



# Hill & Lake Press

‘Where the biggies leave off...’

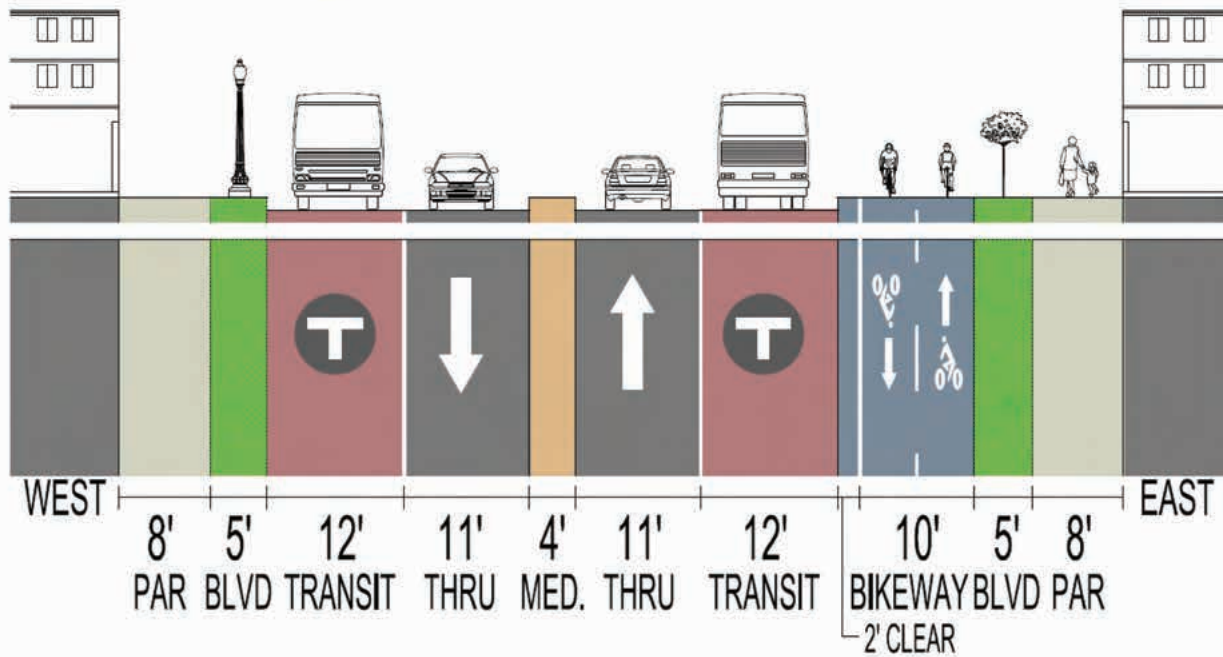
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May 19, 2022

## Recommended Design: Base Section



The City of Minneapolis' preferred vision for Hennepin Avenue depicted in this cross section. The plan calls for sidewalks, protected bike lanes on the east, two Bus Rapid Transit (BRT) lanes in both directions of traffic, single lanes of vehicular traffic separated by a median (likely to be a low concrete wall), and designated left turn lanes. Left turns will be limited to only four intersections: 22nd Street, 24th Street, 26th Street, and 28th Street—the street will otherwise be divided by the concrete median. BRT will eliminate street parking, which many businesses see as critical to remain viable, unless the Mayor and City Council approve a phased approach. The phased approach would enable parking in BRT lanes in non-rush hour times until BRT ridership meets designated ridership levels. All existing trees and vegetation will be removed as the project will replace everything from storefront to storefront. The Public Works and Infrastructure Committee will discuss the matter on Thursday May 19 at 1:30 PM at City Hall where they will hear public comments. The City Council is expected to vote on the plan on Thursday May 26 at 9:30 AM in the City Hall Council Chambers. The Lowry Hill Neighborhood Association (LHNA) and Cedar-Isles-Dean Neighborhood Association (CIDNA) are opposed to the plan. For more information about the reconstruction plan, visit [www.minneapolismn.gov/government/projects/hennepin-ave-s/](http://www.minneapolismn.gov/government/projects/hennepin-ave-s/).

### OPINION

## Hennepin Avenue: City Invests \$1.25M in Transit Planning, \$0 in Businesses

Redesigning Hennepin Avenue, to what end?

By Mike Erlandson  
Page 5

## Invest in the Future of Hennepin

By Katie Jones  
Page 6

## Can Our City Regain the Leadership it Deserves?

By Glenn Miller  
Page 8

## Area Residents Skeptical of Cedar-Isles Master Plan

By Mike Siebenaler  
Page 14

## Water Quality is Highest Priority for Cedar-Isles Master Planning

By Constance Pepin  
Page 16

## Area Parks Update

By Elizabeth Shaffer,  
District 4 Park Board Commissioner  
Page 10

### OPINION

## Cedar-Isles Plan: Less is More Trust is Earned

By Marty Carlson  
Page 12



A Great Horned Owl in Cedar Lake Park. Cases of Highly Pathogenic Avian Influenza (HPAI) are rising. The Raptor Center at the University of Minnesota is still accepting wild patients in need of assistance. If you find a wild raptor in need of help, please call us for the latest steps to help: 612-624-4745 (photo Angie Edlich).

### FEATURE

## The Peavey Fountain A Memorial to the Horses of WWI

By Josie Owens  
Page 22



Group enjoying the Bridle Paths at Lake of the Isles Park (1925 - 1950. "Group enjoying the Bridle Paths at Lake of the Isles Park, Minneapolis, Minnesota." Minneapolis Park & Recreation Board, Accessed May 15, 2022. <https://collection.mndigital.org/catalog/p16022coll55:1966>).



# Hill & Lake Press

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## LETTERS TO THE EDITOR

By Craig Wilson, Editor



Spring has finally sprung! Please get outside and drink it in. It's intoxicating.

As seasons turn in the near-term, the entire Hill & Lake community is bracing for dramatic change over the long-term—from the reconstruction of Hennepin Avenue in the east to Southwest Light Rail (SWLRT) in the west to Cedar Lake and Lake of the Isles planning in-between. We are doing our best to cover the evolution of planning efforts and project implementation from a variety of vantagepoints.

I hope you enjoy the interview with Henry LaBounta, a

neighborhood superhero with the unusual power to quietly pick up trash around the Lake of the Isles while maintaining a selfless, sunny outlook.

Josie Owen's feature on the WWI horses honored by Peavey Fountain is truly fascinating. Can you image the sight of horseback riding around the bridle paths of Lake of the Isles?

Happy Memorial Day to our readers and best wishes for a wonderful summer ahead! Please share your stories and photos with us at [hillandlakepress@gmail.com](mailto:hillandlakepress@gmail.com). We would love to hear from you.

*Craig Wilson lives in Lowry Hill and is the Editor of the Hill & Lake Press.*



Forsythia bloom at the Minneapolis Sculpture Garden (Photo Craig Wilson)



Celebrating a rite of spring with prom photos at the newly repainted Spoonbridge and Cherry sculpture at the Minneapolis Sculpture Garden (Photo Dorothy Childers).

# Meet Your Neighbor

A monthly column by Craig Wilson, Editor

## Henry LaBounta



Henry LaBounta (Photo Dorothy Childers)

**Craig Wilson interviews Henry LaBounta by email about his career in film, animation and games industries and his return to Minnesota to be a steward of our beloved Lake of the Isles.**

**Where did you grow up?** My family moved to West St. Paul when I was finishing grade school. Before that we lived in Belgium, France, and all over the U.S.

**What did you study?** I studied fine art at the Minneapolis College of Art and Design (MCAD) and School of the Art Institute of Chicago, where I became interested in computer graphics. In the early 1980s. I think I was the only student at MCAD that experimented with the Apple II—who would ever use a computer for art?

**Why did you move to California?** The day after graduating from MCAD I moved to New York City with my then-girlfriend Lisa Javitch. Years later while working at NBC New York, I met my wife, Barbara. Since then, we have lived in Atlanta, Los Angeles, Vancouver (British Columbia), London and San Francisco, moving for work in the film, animation, and games industries. I supervised visual effects and art directed at many studios including ILM, DreamWorks, and Electronic Arts. My movie work includes “Casper,” “Twister,” “Minority Report,” and TV work includes the Grammy Awards, NBC Sports, and “The Tonight Show.” My gaming experience includes SSX3, Need for Speed, Skate and EA Sports.

**What brought you back to Minnesota?** We thought a move back to the Twin Cities to be closer to family and friends would be a good retirement plan. I was excited about the quality of life here and yes, even the winter! I was working from home, which I could do from anywhere, so we moved here in late 2020. Barbara, Shiner, and I were very lucky to find a wonderful home in East Isles, our ideal location close to shopping and Lake of the Isles with wonderful neighbors.

**How did you come to start picking up trash in Lake of the Isles?** Last year I was kayaking on the lake, but the experience was spoiled by all the trash floating around. I started collecting it in my boat but there wasn't enough room to fit it all. My Uncle Jack Farrell gave me his waders and I was able to pick up countless bags of trash from the water, it helped so much. When the snow began melting, I started picking up trash while walking our dog Shiner every day, sometimes twice a day. We picked up trash on the neighborhood streets hoping that it wouldn't wash through the storm drains. When the ice melted, we went around the shore of the lake, it's much easier access before the plants all grow in. Thank you, Minneapolis Park Board, for your support! Please contact volunteers@minneapolisparcs.org to help.

**How much trash have you picked up so far?** I estimate that I've removed 90+ bags out of Lake of the Isles and removed at least 50 more from the neighborhood. We've gone out every day since the snow melted and get two bags per day on average. Two Sundays ago, we got two bags out of the lake, two bags out of the dog park and a bag on the way home. This past Sunday, I made it around the whole lake and in 5 hours I picked up 6 five-gallon buckets of trash from the shore.

**What's typically in the trash you find?** Plastic of all sorts, straws, and bottle caps that I pick up one by one. Candy and snack wrappers, bags, masks, drinks, and many Swisher Sweets cigar packages and plastic ends. Some trash looks like it's been there for years. I even find syringes, 28 so far this year, many more last year. These have to be secured in sharps boxes and disposed of properly, not in the trash.

