl Lenander III told Anna Jean, "My grandmother never forgave my grandfather for making her live in a place that use to be a brothel."

The story of this place of ill-repute goes back to 1919 and it involves a woman named Bessie Akin.

Born Elizabeth Bodett in 1860, Mrs. Bessie M Akin came from Wisconsin to Minneapolis with her husband Benjamin and three children in 1902. Four years later she became "widowed," a term she used on legal documents for the rest of her life. That was rather strange because at the time of Bessie's death in 1927, Benjamin appeared to have been still very much alive. As we shall see, Bessie was a determined woman with excellent entrepreneurial skills and perhaps "widow" was more socially palatable than divorced or separated back then.

In 1908 Bessie began to acquire property in the Cedar Lake area. That year she erected a substantial building at 3117 Cedar Lake Road for use as a dancehall. The next year she had a half-story house built next door at 3115. In 1910 she was living at 3113 with her son and, strangely enough, two maids. Now it's not unheard of to have maids and even have them living with you, but it does seem unusual. Census takers were conscientious about counting everyone in the household, but—as Penny Peterson observes in her book *Minneapolis Madams*—they might not always have put down the actual occupation of a brothel worker. (They might also go along with fanciful names—one of Bessie's "maids" names was Emma Bender.) Might Bessie have been running this house as a bordello?

In 1911, Bessie settled into a place she had built at 3311 Cedar Lake Avenue. It appears she lived there for the next sixteen years. Overlooking the south shore of Cedar Lake, it would have been an ideal perch to watch over her growing business concerns. Over the next two decades, Bessie had her hand in running two dancehalls, a restaurant, a grocery store, and an ice cream parlor, all located along the lake's south shore. During the first two decades of the twentieth century, a cottage city sprang up just south of Cedar Lake and Bessie's businesses catered to their needs. Some of Bessie's business dealings were legitimate...but at least one was not.

In 1919, Bessie purchased a wedge of land adjacent to the newly built Kenilworth Canal just off of what was

South Cedar Lake Madam to page 14

## Sand Upon the Waters

By Tom H. Cook

What fresh hell can this be?\*

—Dorothy Parker

But who will bell the cat?

—Ancient fable (predating Aesop)

Stupidity does not consist in being without ideas. Such stupidity would be the sweet, blissful stupidity of animals, mollusks and the gods. Human stupidity consists in having lots of ideas, but stupid ones. Stupid ideas, with banners, hymns, loudspeakers and even tanks and flame-throwers as their instruments of persuasion, constitute the refined and the only really terrifying form of stupidity

— Henry de Montherlant, Notebooks, 1930-44

Kakistocracy— government by the least qualified or most unprincipled citizens,

—Thomas Love Peacock, English novelist 1829

It is meager solace having a name for the condition that is afflicting 63,000,000 of us. Like chronic fatigue syndrome or sleep apnea, a diagnosis may help provide understanding and treatment. Knowing you are not just a lazy person who snores loudly is some comfort and legitimacy. Months after the election our nation is still in shock. Many of us have physical symptoms like sleeplessness, irritability, and free floating anxiety. We are worried, and feel powerless, cynical, and pessimistic. We compartmentalize and become tearful thinking about the future. Literate readers of this space (oxymoronic) may already know the term kakistocracy.

Amro Ali a Middle Eastern scholar at the University of Sydney, posted a blog entitled "Kakistocracy: A Word We Need to Revive." (Gotta love that Internet.) He encourages a more widespread application of the word kakistocracy to describe the current government of the United States. Professor Ali warns that an overuse of the term by applying it to any unpopular government weakens its meaning.

Sadly that day is here. We are full-on Captain Quieg, and James Comey smells of strawberries. We have for-

saken democracy and its ideals and are currently living under a kakistocracy. In further bad news, we likely have a comorbid condition kleptocracy, or rule by thugs and thieves. Russia, always in the news, is a kleptocracy. Putin and his cronies are amassing vast sums of money and precious resources but they are not stupid, they are not kakistocrats.

This is not a sore loser, aw shucks, "get 'em next time" partisan rant (see Bush v Gore HLP March/2001). We have endured the leadership of racists, paranoiacs, simpletons and jingoists while still cramming ourselves into the bulging leisurewear of democracy. Now we have split our pants.

How we got here is for better minds. What happened to the Constitution? Checks and balances? Our current state is horribly embarrassing, like borrowing money from a relative, having a credit card refused at a busy supermarket, or making body noises on a first date. We do not have death squads, though Attorney General Sessions is ramping up the penalties for drug offenses. We are closing the gap on the banana republics we once scorned. First World nations are treating us as if we have ceased bathing regularly.

When I was a kid I wondered what color the sky was during The Great Depression, because all the newsreels and pictures were in black and white. I catch myself feeling happy and then I remember the president and his minions are oblivious to the principles of Jefferson, the life of Frederick Douglass, and the sacredness of democracy. Our past and our future are being looted. Steve Bannon lurking around the White House is a greater threat than voter fraud or even foreign terrorism. We are living under a kakistocratic form of government. It is mind bending; the sky is still blue but we have all been diminished.

**Tom H. Cook is a formerly local writer still spry, terrified for the republic, and writing from a beach in California.**



Anna Jean in front of her Burnham Road house.

Photo by Neil Trembley

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# Hill & Lake Press

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## LETTER

### To the Editor:

With a \$1.65 billion surplus, will the legislature short-change our justice system?

As chief judge of Hennepin County District Court, the trial court with the heaviest caseload in the state, I know firsthand the importance of a strong, adequately-funded judicial branch. Our courts play a crucial role in our democracy: we protect public safety, ensure individual rights, allow commerce to flourish, and serve as a “check and balance” on the other two branches of government. We are not a state agency, but a separate co-equal branch of government, that should be funded as such.

Despite the constitutional magnitude of our work, the judicial branch accounts for less than two percent of the state’s general fund.

With Minnesota currently enjoying a stable budget and \$1.65 billion budget surplus, state leaders have a tremendous opportunity this legislative session to continue this effort to strengthen our justice system and help improve the safety of our communities and our ability to process cases in a timely manner.

Here is what’s at stake in this budget debate:

- Ensuring our courts have the qualified judges and staff needed to provide access to justice in a timely manner.
- Sustaining the state’s veteran’s courts, drug courts, DWI courts, and other treatment court programs, many of which currently rely on short-term and uncertain funding.
- Addressing the rising need for psychological evaluations in criminal and civil commitment cases, and ensuring we have quality interpreter services for court participants who are hard of hearing or have limited-English proficiency.
- Improving the cybersecurity of our electronic case record and the private data stored by our courts.

The legislature’s current budget proposals would fail to fund many of these critical priorities.

I strongly encourage all Hennepin County legislators to make our justice system a priority this session and ask all concerned citizens to reinforce this message to their legislators. We should not ignore Minnesota’s constitutional mandate to provide equal and timely access to justice. Now is the time to strengthen Minnesota’s justice system, not jeopardize it.

Ivy Bernhardson, Chief Judge, Hennepin County District Court, Minneapolis

Nancy Peters Public Affairs – Communications Specialist  
Minnesota Fourth Judicial District  
300 South Sixth Street, C-1278 Phone: 612.348.5022 Website: News & Media

### South Cedar Lake Madam from page 13

that time was Cedar Lake Avenue (now Burnham Road). That summer she started building a house on it. While the abstract for the place has her name on the mortgage, liens, and warrants, she probably never lived there...for this was built to serve as a brothel. As Annajean relates, “Bed frames were built into the ceilings and were raised and lowered by a pulley system. There was one ceiling bed in each of the three main rooms of original house. The pulley system was accessed by an opening in the wall near each bed. The attic still has the wood bed framing visible. The ceiling still has the bed panel platforms showing.”

Business must have been good, for in 1921 Bessie paid \$125.00 to have an extension built onto the house. About the add-on, Annajean has this to say:

“It was built extending to the side and rear of the original house. The upper floor had a large room with a fireplace. Per Mr. Lenander, this was used as a dance floor. Two small rooms were built off the large room, possibly for ‘business activities.’ The basement part of the addition has a fieldstone fireplace and, according to Lenander, was where the employees of the speakeasy/brothel lived.”

Annajean led an interested party on a tour of the house. The uneven flooring in the basement evidenced



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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.