**Why is picking up trash important?** I often quote research done on littering, such as: “The presence of existing litter was strongly predictive of littering behavior. So, if you're in a place that's already highly littered, you're much more likely to litter than if you're in a place that's clean or free of litter.” ([www.alleghenyfront.org/the-psychology-of-littering](http://www.alleghenyfront.org/the-psychology-of-littering)) If the lakes are perceived as clean, they're more likely to stay that way. We just need to get ahead of it!

**What else do you like to do in your free time?** Spending time with family and friends, skate skiing, kayaking, biking, canoeing, beer and gardening. Enjoying the great culture here, concerts and art at the Walker and Minneapolis Institute of Arts.

**What is your hope on Earth Day 2022?** Every day is Earth Day! I hope this story motivates people to be more thoughtful when discarding their trash and encourages neighbors to help cleanup. We are so fortunate to live in such a beautiful community that looks so much better when it's clean. I dream of a day when it's hard to find trash in and around the lake. It's wonderful being outside and very rewarding beautifying our neighborhood, please join me by contacting me at [cleanlakesmpls@gmail.com](mailto:cleanlakesmpls@gmail.com) or just saying hello if you see me!

*Craig Wilson is a Lowry Hill resident and the Editor of the Hill Lake Press. Craig has been contributing to this column since 2008.*

# Hennepin Avenue Corridor

## Douglas Avenue to Lake Street

### Off-Street Parking Supply



Number of Off-Street Parking Spaces	
<b>West of Hennepin Avenue</b>	
Parking Lots	938
YWCA Ramp	182
<b>TOTAL</b>	<b>1,120</b>
<b>East of Hennepin Avenue</b>	
Parking Lots	492
MoZaic Ramp	485
Calhoun Square Ramp	738
<b>TOTAL</b>	<b>1,715</b>
<b>TOTAL</b>	<b>2,835</b>

To understand the area parking supply, a field review of the parking lots near the Hennepin Avenue Corridor. The number of parking spaces in each lot was documented. The general location of the lot is denoted on the map with an ID number and described in the table along with the number of spaces.

West of Hennepin Avenue		
I.D.	Parking Lot Description	Spaces
1	1786 Hennepin Ave Tennant Parking	13
2	The Kenwood Parking	8
3	Christian Science Church Parking	20
4	Parking Lot south of Lincoln Ave	16
5	Apartment Parking Lot east of Colfax Ave	18
6	Lowry Hill Liquors Parking	19
7	Burch Steak Parking	16
8	Bradstreet Crafthouse Parking	13
9	Lowry Hill Meats Parking	5
10	Scottish Rite Parking	21
11	The Lowry Parking	79
12	MidWestOne Bank Parking	7
13	Damico & Sons Parking	20
14	Starbucks/Matress Firm Parking	38
15	Five Guys Parking	20
16	Isles Auto Repair Parking	10
17	US Bank Parking	15
18	Kowalskis Parking	68
19	Holiday Gas Station Parking	11
20	Isles Studio Parking	18
21	Nico's Parking	5
22	Soho Café/India Place Parking	17
23	Uptown Diner Parking	36
24	Chipotle Parking	37
25	Red Cow/Orange Theory Parking	63
26	Walgreens Parking	32
27	Giordanos Parking	20
28	H&B Gallery Parking	30
29	Apartment Parking Lot north of 28th St	15
30	Kenwood Isles Parking	74
31	YWCA Parking Ramp	182
32	Paid Parking South of Lagoon Ave	74
33	Lunds & Byerlys Parking	100
<b>TOTAL</b>	<b>1,120</b>	

East of Hennepin Avenue		
I.D.	Parking Lot Description	Spaces
34	Liquor Lyles Parking	8
35	Apartment Parking Lot west of Bryant Ave	52
36	Washburn-McReavy Funeral Home Parking	35
37	Apartment Parking Parking	17
38	Autopia Parking	7
39	New Horizon Parking	11
40	Balloon Shoppe Parking	17
41	Super America Parking	9
42	Apartment Parking Lot west of Emerson Ave	13
43	Apartment Parking north of Fremont Ave	6
44	Visitor Lot for Jefferson School	22
45	Jefferson School Parking	50
46	Apartment Parking Lot south of 26th St	10
47	Psychic Reader Parking	25
48	Parking Lot west of Girard Ave	10
49	Hirschfields Parking	11
50	UPS/Ace Hardware Parking	24
51	Business Parking South of 28th St	70
52	Kiku Bistro Parking	5
53	Lotus Parking	50
54	MoZaic Parking Ramp	485
55	McDonalds Parking	40
56	Calhoun Square Parking Ramp	738
<b>TOTAL</b>	<b>1,715</b>	

Off-Street Parking Summary	
West of Hennepin Avenue	1,120
East of Hennepin Avenue	1,715
<b>TOTAL</b>	<b>2,835</b>



OPINION

By Mike Erlandson

## City Invests \$1.25 million in Transit Planning, \$0 in Businesses

### Redesigning Hennepin Avenue, to what end?

I am skeptical of whatever logic the City is using in the redesign of Hennepin Avenue. They want it to be a dedicated busway—with a new bike lane only blocks from one that already connects downtown to Uptown.

The City spent \$1,124,589 on consultants for this project. I am not an urban planner, but if I were, I would have spent some of that money to find out what its impact would be on the existing commercial corridor.

The amount they did spend to answer that question was—zero!

As an aide to then-Congressman Martin Olav Sabo, I helped establish the requirement that the U.S. Department of Transportation have staff dedicated to biking and walking. I also worked on the initial Hiawatha Avenue light rail line. These are important modes of transportation that I support—with the proviso that they complement the areas they serve, not dominate, or destroy them.

Sadly, we are today watching a precious asset of the Minneapolis Park system be destroyed in order to shove SWLRT between Lake of the Isles and Cedar Lake. We are also witnessing a poor decision to accommodate yet another Met Council, Hennepin County, and Minneapolis transit corridor on Hennepin Avenue, less than a mile from the new SWLRT. I shake my head wondering why we are not trying to encourage people to ride the LRT versus creating a dedicated busway so close to this \$2.75 billion project.

Our community supports all modes of transportation, but we must also encourage livable communities. That includes restaurants, retail, and other services to which we can walk, bike, ride or drive. But the City is poised to charge forward on Hennepin Avenue with a plan to cut maybe a minute or two off the bus ride between Lake Street and Douglas Avenue South with seemingly no regard for what

it will cost the residents who own a business on this section of roadway.

The City’s high-priced consultant claims that there are over 2,000 off-street parking spots along the corridor. Wow, you say? That’s what I said, too.

Then I looked to see where they were located—more than half at Seven Points, the YWCA, MoZaic and Lunds. Do those planners really expect you to park at the MoZaic ramp and walk a half mile to grab a cup of coffee at Spy House Coffee? I guess you could use one of the 11 spots counted at the Holiday Gas Station or 17 at the Balloon Shop, but that might require you to pick up your car at the new City Impound Lot building after coffee or a bite at Nico’s Tacos.

Our community has gone through significant and challenging changes these past two-plus years. We continue to battle a pandemic that has reshaped how people work. We have seen civil unrest damage countless businesses, including many on Hennepin Avenue in Uptown.

We have also seen a sensible arrangement in which street lanes are used as dedicated busways during rush hour and parking spots the rest of the day. That is Hennepin Avenue today. When I ask why this can’t remain the plan, the only answer seems to be: We have studied this and so this is the plan. Will a redeveloped Hennepin Avenue be the next SWLRT?

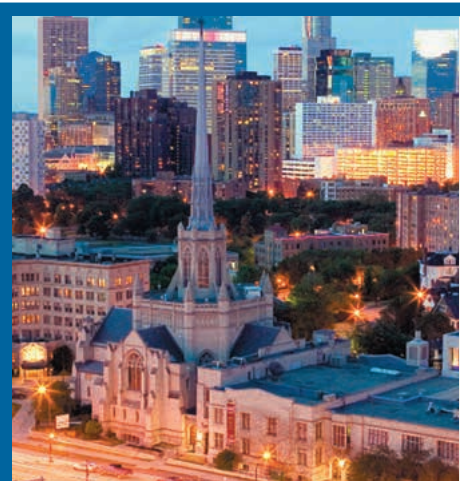
We do need the City to fix Hennepin, put in dedicated turn lanes, and accommodate buses during rush hour. But we don’t need a dedicated bike lane when there’s one just a couple blocks away. And what’s the point of a 24/7 busway when the buses don’t even run 24 hours a day?

We could be arguing between a “plan A and plan B,” but the planners chose to only pres-

ent the City with one plan. I hope the City asks them for another.

We can and should do better by all members of our community.

*Mike Erlandson serves on the East Isles Neighborhood Association, is a member of the Minneapolis Capitol Long-range Improvement Committee (CLIC), and served on the Hennepin Avenue corridor stakeholder committee.*



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GUEST OPINION

by Katie Jones

## Invest in the Future of Hennepin

Change is coming to Hennepin Avenue. This 60-plus-year old street is in rough condition, and it's time to rebuild for the future.

We are on the cusp of a more accessible, safe, sustainable and equitable Hennepin Avenue. Our champion legislators, Rep. Frank Hornstein and Sen. Scott Dibble, secured \$40 million in State funds for the E-Line Bus Rapid Transit, a significantly upgraded bus line on Hennepin running between Southdale, South Minneapolis, downtown, and the University of Minnesota. The City secured \$7.5 million in competitive federal funds for the reconstruction. This level of investment doesn't come around often. Prudent financial stewardship dictates that we maximize our tax dollars on Hennepin and make sure we rebuild a street that serves us well for the next 60 years.

This project has been more than four years in the making. The City received over 10,000 public comments by the end of formal engagement in January, following postcard mailings, street signs, open houses, and over 80 community meetings. City staff have been thorough, diligent, and followed City policy in creating their design.

The result, in brief, is a design with wider sidewalks, bike lanes up on the curb, permanently dedicated bus lanes, and driving lanes with left-turn lanes at certain intersections.

The staff recommended design is popular! A Southwest Connector poll showed 77% of respondents in favor (about 1,000 responses at the time of this publication).

We've talked with hundreds of people on Hennepin and at doors in the five nearby neighborhoods. An overwhelming majority support the design and nearly 12,000 of them have emailed the City this spring to that effect. Every Minnesota House and Senate member from Minneapolis supports the design.

**What are all these people excited about? Safety, accessibility, equity, and the climate.**

Right now, Hennepin Avenue is on the City's high-injury network. While talking with neighbors, we heard stories of car crashes, drag racing, near misses while crossing the street, and of mirrors knocked off parked cars. The proposed design shrinks crossing distances, includes a raised median, which discourages high speeds, and calms traffic with two new traffic signals.

People are excited about improved access. Neighbors want better options to walk, roll and take transit to get to restaurants, shops, schools, and jobs along Hennepin. This was even more prominent for those in the nearly one-in-six households in the Wedge and

1 in 8 in Lowry Hill who don't have a vehicle according to Minnesota Compass, an online statistical resource led by Wilder Research. Same for those who own a vehicle but enjoy the idea of driving less.

Drivers are thrilled with the left turn lanes. Anyone who has traveled on Lyndale Avenue south of 31st Street knows how smooth vehicle traffic flows when there is space for left turns. Although drivers have concerns about parking around Hennepin, those worries lessen when they learn that the City of Minneapolis commissioned a parking study, which showed that of the 3600 spots along the corridor, no more than 2600 are used at any one time. Given that only around 300 are slated for removal, a buffer of 700 spots remains.

Equity and sustainability advocates are heartened to see a more balanced use of public right of way. Whether you're a choice transit rider who commutes downtown or an undocumented immigrant who can't get a driver's license, everyone deserves fast and reliable transportation. The 24/7 dedicated bus lanes ensure buses are not caught in traffic or behind parked cars.

**Why will this design succeed?**

First, high excitement for the design is a good sign. Second, studies in winter cities ranging from Minneapolis (National Street Improvement Study)

to Toronto (Centre for Active Transportation) show that increasing transit and biking indeed brings greater access and results in net neutral or improved economic activity. Third, development enthusiasm has been building since the final layout design became public, with the recent announcements of the redevelopment of the Uptown Theater into a 2,500-person music venue and of Seven Points.

Cities are ever changing. People used to ride horses to Abdallah's Candy Store at Lake and Hennepin. Now, they want the option to bike and scooter to Namaste Café, take a fast bus downtown, and have a safer pedestrian crossing on their way to Frattallone's. We all want a street that serves people. The proposed design recognizes our diverse needs and makes a wise investment in our multimodal future.

*Katie Jones is a Lowry Hill East (Wedge) resident and member of Hennepin for People, a "group of neighbors supporting a vibrant, sustainable, and safe Hennepin Ave that is accessible to all people no matter how they travel." She also serves on the City's Capital Long Range Improvement Committee and recently served on the Governor's Sustainable Transportation Advisory Committee.*



Proponents of the City of Minneapolis' preferred master plan for Hennepin Avenue often cite its history as a transit corridor. (Whittaker, Wilbur C.. 1948. "Descending Lowry Hill, Minneapolis, Minnesota." Minnesota Streetcar Museum, Accessed May 14, 2022. <https://collection.mndigital.org/catalog/msn:1050>).



A 60-foot articulated METRO C Line bus at a demonstration for the E Line in Uptown, Minneapolis. The E Line would use buses similar to the one pictured. (By AvianEnRoute - Own work, CC BY-SA 4.0, <https://commons.wikimedia.org/w/index.php?curid=83909219>).

**Minnesota  
House of  
Representatives**



**Minnesota  
State  
Senate**

May 12, 2022

Dear Members of the Minneapolis City Council,

Thank you for your work to promote public transit and sustainable transportation in Minneapolis. Investments in transit, bike and pedestrian infrastructure are critical to the city’s goals to address the climate emergency, promote equity, provide economic opportunities, and improve mobility for all Minneapolitans.

We appreciate your support of our efforts to direct state resources to transit and active transportation infrastructure in Minneapolis. Most recently, you have assisted us in securing significant funding for five new arterial bus rapid transit lines. These include the B,C, D, E , and F lines which will serve all parts of our city.

Arterial bus rapid transit (a-BRT) constitutes a new and very successful transit mode. Even during the height of the COVID-19 pandemic, ridership on a-BRT remained steady carrying frontline workers to critical jobs. Prior to the pandemic, a-BRT significantly exceeded ridership projections. A-BRT is poised to be an important and robust part of our post pandemic recovery.

During the 2021 legislative session, with your support, we secured \$57 million for the E and F lines which will significantly improve transit in Minneapolis. This was a hard fought and rare bi-partisan legislative victory on a transit issue. Of this appropriation, \$40 million was allocated to complete the E Line which will connect the University of Minnesota and Southdale and replace the current number 6 line. The E Line represents the single most important transit investment of this legislative biennium.

We must maximize this significant E Line investment by ensuring that rapid buses can move efficiently and unimpeded through congested areas. **One such area is on Hennepin Avenue, between Franklin Avenue and Lake Street. We support inclusion of an all day dedicated lane for the E Line along this stretch of Hennepin Avenue as part of the Hennepin Avenue Redesign project.**

Our position is informed in part by Metro Transit’s August 4th letter to Brette Hjelle, stating that, “all-day bus lanes are critical to the success of both the Hennepin Avenue reconstruction project and the METRO E Line.”

Hennepin Avenue does not experience only morning and evening commuter peaks. Throughout the day the corridor experiences heavy use. The Metro Transit letter points out that, “...transit needs, and the City’s policy goals [mobility, economic opportunity and climate], cannot be met without prioritizing all-day dedicated bus lanes.” They assert that, “Data indicate the need for all day bus lanes... and that buses in this corridor are slow and unreliable throughout the day including off peak and weekends.”

Furthermore, Metro Transit’s August 4, 2021 letter states that, “with redesign, dedicated bus lanes will be more important than ever.” They add that based on the strong ridership increases of 30 to 50 percent for the A and C lines, the E Line is “well-positioned for success,” and that, “speed and reliability improvements will reduce disparities.”

According to the Metro Transit communication, “48 percent of Route 6 riders have household incomes below \$35,000 and 36 percent of riders are people of color,” with those percentages being a higher proportion of riders during the off-peak hours. **Schedule interruptions and delays will suppress ridership, and is tantamount to forcing the route to fail, the effort and resource it took to create it will have been wasted.**

We must now maximize the State and Federal investments in the E-Line Arterial Bus Rapid Transit and the City and Federal investments in Hennepin Avenue. Inclusion of dedicated transit lanes will improve mobility, reduce greenhouse gas emissions, promote equity and economic development. Bus lanes have been planned to work in tandem with other improvements to ensure continued progress and optimal benefits for Minneapolis residents when the E-Line opens for service.

We urge you to ensure a successful E Line opening, and retain exclusive bus lane dedication as part of the Hennepin redesign project.

Thank you very much for your consideration and for your service to the City of Minneapolis.

Sincerely,

 Esther Agbaje – 59B State Representative	 Jim Davnie – 63A State Representative	 Emma Greenman – 63B State Representative	 Aisha Gomez – 62B State Representative	 Hodan Hassan – 62A State Representative
 Frank Hornstein - 61A State Representative	 Sydney Jordan – 60A State Reprative	 FueLee - 59A State Representative	 Jamie Long – 61B State Representative	
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 Kari Dziedzic – SD 60 State Senator	 Omar Fateh – SD 62 State Senator	 Patricia Torres Ray – SD 63 State Senator		

OPINION

by Glenn Miller

## Can Our City Regain the Leadership it Deserves?

Last month, our two 20-something-year-old sons announced they would be moving out of their apartments in Minneapolis's Uptown neighborhood to relocate to western states. They were leaving for separate reasons: one, to be closer to the outdoor sports of rock-climbing and downhill skiing that he loves; the other, to return to the headquarters of a company he has been working for remotely. The sentimentalist in me was saddened by this news; the pragmatist, comforted.

As one who has shopped in and lived near Uptown for more than 30 years, I recognize that it is obligatory to say that Uptown is not what it once was. Seemingly, anyone who has been a part of the neighborhood for more than five years will make that point to newcomers. But, following two years of the pandemic and the rioting following George Floyd's murder, the statement has never been more true. While I am confident that, given years of construction and development, the district can't help but bounce back, it remains, at best, an unsettled neighborhood, at worst, a dangerous one. To add to the area's woes, the mayor and city council are putting yet

another nail in its coffin by removing all street parking on Uptown's primary artery, Hennepin Avenue, between Lake Street and Franklin Avenue.

Our older son often reports hearing gunshots from his apartment near 22nd and Garfield. Earlier this year, there was a murder on the street around the corner from our younger son's apartment near Hennepin and Summit. I try to reassure myself by saying these did not occur on their own blocks, ignoring the fact that stray bullets can travel more than an unimpeded mile.

Last Saturday night, I was lying in bed in our home near Cedar Lake when I became aware of circling helicopters. I grabbed my phone to check on the locations of our sons; both, fortunately, were in their own apartments. I texted them to ask if they, too, were hearing the helicopters. No, they responded and, darkly, one joked, "Sounds like the action is in your neighborhood tonight." And then, he followed it up with, "Must be bringing you back to your time in L.A."

He was right. The sounds reminded me of the late '80s when nightly skies hummed

with circling helicopters, a policing tactic used by then-L.A. police chief Daryl Gates to fight the city's rising crime rates. The strategy did little more than put an entire, sleep-deprived city on edge. In my list of pros and, mostly, cons, the oppressive sound of nocturnal helicopters ranked high on my rationale for leaving that city in my 20s.

I recognize that Minneapolis is not alone in the increased level of violence. Murders have risen dramatically across the nation during the pandemic, with several urban communities setting records. But the pandemic does not receive sole credit for the surge, since the numbers have been rising every year since 2014 (though still markedly lower than the high-water mark of the 1990s).

And so, we turn to our elected officials for guidance, leadership, and solutions. Though Minneapolis voters may have attempted to take the matter into their own hands by approving a referendum calling for a strong-mayor system (read: procedural), it doesn't necessarily guarantee the city a strong mayor (read: effective, competent). And, while our current mayor is capable of forming declarative

statements, express a desire to speak "perfectly clear," and display shock and horror at the actions of a police department he has overseen for years, he is yet to display a consistent relationship with the truth. His defense of the November announcement of no-knock warrants is an exercise in Orwellian linguistic gymnastics. Last fall, I weakly supported my intention to vote for the incumbent mayor to both of my sons by saying, "He has to be better in his second term than he was in his first term, right? Nobody can go through 2020 without having learned something profound." Following the police killing of Amir Locke, I apologized to both boys for being wrong. It would be nice to, someday soon, have a candidate come forward who is good at more than ribbon cuttings and appearances in glossy national magazines.