STREET ADDRESS	ORIGINAL PRICE	Seller Contrib	DAYS MKT	SALE PRICE	TYPE	BED BATH	SQ FT	TAX VALUE	PROP TAX	YR BLT	
2863 James S	\$ 575,000	\$ 3088	14	\$ 580,088	H	4/2	1,970	\$ 478,500	\$ 7,366	1977	
2400 Sheridan S	645,000	0	25	659,100	H	3/2	2,514	575,000	8,314	1909	
2764 Drew S	[auction]	0	110	682,500	H	3/5	4,601	950,000	16,631	1927	
3400 W 29th St	850,000	0	40	790,000	H	4/4	3,638	907,500	14,078	1996	
1906 Kenwood Pkwy	899,900	10,000	161	860,000	H	6/4	4,385	962,000	14,919	1900	
1941 Penn S	1,099,900	0	135	962,000	H	3/3	2,432	769,000	12,737	1951	
2864 Irving S	1,150,000	0	425	1,050,000	H	3/3	3,489	1,146,000	20,416	1999	
2124 W Lake of the Isles	1,195,000	0	4	1,100,000	H	5/3	2,955	895,000	15,324	1902	
1700 Mount Curve	2,300,000	0	285	2,300,000	H	3/3	3,156	1,324,000	23,707	1961	
Sources: Harvey Ettinger - Steve Havig											
Broker Reciprocity Websites / Hennepin County											
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						Home	H				
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how haphazardly the addition was adjoined to the original structure. It must have been a dark and cramped place to live. Still, as Penny Peterson notes in her book, most women were paid dismal wages for the work they could obtain in those days and “women who struggled to survive on meager wages...might be tempted to turn to an illegal but more lucrative line of work.” Living in the basement of a brothel where you worked must have had some advantages.

Madams like Bessie Akin were among the few women in those days who were able to acquire capital to buy land and property in their own right. With her legitimate businesses, Bessie became a prominent figure on the south side of Cedar Lake. She was known to the Minneapolis city council, where she often had to go to obtain business licenses. In 1921, City Alderman John Ryan championed her petition. “How about the soft drink license for Mrs. Akin?” he asked, noting that running a grocery store without being able to sell soda pop was “drawing the line a little thin.” The council ultimately granted her a license. Bessie even made use of legal services, which she kept near at hand. Her lawyer, David McVeety, lived next door to her in a place Bessie owned.

But the changing moral climate ultimately had a negative affect her dancehall businesses. When Prohibition arrived in 1920, Bessie could no longer serve liquor at her dancehalls. In 1921 the city moved to revoke Bessie’s license to run a dancehall, which were sometimes called “chicken shacks.” A lengthy legal battle ensued.

While Bessie had her supporters who enjoyed the amenities that she provided, she also had her detractors. This was part of the tension between recreationists and residents at Cedar Lake that has long been a part of the lake’s dynamic. During Bessie’s struggle to get her dancehall license renewed, one opponent, a lawyer named Frank Morrell (or Morrill) who lived at 2928 Dean Blvd (now Dean Parkway), fired a particularly nasty broadside her way. In the April 28, 1921 edition of the Minneapolis Tribune, he fumed, “Perpetuation of dance halls in the Cedar lake district will not be by the demand of the homeowners, but by a bunch of people who go out there

to be freed of all restraint.” He went on to state that the residents were often kept awake late at night by the “laughing, giggling and hilarity of boys and girls strolling through the woods about Cedar lake when all decent people should be in bed...The Cedar lake dance halls are supported by young folks from all over the city...To permit them to continue is to depreciate the moral tone and morals of the community.” Some residents wanted not only to close the dancehalls, but force Bessie out of business by denying her a license to sell soda pop in her grocery store.

Undaunted, Bessie’s lawyer got a writ of mandamus and eventually won the right to operate her grocery store and sell soda pop. But the city council would not license her dancehalls. She had to close them: one was torn down and the other converted into a residence.

And what about the brothel near the canal? It appears to have operated on the sly for several years. But Bessie must have tired of running it, for in 1923 she sold it. Perhaps Bessie decided to retire. She died four years later at age 67.

The brothel may have been continued under different ownership; records show it passed through several hands in the 1920s and ‘30s. Certainly when Carl Sr. and Anna Lenander purchased the property in 1939, it had become a respectable place. But the stigma of the place weighed heavily on Anna and she never forgave Carl for making her live in a brothel.

Annajean Lee and her husband Joe have different reactions to the stories they have heard about the place that they have called home for so many years. Annajean describes Joe as a “good solid Norwegian” and says he’d just as soon play down the fact that they live in a place that was once a whorehouse, even though its escapades happened long ago. Annajean has a different take. She’s a history buff who enjoys letting others know about the quirky history of the house: one that has bed panels outlined in the ceiling and pulleys embedded in the walls. She’s even thinking about having a 100-year celebration of her home in a couple of years. Certainly it is a house whose history is worth remembering.



## Goats from page one

Kikos, a parasite-resistant meat goat that has strong natural mothering instincts and excellent foraging habits.

Common buckthorn (*Rhamnus cathartica*) was first brought to Minnesota from Europe in the mid-1800s as a popular hedging material. It was soon found to be quite invasive in natural areas and the nursery industry stopped selling it in the early 1900s. There are many forests in Minnesota that consist almost completely of buckthorn. Glossy buckthorn (*Frangula alnus*) is also from Europe and aggressively invades wetlands, including acidic bogs, fens and sedge meadows.

There is hardly anything good to say about buckthorn. It out-competes native plants for nutrients, light, and moisture; degrades wildlife habitat; contributes to erosion by shading out other plants that grow on the forest floor; and serves as host to pests such as crown rust fungus and soybean aphid. It forms an impenetrable layer of vegetation; lacks “natural controls” like insects or disease that would curb its growth; and it threatens the future of forests, wetlands, prairies, and other natural habitats.

Enter the goats. Often described as “eating machines,” they have been used by humans to clear unwanted vegetation for centuries. Goats are browsers, not grazers, and much prefer leaves of woody plants, woody shrubs, and weeds to grass. It’s said, in fact, that if you’re buying a goat as an eco-friendly lawnmower, you’ll probably be disappointed since goats will only eat grass in large quantities if there is no other food available. Goats will eat all your shrubs before they’ll touch your lawn.

**BPOG welcomes ‘biological control agent’ label.**

William G. Gruff, current Grand Forager of the Benevolent and Protective Order of Goats, states that the recent and growing respect in the United States for goats as “biological control agents” is overdue and welcome. While goats have been an integral part of the fabric of life for millennia in much of the rest of the world, they are little known to Caucasian-Americans, underappreciated and often the butt of jokes — something, Gruff says, that the BPOG is working strenuously to change.

Goats are generally thought to be the first animals domesticated by humans, about 10,000 years ago, and were the first animals to be used for milk. Today, goat meat consumption worldwide far exceeds that of any other animal. The low levels of saturated fat and cholesterol, combined with its high iron and protein content, make goat meat a good choice for anyone looking for a healthy red meat. It’s a leaner, healthier choice when compared to equal serving sizes of chicken, beef and pork.

Additionally, Gruff points out, goats supply humans with far more milk than any other animal. Goat’s milk is naturally homogenized and can be digested in less than 20 minutes, whereas digesting cow’s milk can take almost all day.

There are over 210 goat breeds. Of the approximately 450 million goats around the world, 130 million live in China.

Gruff, himself the direct descendant of the middle of three brothers who in 1841 freed the residents of a Norwegian village from the depredations of a fearsome troll, points out that the goat community has always celebrated the accomplishments of female as well as male goats. Legendary even today is the mother in early-1800s Germany who left her seven children at home while she went to search for food. Returning to find that a marauding wolf had broken in and eaten six of her children, she found the wolf and exacted her revenge while saving her six youngsters.

The Yule Goat is one of the oldest Scandinavian and Northern European Yule and Christmas symbols and traditions, Gruff says, something that should resonate strongly with Minnesotans of European descent.

**Take photos and send us your favorites.**

Gruff acknowledges that the highly lustful behavior of young bucks has always been a stain on the reputation of the goat community as a whole. The mineral

## Cheap Eats

By Madeleine Lowry

Cheap ethnic food is the favored cuisine at my house. And the Twin Cities has a lot to offer. If you are looking for a guide to the best, check out last month’s City Pages Best Of The Twin Cities ratings for some new ideas. Although we have our go-to list of favorites, it’s always nice to have tips for new places to try.

For example, with Indian food it’s hard to beat the lunch buffet at Taste of India in St. Louis Park. However, City Pages selected Gorkha Palace in Northeast Minneapolis as their favorite and we agree. We like the combination of Nepalese, Tibetan and Indian specialties. While they didn’t mention a Readers Choice for this category, I think Ghandi Mahal would win a lot of votes. Interestingly, Kadai Indian was named tops for Best Skyway Lunches in Minneapolis. I’m adding that to my list of places to try. For a great Indian/Nepalese lunch option within walking distance, don’t forget Namaste Café on Hennepin!

After the demise of True Thai, our favorite Thai places have been Tom Rup Thai in Uptown, On’s Thai Kitchen on University Avenue, Sober Fish in the Seward neighborhood, and Naviya’s in Linden Hills. In a surprise move, City Pages selected Thai Café in St. Paul as the Best Thai. Another place to add to my list!