And so, our boys begin to pack. Sad as I may be, I feel their decisions to depart are wise.

*Glenn Miller is a retired video and event producer, and involved in multiple nonprofit boards. He and his wife, Jocelyn Hale, are Cedar-Isles-Dean residents.*



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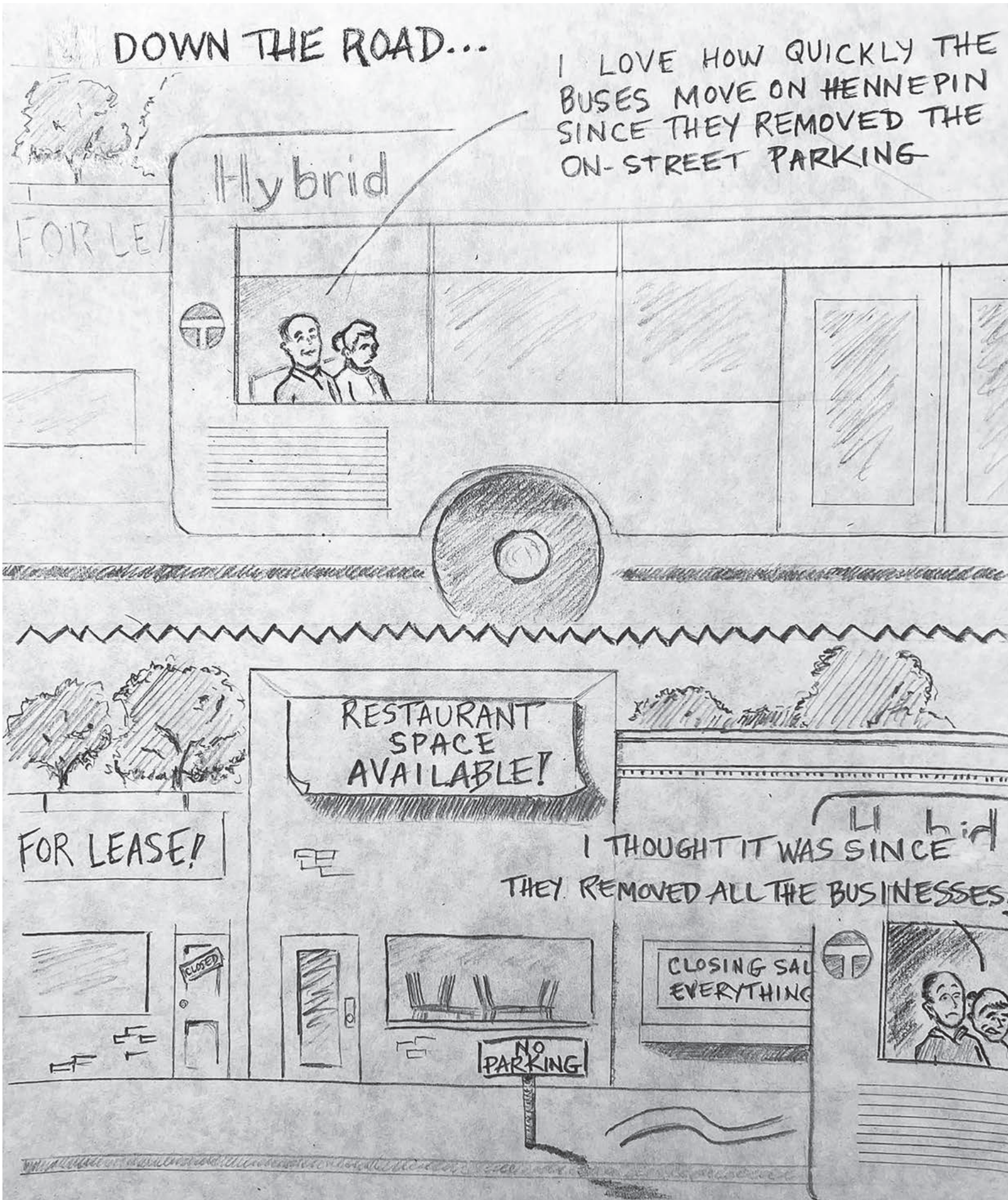


Illustration Glenn Miller.

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## Area Parks Update

By Elizabeth Shaffer,  
District 4 Park Board Commissioner

I am 18 weeks into my new role as your Minneapolis Park and Recreation Board (Park Board) commissioner and I am honored to serve in this capacity! District 4 is a large area—encompassing 42 neighborhood and regional parks within 13 neighborhoods, each with varying needs and priorities. These first months in office I have been attending community meetings and hearing from neighborhood leadership about their specific park priorities as we look to the next four years. I am excited for this opportunity to work together at the local level in practical ways that will benefit our great park system.

I will also be an advocate for thoughtfulness and collaboration in policy decisions at the board level. My “true north” and guiding principles in decision-making are: (1) listen and understand all perspectives; (2) is it consistent with our core mission at the Park Board; (3) is it balanced, pragmatic and collaborative; (4) will it serve the greater good; (5) make the optimal decision; and (6) effectively communicate that decision. Will we always agree on every park policy decision that is made during my term? Probably not. Will you always know I will be thoughtful around this process and be able to articulate my decisions? Absolutely.

I would briefly like to give some park updates specific to the East Isles, CID-NA, Kenwood and Lowry Hill neighborhoods. First, thank you all for the tremendous public engagement around the Cedar-Isles Master Plan. Your early response and discussion of ideas has benefited the process to date and will strengthen the final plan. The preferred plan is being released in June and there will be additional feedback taken at that time.

Secondly, the Met Council Environmental Services sewer replacement work on Humboldt will reach the Mall in June and then head west to East Lake of the Isles Parkway, most likely in 2023 (originally announced for 2022). The new line will be a permanent easement on Park Board property and may allow the Park Board to implement parts of the Mall’s master plan sooner than planned.

The refectory rebuild at Bde Maka Ska was formally approved by the full board on May 4 and construction begins this summer, finishing in 2023.

Thomas Lowry Park’s new paver work is underway this spring and should be completed within a month or so.

Lastly, I have included some detour traffic maps (two iterations of bike/ped crossings that will shift as the work progresses) related to the long-term closure of Cedar Lake Parkway during construction of the Southwest Light Rail (SWLRT). The route of construction traffic will probably be Sunset Boulevard. However, it is unclear yet if SWLRT will need to use a section of the Park Board’s parkway near South Beach and if there will be any compensation for reduced access.

I am hearing resident interest in working with the Met Council to understand their plan for opening the Cedar Lake Trail (and Kenilworth). Three to four years of closure and detours to city streets has been difficult for one of our system’s most-used commuter/distance trails and we need to understand what the next five years looks like.

If you would like to be added to my email list to hear about broader policy decisions and park updates, please reach out to me at [eshaffer@minneapolisparcs.org](mailto:eshaffer@minneapolisparcs.org). If you would like to hear about what’s happening in District 4 parks and events, please follow me on Facebook at Elizabeth Shaffer for Parks.

Thank you again for your support of my 2021 campaign (62% of the vote is humbling!) and your engagement in our parks. I look forward to walking this journey with you.

*Elizabeth Shaffer is the Park Board Commissioner for District 4 and resides in Lowry Hill*



Commissioner Shaffer at April 30 community meeting regarding the Cedar-Isles Master Plan (Photo Dorothy Childers).



Angie Erdrich, of Kenwood, is starting a Little Free Native Seed Library. The first plants will be bare root Blazing Star (liatris) seedlings. Be on the lookout for a decorated version of the mailbox above, which will be hosted in a flowerpot outside Birchbark Books (Photo Angie Erdrich).

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OPINION

by Martin A. Carlson

## Cedar-Isles Master Plan: Less is More

*This article is being rerun due to a printing error in April 2022.*

The prior article I wrote for Hill and Lake Press (March 2022) was a light adaptation of a letter written to the Park Board during the public comment period following the release of its two “initial park concepts” earlier in the year. I wrote it to express my personal views and concerns, and—having been written in some haste—it was submitted before I had an opportunity to speak in any depth with other members of the community.

Regardless, the letter seems to have tapped a vein of concern for many in the neighborhood. Since then, I have had the chance to email and speak with a wide range of community members, as well as host an informal neighborhood gathering at the home of some generous church friends, which was attended by about fifty neighbors, as well as Emma Pachuta, the Park Board’s manager for this project.

With that in mind, I can report with confidence there is a high degree of community consensus regarding many of the issues raised by the master planning process. There is overwhelming support for protecting/improving water quality, preserving unstructured green/natural areas, and respecting the history of the park and surrounding neighborhoods.

Opposition to permanent structures is equally overwhelming. All of these preferences are reflected in actual data. Earlier this month, the Park Board released the public comment “raw data” related to this project, which consists primarily of emails and citizen letters. I’ve taken the time to review them all and—along with the fact that you’re all very thoughtful and articulate (!)—the community preferences are quite clear, especially after I made an effort to tally the numbers. I don’t claim absolute perfection here, but I did my level best to count fairly, and the overall trends are unmistakable:

**Water Quality and Natural Habitat:** Overwhelmingly popular. Thirty people specifically wrote in favor of improving water quality. No one was opposed (a shock, I know...). Wild/green space was also hugely popular. Twenty people wrote in favor of preserving the lakes’ wild/natural character, while 15 wrote in favor of preserving existing green space. Seven wrote in favor of increased tree cover. Another seven mentioned preserving the overall ecosystem.

**Structures:** Permanent structures are overwhelmingly unpopular. Forty-one people wrote in opposition to permanent structures, with 16 expressing concern about the unfunded maintenance they would require and the Park Board’s shaky track record on this point. Support was much more limited. Three people supported boardwalks in some form, while 11 wrote in opposition. Three people wrote in support of a permanent warming house on Lake of the Isles. Two wrote in support of permanent restrooms, with another two people specifically opposed. One person supported “lake decks,” with another three opposed.

I didn’t bother with tallying opposition to permanent road closures along Lake of the Isles Parkway since this seems to be off the menu, but this was also overwhelmingly unpopular. Finally, the phrases “solutions in search of problems” and “it ain’t broke, don’t fix it” were invoked by a number of other writers besides me.

So where do opinions diverge? I’ll flag two: one- or two-way bike trails around Lake of the Isles and a proposed trail along the north side of the Kenilworth Channel.

**The Lake of the Isles Bike Trail:** My first reaction to the one-way/two-way debate was to immediately throw support to the two-way option. Seemed obvious. My wife and I live just off the west bay of Lake of the Isles, and if we want to reach the

Midtown Greenway without riding on the parkway, we need to ride roughly two miles around the lake to reach a destination that is less than a mile from our home.

I have since changed my tune, and am (at present) cautiously supporting keeping the trail one-way. Why? Making the trail two-way and off the parkway would require it to be widened. Sadly, this would require removal of many of the mature trees remaining in the park because they stand immediately next to the existing trail.

There is at least one community-driven proposal to take space from the parkway drive lane to add a protected bike path going counter-clockwise around the lake. I do think this is worth exploring in more detail, but I worry that narrowing the parkway would diminish its historic character and eliminate much of the lakeside parking that is so important for our many non-resident park users. Again, we all understand that cars are bad on many levels, but despite the obvious passion of transit/bike/walking supporters, I have yet to see an option that’s realistically going to make most of us give up driving. The current configuration isn’t perfect, but it’s good enough.

**Kenilworth Trail:** For those of you who haven’t taken a walk down Burnham Road recently, I encourage you to do so. Looking from the channel bridge towards Cedar Lake, the landscape has been radically altered, apparently due to light rail construction and/or removal of the wooden retaining walls along the channel. Trees and undergrowth have been substantially removed, the earth is torn up (especially at the mouth of Cedar Lake), and there is now a clear path apparently created by the dewatering pipe along the north side of the channel.

Previously there was nothing but woods and lawns and possibly a lightly-used game trail or path, so this raises the question as to whether the new, larger path should be permanent? Reasonable minds can and will differ on this point and it is public land, but I am leaning toward the “no trail” position. Part of what makes most wild areas special is their relative seclusion. The channel is a beautiful pocket of quiet in a busy city—a totally unique water trail—and I worry that by adding a pathway on the land it will become just another busy urban connection, destroying what made it special. Best keep it a water trail.

And the Duh! Award goes to... Bridges! Full credit to CAC chair Win Rockwell for this obvious but overlooked point. Few features of Lake of the Isles are more emblematic than the two historic channel bridges. They’ve served us with honor and distinction for over 110 years, but they need some TLC. The retaining walls are cracking and crumbling at some points, some of the rail spindles are eroding, and they’ve suffered other damage and defacement over the years. Time to love them back. If permanent structures are still on the menu, these are the most obvious candidates, being mindful we’re talking restoration, not replacement (except for the possible addition of an actual plank to the Kenilworth bridge for our summertime pirates constantly jumping off into the channel...).

So, what comes next? We are moving into the so-called “preferred park concept” stage, where the Park Board staff will release a unified proposed plan that takes all these preferences and concerns into account. After it is released in early June, there is a 45-day public comment window.

Given the great weight of public opinion, I hope the new concept will focus heavily on water quality and protecting and preserving green space and natural areas, but in a way that respects the historical use of the parks and the history of the surrounding neighborhoods. If the new concept fairly responds to

these public concerns, then I hope as a group we can put our weight behind it and urge its adoption.

If not, or more mixed, then we can raise our voices again during the comment period. Personally, I’d much prefer to work with the Park Board than against it, and I hope that’s possible, but either way it’s important we stay informed and connected.

In the meantime, I hope creative restraint is the order of the day at the board. It often feels like everyone in the landscape/urban design world wants to make a bold statement and build the next Highline in NYC.

The difference here is the Highline was a liability—true urban blight—that the designers brilliantly turned into an asset. Lake of the Isles and Cedar Lake are already beloved assets, and I’m concerned that familiarity may be breeding contempt.

The city has been exceptionally well-served by these two distinct parks for over 100 years, and their unique characters and open, unstructured, democratic natures have successfully accommodated new uses throughout that time. If you told Theodore Wirth that these parks would be popular for “hammocking” and “paddle boarding,” he’d look at you with bemused concern or outright alarm, yet popular they are.

I have no idea what the next “-ing” craze is going to be (see “rollerblading”), but I do know two things: (1) whatever it is, our open, unstructured parks will accommodate it, and (2) we will all laugh at it while quietly wishing we were young again.

While we wait, I hope the Park Board will adopt as its overarching design principle an architectural phrase first made popular at the very end of Wirth’s life: Less is more.

*Martin Carlson is a longtime Kenwood resident who lives with his wife, Mary, near the West Bay. He is the president of Lake of the Isles Lutheran Church.*

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## OPINION

by Martin A. Carlson

**Cedar-Isles Master Plan: Trust is Earned**

It's now May and the Cedar-Isles master planning process marches onward. We're entering what I would describe as the "black box" phase, where we all nervously bite our fingernails as we wait for the Park Board staff and consultants to unveil their "preferred park concept" in early June. We don't know what it will contain, and waiting is hard, at least for me.

Judging from recent traffic in my email inbox, I'm not alone in this regard and the (probably unavoidable) lack of transparency at this point is amplifying an already-existing and profound mistrust between the community and our local units of government, including the Park Board and the Met Council.

This is a serious problem for all concerned, but I believe it is possible to turn this planning process into a success that also takes a meaningful first step toward rebuilding community trust.

What is the source of this mistrust? From proposed pickleball courts and pointless bike trails in Kenwood Park, to the flea-bitten Southwest Light Rail project, to the one-size-fits-all cudgel of Minneapolis 2040, there is a sense among many residents that their preferences and concerns are nothing more than a meddlesome nuisance to our elected (or semi-elected) leaders, routinely and casually swept aside to make space for the grand plans and brave visions of emboldened urban planning "experts."

**Disregard has led to distrust**

To put an exclamation point on this perceived disregard for community feedback, one of our CAC members recently sent me an article from an urban planning website, [www.strongtowns.org](http://www.strongtowns.org), entitled "Most Public Engagement Is Worse Than Useless," by Ruben Anderson, a Canadian urban design consultant.

The title is intentionally provocative, but the piece itself is a thoughtful meditation on the inherent tensions between urban design that requires actual engineering expertise, and the inherent expertise residents develop simply by living in a neighborhood and learning its rhythms.

Both have their place, Anderson argues, but resident expertise is often not recognized at all or is thoughtlessly reduced to "a sad dot-voting exercise."

The point behind the title of Anderson's article is that asking for public input is a waste of time when the answer is already clear, and seeking it out creates public distrust when that input is inevitably disregarded ("they wanted solar panels and they got weatherstripping").

On the flip side, resident input is critical for larger-scale, lived-in urban design, and casually disregarding resident expertise can ruin neighborhoods. Anderson cites one "recovering engineer" who "describes how he would arrogantly ruin neighborhoods and destroy streets, thanks to his confidence that his asphalt was for the better. He was the expert.... Citizens were promised something better, but what they got was something worse."

We have seen far too much of this arrogant disregard from our local units of government in recent years, and that disregard has created a justifiable mistrust when it comes to the master planning process for Cedar and Isles. Public input for Southwest Light Rail was sad, dot-voting exercise if ever there was one, and the construction process has made our objecting neighbors look practically clairvoyant.

Likewise, the Park Board's inability to rein in its paving urges during the Kenwood Park master-planning process still prompts eye-rolling and disbelief among neighbors, and the upcoming

Hennepin Avenue redesign is filled with paternalistic assurances that small businesses don't really need parking and we'll all learn to enjoy riding busses or biking in February.

Don't even get me started on the Park Board's hubris in thinking it had the institutional competence to solve homelessness by allowing camping and rampant drug use in our parks. Of course, not all of this is the Park Board's fault, and the master-planning process itself is mandated by the Met Council, which has not exactly covered itself in glory recently, especially regarding Southwest Light Rail.

No amount of expert reassurance will change the fact that they're running mass transit through some of the least dense (and least needy) neighborhoods in the city, destroying a vast swath of beloved and heavily used parkland in the process, and trying to build a tunnel they can't seem to finish that's causing people to fear for their safety in their own homes. In the process, they are spending a sum so vast—nearly \$3 billion—that it would make a material difference in Ukraine's fight against the Russians. That's not to mention that it is the one issue that managed to unite both Democrats and Republicans this legislative session: an audit of Southwest Light Rail.

People distrust the Met Council with good reason, and if it doesn't start engaging more respectfully with the communities it serves, it may soon find Democrats and Republicans united again to strip away what it values most: its independence from the ordinary political process.

In light of these many "expert" failures, is it any wonder a large number of people don't trust the Cedar-Isles master-planning process? Especially given the overreach in the initial "park concepts"—boardwalks and parkway closures, built structures, lake decks and floating bogs. In proposing this Disneylandification of two of the crown jewels in the Minneapolis park system—something no one asked for—the Park Board consultants never took the time to actually learn the area or think meaningfully about the impact on park users or area residents.

**Needed: humility**

As Ruben Anderson advocates in his article on public engagement, good urban design comes from humility, effective public engagement, small iterative changes, keeping what works and discarding what doesn't.

Instead, we've been presented with grand, sweeping visions that treat these parks as isolated petri dishes, rather than as organic and connected parts of a larger community. Indeed, some residents believe this amusement park focus is all a misbegotten effort to drive LRT ridership, essentially turning these parks into the tail that wags the dog that is Southwest Light Rail.

Despite all this negativity, I am actually cautiously optimistic that the Cedar-Isles master planning process can produce good results for all concerned. Nothing has happened that can't be taken back and—unlike the neighbor-against-neighbor conflict surrounding the Hiawatha golf course—here there is a strong community consensus against built structures and in favor of improved water quality and preserving green and natural spaces. That's a firm foundation on which to build.

Public input has been informed, articulate and remarkably consistent. The Park Board's ecological consultants have been widely praised. Emma Pachuta, the project manager, has won over a number of people (including me) with her responsiveness, her willingness to thoughtfully engage on difficult subjects and her steady and professional demeanor. Many of the steps necessary to keep Cedar wild and Isles pastoral are already outlined in detailed

documents (such as the Natural Areas Plan and Ecological Systems Plan) from the Park Board, the DNR, and others.

All the ingredients necessary for a thoughtful, responsive plan are present, and while some important matters remain unresolved (such as bike trails on Isles, ped paths on Cedar), ditching the structures and focusing on water quality and green space will make a whole lot of people very happy and be an important step in rebuilding community trust that's been badly broken in recent years. Everybody wins.