Dumpling on Minnehaha Ave, a relative newcomer, won Best Chinese. We are taking note. Our old standbys have been Hong Kong Noodle in Dinkytown and Peking Garden in St. Paul. Also notable is Mandarin Kitchen for weekend dim sum.

If someone had asked me for a recommendation for Vietnamese, I would have said Quang Restaurant. This was, in fact, the Readers Choice. City Pages stakes its claim on MT Noodles in Brooklyn Park. (How do they find these places?) Best Pho is at Lotus Restaurant right here in Uptown, though my family favors Jasmine 26 on Eat Street. Best ramen is at Tori Ramen according to City Pages. I thought that award might go to Ramen Kazama.

For many years Mirror of Korea was our go-to for bulgogi, bibimbap and all things Korean. Then we were won over to Rabbit Hole at Midtown Global Market.

City Pages claims that Sole Korean in St. Paul just off Snelling has the top spot. Take notes, people!

For Japanese, we like Obento-ya, recommended to us as the most authentic by our Japanese neighbor. Prior to that we’d made the trip to Sakura in St. Paul for special occasions. Sadly, another one of our favorites, Tanpopo Noodle House is closing at the end of the month. If you have a hankering for sushi, City Pages recommends PinKU in Northeast Minneapolis, known for its Japanese street food menu. Bear in mind that none of these places can really be classified as cheap.

Our current favorite South American restaurant is Chimborazo Ecuadorian in North Minneapolis. (Yes, it’s worth standing in line for a table.) We frequent Hola Arepa for delicious roasted pork-filled arepa sandwiches with yucca fries. We still miss Masa, a special occasion Mexican restaurant that was oh so handy to Orchestra Hall. And our favorite place to get good inexpensive Mexican food has been Midtown Global Market. Now City Pages has turned us onto two alternatives: Homi Restaurant for home-cooked Mexican meals and El Primo taco truck in the K-mart parking lot for a quick lunch.

City Pages named Babani’s Kurdish as the Best Cheap Eats winner. That restaurant should win a prize for longevity! It’s been around for two decades, though they moved into a larger, brighter space at the end of last year. Moroccan Flavors, a stall at the Midtown Global Market, is their pick for best food of the Mahghreb region (Algeria, Libya, Morocco and Tunisia). We’ll have to check that out! For Middle Eastern food, we still like Falafel King and Christos Greek.

Mucci’s in St. Paul won Best Italian. Never heard of it? Me neither. But, don’t overlook Rinata, right in our neighborhood and named Best Romantic Restaurant by the folks at City Pages. Excellent Italian food in a serene environment and you won’t have to plan weeks ahead to get a reservation. What more could you want?

Well, that list should keep us all busy for the next few months. Ready! Set! Munch!

bromine is named from the Greek word “brómos”, which means “stench of he-goats.” He bemoans the loss of many opportunities for gainful employment such as at Cedar Lake East Beach, caused by bucks’ powerful pheromones and highly sexualized behavior.

BPOG nationwide offers free support groups and individual therapy for young bucks seeking to move beyond a single-minded focus on the rut, Gruff says. A Twelve-Step program is in the works. But the power of genetics and tradition remains strong.

Be sure to come on over to East (Hidden) Beach between May 30 and June 9 to watch the goats feasting on buckthorn and garlic mustard. Remember, though,

the Park Board’s Deb Pilger says, that this is not a petting zoo — these are working farm animals.

**And take photos! Send your favorite Cedar Lake East Beach goat photo to us at <hillandlakepress@gmail.com>. We will publish your photos in the June issue as space allows.**

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The Basilica Landmark has announced a funding initiative to make accessibility improvements to historic The Basilica of Saint Mary. The Basilica continually strives to make the church and campus facilities accessible and welcoming to all parishioners and visitors. The Basilica's Disability Awareness Committee has identified and addressed opportunities to make The Basilica free of barriers to prayer and involvement since 2005.

The Basilica Landmark Ball  
Saturday, May 20, 2017 at US Bank Stadium

The signature fundraising event features creative cuisine, specialty cocktails, and fantastic giving opportunities to support The Basilica Landmark.

To purchase tickets or make a gift to support the accessibility Fund-A-Need initiative visit [www.thebasilicalandmark.org](http://www.thebasilicalandmark.org)



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