As for the unresolved issues, it may not be possible to reach a consensus on all of them, but if we keep discussing them among ourselves, the CAC and board staff, we'll keep generating ideas, and some may eventually attract majority support.

In particular, if we can safely treat the "preferred park concept" as a second draft (which I've been assured it is) rather than a final one, we can continue the conversation on those outstanding issues during the public comment period and try to reach a fair accommodation on those specific points as well.

Regardless, the existing layout strikes me as presenting a fairly binary choice to politicians and staffers: Either (a) embrace an existing, broad community consensus and make it the centerpiece of your plan or (b) ignore or marginalize that consensus in favor of other less obvious interests and let the chips fall.

Option (b) is certainly an available choice (and clearly has been made before), but unless I'm badly misreading things, anyone who does so will be acting at their political peril this time around. Trust is earned and choosing the first option would be an important and effective initial step for both the Park Board and Met Council to begin rebuilding broken community trust.

*Martin Carlson is a longtime Kenwood resident who lives with his wife, Mary, near the West Bay. He is the president of Lake of the Isles Lutheran Church.*

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## FEATURE

By Mike Siebenaler

## Area Residents Skeptical of Cedar-Isles Master Plan



April 30 Meeting at Kenwood Community Center (Photo Dorothy Childers)

More than 120 residents from Cedar-Isles-Dean, Kenwood, Lowry Hill, and East Isles packed Kenwood Community Center's gymnasium April 30 for a public meeting hosted by the Minneapolis Parks & Recreation Board (Park Board) and Cedar-Isles-Dean Neighborhood Association (CIDNA) regarding the Cedar-Isles Master Plan. CIDNA asked the Park Board to hold the meeting in the final days of public comment on the plan, given the limited and poorly timed opportunities the public had to engage with the process. Craig Wilson, a member of the project's Citizens Advisory Committee (CAC), presented goals drafted by a CAC water quality subcommittee aimed at managing Lake of the Isles as an ecologically healthy, shallow lake and Cedar Lake as an ecologically healthy, deep lake. They include:

- Maximizing and restoring habitat (terrestrial and aquatic) to improve health of the lake and have spaces for wildlife,
- Meeting state swimming standards at Cedar Lake,
- Meeting state boating standard for Lake of the Isles,
- Returning to 1990s water quality standards,
- Addressing run-off from all hard surfaces on parkland, and
- Reducing chloride (salt), trash, pollutants (phosphorus and nitrogen from lawn care) and erosion from entering the lake.

Many residents called on the Park Board to remove a proposed boardwalk and walking path along the southeastern side of Cedar Lake's Park Lane shorefront—citing safety, habitat concerns and the eventual return of the Kenilworth trail for bike and pedestrian traffic. Emma Pachuta, a senior planner with the Park Board said opposition to

a boardwalk on the southwest shore of Cedar Lake had been heard and was "likely off the table." Pachuta said plans to post a warming house on the western side of Lake of the Isles had also been taken off the table and the warming house will stay on the eastern side of the lake in its present location.

Residents raised issue with the process, timing, and lack of transparency in the development of the master plan, as well as a lack of coordination between the Park Board and additional development projects in the area, including light rail. One complaint has been too much emphasis on light rail; the Park Board's mission to preserve and protect natural resources should take precedence over accommodating transit. Residents voiced opposition to the proposed closure of the north end of Lake of the Isles Parkway which would dramatically impact routes to Kenwood School, churches, and small businesses. Several people questioned how the Park Board could maintain proposed new infrastructure, given that maintenance of much of existing infrastructure has been "deferred" (neglected). When pressed to explain for how the expanded facilities would be maintained and staffed by Adam Arvidson, Park Board Director of Strategic Planning, said it was too premature to assess.

Several people faulted the Park Board for not including cost or budget information in the plan. Arvidson defended the strategy, saying it allowed planners to propose bold new infrastructure projects as a carrot for seeking capital funding from the legislature and other governmental and philanthropic sources. By contrast, he said, requests for funds to maintain existing infrastructure is often

unappealing.

As an example, he cited the proposed North Commons project in North Minneapolis. He said its budget increased from several million dollars to over \$22 million due to infrastructure proposals. They included a new recreation center, upgraded gym, running track, art rooms, expanded outdoor waterpark, synthetic turf soccer and football field, synthetic walking track and inflatable dome for winter use.

CAC Chair Win Rockwell responded by saying that the Park Board staff has declined to provide cost information about the Master Plan proposals being presented to the CAC and the public by Park Board staff and consultants. Rockwell said that didn't make sense. "While it is understandable that exact costs cannot be provided," he said, "reasonable estimates of the level of cost—such as high, medium, low, or the like—of the improvements being proposed by staff and consultants should be provided to the CAC and the public from the beginning of the process."

"To withhold cost estimates of the staff and consultants' master plan proposals until almost all of the working time of the CAC and the public has been exhausted deliberately deprives the CAC and the public of critical information that is relevant to making meaningful decisions", said Rockwell. "We don't operate that way in managing our personal lives and the Park Board shouldn't operate that way in the master plan process," he said. "When the Park Board is today clearly struggling to maintain the infrastructure it already has, withholding the cost of adding yet more capital infrastructure

makes no sense," he concluded.

Becka Thompson, the Park Board Commission for District 2 who represents North Commons Park in North Minneapolis, was not present at the meeting but later remarked that she is skeptical of the plans for North Commons Park and says there is little local support for the additional infrastructure by area residents. She is trying to amplify Northside voices calling for more green space and preserving existing trees that will be destroyed should plans move forward, something that resonates with most in attendance of the April 30 meeting. Elizabeth Shaffer, the Park Board commissioner for District 4, our part of the city, attended the meeting. She stated her strong support for the community and said her votes would reflect its wishes. Commissioner-at-large Meg Forney was also in attendance but did not comment. One attendee noted that if the "guiding principle is to protect parkland and water bodies, why does all the new and proposed construction create concrete and traffic? Wouldn't trees be better than pavilions and permanent structures?"

The Park Board is expected to release the final plan for a final public comment period sometime this summer.

*Mike Siebenaler is a CIDNA board member and has lived in the neighborhood for 16 years.*



Pictured at top – April 30 Meeting at Kenwood Community Center.

At far left – Tamara Kaiser.  
At left – CAC Chair Win Rockwell.

Pictured below –  
At left – Hill & Lake Press President Janet Hallaway and Treasurer Phil Hallaway.  
At right – Michael Burgess (Photos Dorothy Childers).



GUEST OPINION

by Constance Pepin

## Water Quality is Highest Priority for Cedar-Isles Master Planning

From the start of the Minneapolis Park and Recreation Board (Park Board) master-planning process for the future of Cedar Lake and Lake of the Isles (Cedar-Isles) and surrounding parkland, water quality surfaced as the primary concern of the Community Advisory Committee (CAC).

In response to concerns raised by Cedar-Isles CAC members that water quality was not being adequately addressed in early master-planning phases, several members formed a Water Quality Subgroup to address this critical subject as the basis of the master-planning process.

In April, Park Board commissioners authorized an additional \$50,000 for more consulting capacity from EOR, a water resource-based engineering and environmental consulting firm subcontracted through TEN x TEN, the lead consultants on the Cedar-Isles project.

### Multiple Challenges: Pollution and Climate Change

The challenge of protecting and improving water quality in Cedar Lake and Lake of the Isles is complicated by the reality that the Chain of Lakes is part of a large watershed (Minnehaha Creek Watershed District) that includes multiple communities and jurisdictions, including St. Louis Park and surrounding neighborhoods. Water from these neighborhoods eventually flows to Brownie Lake, Cedar Lake, Lake of the Isles, Bde Maka Ska and Lake Harriet, on the way to Minnehaha Creek and ultimately to the Mississippi River.

Cedar and Isles are essentially catchment basins that receive stormwater nutrient loads from upstream lakes and communities. As population, development and hardscape increase in upstream areas, the amount of runoff pollutants flowing to Cedar and Isles continues to increase.

According to the Environmental Protection Agency (EPA), nutrient pollution is one of America's most widespread, costly, and challenging water quality problems, caused by excess nitrogen and phosphorus. Nutrient pollution has impacted many streams, rivers, lakes, and other water bodies for the past several decades, resulting in serious environmental and human health issues.

Two major pollutants, nitrogen and phosphorus, are nutrients that are natural parts of aquatic ecosystems and support the growth of algae and aquatic plants, which provide food and habitat for fish, shellfish and smaller organisms that live in water. When too much nitrogen and phosphorus enter the environment—usually from human activities—the air and water become polluted.

In the case of Cedar Lake and Lake of the Isles, major sources of nutrients include pet waste and phosphorus in fertilizer and leaf litter that enters the lakes as stormwater runoff.

Too much nitrogen and phosphorus in the water causes algae to grow faster than ecosystems can handle. Significant increases in algae harm

water quality, food resources and habitats, and decrease the oxygen that fish and other aquatic life need to survive. Large algae growths, called algal blooms, can severely reduce, or eliminate oxygen in the water, leading to illnesses in fish and the death of large numbers of fish. Some algal blooms are harmful to humans and pets when they produce elevated toxins and bacterial growth that can make people sick if they come into contact with polluted water, consume tainted fish or shellfish, or drink contaminated water.

Climate change also poses challenges to water quality. The Minnesota Pollution Control Agency predicts that climate change will result in higher temperatures, more extreme storms with intense flooding, and changes in our ecosystems.

Based on historical trends, models project that the average temperature in the Twin Cities metro area will rise between 3 degrees and 5 degrees F through mid-century, with more high temperature days (days above 90° F). Summers will likely be hotter and drier, and winters will be warmer and snowier (or wetter). These changes will have profound effects on lake conditions, including vegetation, invasive species, and thermal energy layers that affect the life cycles of fish and other organisms.

### Water Quality Goals

In April, EOR hosted three Cedar-Isles CAC Water Quality Subgroup meetings that explored qualitative aspirations, quantitative analysis, and goal-setting for the two lakes. EOR guided subcommittee members and the public through the complexities of water quality through a variety of scales and various pollutants of concern. Subgroup members were committed to establishing measurable goals that could address ways to reduce nutrient pollution and adapt to climate change (precipitation patterns, water temperatures, lake stratification, and ice cover/open water dynamics).

Based on the discussion during subcommittee meeting #3, CAC members suggested renewing the rigorous goals established during the Clean Water Partnership (CWP), a project undertaken in the 1990s by the Minnehaha Creek Watershed District (MCWD) to improve the water quality in the Minneapolis Chain of Lakes. This award-winning partnership included the cities of Minneapolis and St. Louis Park, the Minnehaha Creek Watershed District, the Minnesota Pollution Control Agency, Hennepin County, and the Minneapolis Park Board.

According to MCWD, the effort required six years of planning, many hours of meetings with citizens and stakeholders, careful coordination with local elected officials, and thoughtful design work. The result was the largest urban lake restoration program in the nation at that time.

As the Cedar-Isles consultants studied the current and historic water quality conditions and impacts, they concluded that the CWP's approach to evaluating the lakes and

formulating a plan with measurable goals resulted in positive changes in the lakes.

The CWP provided strong, technically solid work and impressive accomplishments that are now considered innovative for the 1990s. Postulating that some of the CWP work may be nearing the end of its life span, the Cedar-Isles consultants suggested it may be time to revisit some of those practices as a way to inform water quality goals and future management strategies for the Cedar-Isles master plan.

The goals and objectives proposed by the CAC's Water Quality subcommittee fall into three categories:

- 1) Lake-level goals that involve formalized plans for both lakes to manage in-lake nutrients and littoral (shoreline) zones, metrics and activities.
- 2) Master Plan-level goals that address the key themes of managing runoff and other pollution (including chloride, trash, and sediment) and balancing recreational needs with the need for ecologically healthy lakes.
- 3) High-level watershed goals that formalize collaboration among agencies, reinvigorate the Clean Water Partnership and renew efforts to meet CWP objectives.

The CAC's water quality goals reflect the intention to prioritize environmental protection in the Cedar-Isles Master Plan and to use the plan as a case study to implement Park Board master plans through the development of specific measurable outcomes to meet goals and objectives.

Given the multiple agencies with jurisdiction over these lakes, including the city of Minneapolis, these goals (once approved and incorporated into the master plan), will need to be adopted in the City's state-mandated Minneapolis Stormwater Management Plan to have any real meaning and lasting effects.

*Constance Pepin lives in Linden Hills and is a regional representative serving on the Cedar-Isles CAC and its water quality subcommittee.*





OPINION

by Laura Cederberg

## The Chain of Lakes is a World Class Regional Park, Why Destroy It?

As we await the release of the Park Board’s updated Cedar-Isles Master Plan this summer, larger questions linger: What is the rush for this plan? What is the cost of this plan? Shouldn’t we wait and see how the water table is impacted by the SWLRT construction and earth movement and how future visitors from concurrent development projects actually engage with the park?

There is no other city in the world that offers a regional park and urban lake experience like Minneapolis. Google best beaches in Minneapolis—and Cedar Lake beaches are at the very top. They attract visitors and recreators from all parts of the metro area—coming by bike, foot, car, and yes, someday, light rail.

Like the other lakes in the Chain of Lakes, Cedar Lake and Lake of the Isles have unique identities that make them appealing to visitors of all ages and backgrounds from across the metro area. There is no other lake in the Twin Cities that gives you the restorative experience of getting lost in the woods while being in the heart of the city like Cedar Lake and the Burnham Woods.

When the bike and pedestrian path in the Kenilworth Corridor is put back in place, bikers and joggers will now find views not only of Cedar Lake, but the Channel and Lake of the

Isles due to the deforestation of the corridor. In the summer, Cedar Lake and Lake of the Isles are already full—the beaches, bike racks, boat rentals are already at the limit for usage. While the Park Board has yet to release land use goals for the master plan, we do know that the carrying capacity of the lakes cannot be changed. The existing infrastructure to support the large number of recreators is already difficult for the Park Board to maintain. For example, the public bathroom at Cedar Lake South Beach is open only four months a year despite year-round usage of the lake and trails.

Cedar Lake and Lake of the Isles are critical habitat for fish, birds and other wildlife. As the city and region grow over the next several decades, we need a balanced approach that offers the continued opportunity to enjoy and engage with our regional park while preserving and more importantly, improving, the water quality of the lakes, and fostering healthy ecological systems. Building a boardwalk or footpath to nowhere on the southwest shore of Cedar Lake would disrupt vital fish and bird habitat. It’s devastating that Kenilworth Channel construction over the past two years eliminated the muskrat population in the same area.

As one attendee at the Kenwood Community Center meeting on April 30 (cosponsored by CIDNA and the Park Board) rightfully stated,

there’s no point in building a viewing platform of the lake if it means destroying the lake and habitat.

In March, CIDNA passed a resolution demanding that protecting the water quality of Cedar Lake and Lake of the Isles be the very top priority of any future plans. The lakes need to be swimmable and fishable for generations to come.

It is promising that the Park Board, in addition to recently establishing water quality goals for the plan after feedback from the community, has stated publicly that elements of the proposed regional plan, including a boardwalk, are now possibly off the table. But we have no way to know for certain as we sit in the waiting room to find out what is and is not in the final plan.

At this point, we are simply asking for the Park Board to slow down and take in the feedback provided by hundreds of residents, recreators and those that enjoy the Chain of Lakes. We already have a world-class parks system, why break what is not broken?

*Laura Cederberg is chair of the Cedar-Isles-Dean Neighborhood Association.*



Woodduck on Lake of the Isles (Photo Angie Erdrich).

# MINUTES



## CIDNA Board Meeting April 13 2022

### Online Meeting

#### PARTICIPANTS

Board Members Present: Laura Cederberg (Chair), Tim Sheridan (Vice-Chair), Mike Siebenaler (Treasurer), Laura DeMarais, Stephen Goltry, Rosanne Halloran, Dean Kephart, Mary Pattock, Claire Ruebeck, Amanda Vallone

Others Present included: City Council Member Lisa Goodman), Hennepin County Commissioner Marion Greene, Sen. Scott Dibble, Rep. Frank Hornstein, guest speaker Anna Eleria, CIDNA accountant Robert Thompson, CIDNA Coordinator Rachel Svihel.

The meeting was called to order at 7:03 pm. The meeting agenda was approved. The minutes of the April 13 board

meeting and 2021 annual meeting were also approved.

#### REPORTS

Councilmember Goodman said the June 29 Lunch with Lisa will be held at Seven Points and focus on the future of Uptown. CIDNA thanked Councilmember Goodman for her continued commitment and communication to the neighborhood.

Rep. Hornstein and Sen. Dibble provided updates on SWLRT and Met Council reform legislation at the legislature. Resident Bill Larson shared concerns from 5 property owners of the Met Council's plan to build a temporary bike and pedestrian path across private property during the Cedar Lake Parkway closure, which would result in the loss of a large tree. The CIDNA board thanked Rep. Hornstein and Sen. Dibble for their leadership on SWLRT, efforts to provide restitution for CICA residents, and Met Council reform.

Commissioner Greene reported on the Hennepin County Hotels to Homes program. Mary Pattock asked Commissioner Greene why she actively lobbied at the Capitol against legislation Rep. Hornstein and Sen. Dibble are pushing to help the residents of the Cedar-Isles Condominiums damaged by SWLRT construction. She also asked why Commissioner Greene, as a member

of the SWLRT Executive Change Control Board, approved all of the construction changes resulting in SWLRT costing an additional \$500 million and an additional four-year delay.

Accountant Robert Thompson reported CIDNA is in good financial standing through 2022.

Featured speaker Anna Eleria began her presentation on water quality of Cedar Lake and Lake of the Isles, but was interrupted by power outages and tornado warnings.

Because of the weather conditions, the meeting was temporarily suspended at 8:11 pm. It was reconvened at 8:30 but due to lack of quorum, at 8:50 it was adjourned to a later date.

CIDNA will reconvene its annual meeting on Thursday, May 19 at 7 pm via Zoom. Business will include: a presentation on water quality from Anna Eleria, presentation of the 2022 CIDNA annual report, consideration of proposed bylaw amendments regarding term limits and voting methods for board elections, and the election of CIDNA board of directors for 2022-2023. Submitted by Laura DeMarais



Children making May Day baskets at Kenwood Community Center on April 30 (Photo Craig Wilson).

# MINUTES

At the time of publishing the minutes for the following neighborhood associations were not available. Please visit the association’s website to see their April 2022 meeting minutes.



<https://www.lowryhillneighborhood.org/category/meetings/>



<https://www.kenwoodmpls.org/meetings>



<https://www.eastisles.org/key-documents>



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

- East Isles Residents Association (EIRA)
- Kenwood Neighborhood Organization (KNO)
- Cedar-Isles-Dean Neighborhood Association (CIDNA)
- Lowry Hill Neighborhood Association (LHNA)



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Yellow Warbler (Photo Craig Wilson).

FEATURE

By Josie Owens

# The Peavey Fountain

## A Memorial to the Horses of WWI



Peavey Fountain (Photo Dorothy Childers).



(Photo Josie Owens).

Ah, spring is here! The reason I know is that the tulips are up, and the throngs of people have returned to Lake of the Isles. We are so fortunate to have this environmental paradise in our backyard. As you walk, run, or bike, might I also point out an historical site to enjoy? The Peavey Fountain. The Peavey Fountain sits on a small triangular piece of land where Kenwood Parkway and Lake of the Isles Parkway meet. This small piece of land encapsulates so much of Minneapolis's rich history – the rags to riches story, the milling boom and consolidation, and the bravery of Minnesotans in WWI.

Frank H. Peavey left his home in Maine in 1865 at the age of 15. Having lost his father at age nine, he was keen to make money and take care of his family. After a few jobs in Chicago, he secured a job offer in Sioux City, Iowa. In 1871, after some success and setbacks, he was able to move his family out from Maine and found the Peavey Brothers Company which sold farm implements. He also married Mary Dibble Wright, the daughter of Senator George G. Wright, after placing a newspaper advertisement "Eligible bachelor - personal income \$12,500 and \$15,000 per year, age 21." However, Peavey had a real business problem – the farmers were unable to make payments for the machinery they purchased from him because they couldn't get their grain to market. Peavey found a solution by acquiring and

building grain elevators all along the Dakota Southern Railroad to Minneapolis. He then accepted payments from the farmers in grain and guaranteed contracts with millers in Minneapolis. The year was 1874, and Frank Peavey was 24 years old.

In 1884, Frank and James Peavey moved their thriving business and families to Minneapolis. The business continued to grow and acquire other copycat grain storage facilities. In 1889, Peavey found a way around the high insurance premiums required for wooden grain storage. He enlisted the help of Charles Haglin, a Minneapolis contractor who built Minneapolis City Hall and the Grain Exchange Building, to build the first concrete grain elevator. While mockingly called Peavey's Foley, the concrete grain elevator is still standing near the interchange of Highways 7 and 100 in St. Louis Park. Peavey's success never stopped his desire for innovating. He earned his title of "Elevator King of the World" with more elevators including one in Duluth that had a capacity of 4,750,00 bushels. He acquired railroads and steamships. When he died from pneumonia in 1901, his heirs collected on a 1-million-dollar life insurance policy to incorporate the Peavey business which eventually merged with Conagra in 1982.

Working horses were the backbone of the growing Minneapolis and drinking fountains and troughs

for the animals were spread throughout the city. Frank Peavey, who had depended on horses for transportation for his grain business, dedicated the Peavey Fountain in 1891. It was a place for these workhorses to stop and hydrate.

In the early 1900s, the automobile and electric powered transportation gradually replaced horsepower. However, the world was not ready to abandon this source of power in World War I. In fact, horses and mules were crucial for the transportation of heavy artillery and supplies to the front lines and ultimately to military success. It is thought that Germany's loss was related to its shortage of horses toward the end of the war. In the years leading up to WWI, many countries created programs for acquiring horses. For example, at the beginning of the war, the British army had 25,000 horses and acquired 115,000 more under the Horse Mobilization Scheme.

When the United States entered the war, the Minnesota 151st Field Artillery shipped out to France, where it engaged in six campaigns: Lorraine 1918, Champagne 1918, Champagne-Marne, Aisne-Marne, St. Mihiel, and the climactic Meuse-Argonne. An armistice was signed November 11, 1918, ending the war. The 151st, nicknamed the "Gopher Gunners," was the only Minnesota National Guard unit to see combat and their heroism was celebrated upon returning to

Minnesota in May 1919. However, there were also the equine heroes. Eight million (8) horses, donkeys, and mules died in World War I. Unfortunately, at the end of the war, the majority of the animals provided by the United States were not transported home and were left in France. Of these, 209,033 horses died there.

Minneapolis did not forget the sacrifice of these animals. On June 22, 1953, the members of the 151st rededicated the Peavey Fountain to the horses in their unit who lost their lives in the Great War. A new plaque was placed at the site that read, "GIVEN TO THE PEOPLE OF MINNEAPOLIS IN 1891 BY F.H. PEAVEY AS A DRINKING FOUNTAIN FOR HORSES. THIS MONUMENT WAS REDEDICATED AS A MEMORIAL TO THE HORSES OF THE 151ST FIELD ARTILLERY MINNESOTA NATIONAL GUARD KILLED IN ACTION IN THE FIRST WORLD WAR."

So, take a moment to visit this beautiful shrine to the often-forgotten backbone of Minneapolis and the unsung heroes of World War I.

*Josie Owens, a former lawyer and educator, lives in the Lowry Hill neighborhood and volunteers at Minneapolis Institute of Arts and the Weisman Art Museum.*



The 151st crosses the Sauer River From Luxembourg into Germany at Echternach, December 3, 1918. The regiment became part of the Army of Occupation. Photo by US Army Signal Corps. Used with the permission of the Minnesota Military Museum, Camp Ripley.

**MAY 2022**

# WELLNESS ACTIVITIES

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**Saturday May 21**

**FREE** • **COMMUNITY WORKSHOPS OPEN TO ALL!**

- 1 pm - **Community Yoga** with Jes Rosenberg
- 2 pm - **Introduction to Thai Chi** with Doug Johnson
- 3 pm - **A City Herbal - The Edibles & Medicinals Around Us** with Keith Prussing

**FREE** • **BIKE ADJUSTMENTS & SAFETY INSPECTIONS**  
1 pm - 4 pm with **Farmstead Bike Shop**

**Saturday May 28**

**FREE** • **COMMUNITY WORKSHOPS OPEN TO ALL!**

- 1 pm - **Community Yoga** with Jes Rosenberg
- 2 pm - **Introduction to Thai Chi** with Doug Johnson
- 3 pm - **Breathwork, Meditation, & Mindfulness** with Andy Secor

**FREE** • **BIKE ADJUSTMENTS & SAFETY INSPECTIONS**  
1 pm - 4 pm with **JV Bike Repair**

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# THE URBAN COYOTE

By James P. Lenfestey

## A CLAMJAMFRY OF NEIGHBORS



A clamjamfry of tulips blooms at Humboldt Avenue and 25th Street in East Isles (Photo Dorothy Childers).

Suddenly we have warm May days, so warm we might regret having wished for them, even after history’s coldest April just behind us. But the trees are happy, fuzzed with green as blooming Scylla covers some yards with cobalt blue, attracting early pollinators before the boulevard maples and backyard oaks steal the sun for their own labors, and ours.

Lake of the Isles once again teems with weekend walkers, bikers and hammockers, Kenwood park’s tennis courts are jammed with high school teams at practice, the nudist yoga is back with her posse of merry pranksters at Cedar main beach, and orioles are visiting with color and song at Cedar Lake’s East Beach. Meanwhile, our smallest and most consequential neighbors, the insects, are emerging in droves from seasonal slumber to buzz and pollinate, a regular clamjamfry of neighbors!

“Clamjamfry” is my happy new word of the season. I learned it in Scott King’s natural history of Minnesota, *Following the Earth Around: Journal of a Naturalist’s Year*, in his entry

for May 3: “Everywhere one looks leaves unfurl, flowers blossom—it’s a free-for-all. Joining and following, sipping and nibbling, a clamjamfry of insects as if summoned to the plants by the plants themselves.” That day Scott recorded 16 species of insects during his stroll around Red Wing natural areas, including the “Confusing Furrow Bee” (*Halicitus confusus*), and the “Neighborly Mining Bee” (*Andrena vicina*). Neighbors indeed.

Scott, my publisher, mentor and friend, died of sudden cardiac arrest at age 56 at his home in Northfield April 2 just over a year ago. Meeting Scott was like meeting five different people, poet-memoirist Freya Manfred said—poet, translator of modern Greek, publisher, master book designer, sublime naturalist—our Thoreau. Among the monuments Scott left behind, in addition to published poems of his own and a hundred others, are three great works of entomology: *The Wasps and Bees of Minnesota*, *Flower Flies of Minnesota*, and his piece de resistance that melded all his talents, *Following the Earth Around: Journal of a Naturalist’s*

*Year*. And he was a recognized expert on dragonflies.

In 2017 Scott submitted a citizen’s science report every day of the year, which he compiled into *Following the Earth Around*, published by Thistlewords Press in 2019. Each daily entry is a revelation to all who live here and are not experienced observational naturalists. Scott visited grasslands, dead tree bark, pond muck and lake margins, backyards and porch lights, cataloging every living thing from tiny snails and dragonfly nymphs to giant *Cecropia* moths, birds, trees and mammals, detailing when and where the species were discovered, compiling a list at the end of each day. Who knew there are tiny snow midges flying over winter streams, yet January 14 Scott saw them!

Scott once remarked that he switched careers from science to poetry to “save his soul,” but he never stopped scientifically and poetically documenting the clamjamfry of nature’s abundance, what we might call nature’s “soul.” “The goal,” Scott recorded May 11, “is to

keep observations intricate. While gathering data, why not work to include indications and connections and complications? Our loyalties must remain with the senses and the living encounter.”

*Following the Earth Around* is available on Amazon and will not go out of date in your lifetimes. Order it as a companion for yourself, your family, your friends. Read it daily as I do, and you too will be astonished by the breathtaking abundance of our overlooked, productive, occasionally annoying neighbors, plus the wisdom of Scott and quotations of his many poet and naturalist friends. Then you just might turn off the leaf blowers until these neighbors emerge to do their essential work.

*James P. Lenfestey is a 48-year resident of Lowry Hill, former editorial writer for StarTribune, and a founder of the Hill & Lake Press.*

# Dear Neighbor

A monthly column by Dorothy Richmond

Let's talk about punctuation. Yeah, yeah, yeah, cue the eye rolls. To allay your burgeoning boredom, I'll start by telling you a story that illustrates the importance (or downfall, as this case may be) of possessing a grasp of language's nitty-gritty.

When I was a kid there was a TV program called "The F.B.I." I liked this show not because I was a budding criminologist, but because I had a crush on the hunky protagonist, Agent Lewis Erskine, portrayed with flair by Efram Zimbalist, Jr.

The episode I remember in particular involved a kidnapping. The ransom note had been crafted of words cut out from magazines and then pasted onto a sheet of paper—a popular medium for extortion in those days. This method is no longer in vogue for two primary reasons: 1. DNA had not yet been discovered as a forensic tool, and an art project like this would be exploding with alleles, and 2. People don't get magazines the way they used to.

As Detective Erskine examined the clippings, he exclaimed, "Well, I know one thing about this guy: He's smart; he used a semi-colon." This was fascinating.

(Do you think Patty Hearst's ransom note contained a semicolon? I just checked and it did not.)

While I knew what a semi-colon looked like, I was years from knowing how to use one properly. For the record, a semi-colon is used to separate two independent clauses (i.e., complete sentences) that are closely related in contextual meaning. "Pay the ransom; you can then see Patty" is a good example. Mainly I was intrigued as to how the kidnapper managed to find and then cut out and then glue this tiny punctuation mark to a piece of paper.

I turned my attention to the coffee table that separated me from the TV where my mother had a stock of magazines fanned out, and began looking through them for a semi-colon big enough to stick on a ransom note. I first chose "U.S.

News & World Report" because it seemed the smartest but came up dry. Next was "Newsweek." Again, no luck. I was on a mission. "Ladies Home Journal," "Life," "Redbook" all produced nothing. And there it was right on the cover of "Better Homes and Gardens"—"Spring's Here; It's Time to Spruce up Your Patio." Years later I realized that a colon was the better choice, but the point had been made: Smart people knew their way around sentence construction.

Ever since I've been a grammar hound the same way a good mechanic is a carburetor hound. And God bless mechanics and tax accountants and plumbers and Uber drivers (should be Über), and billions more everywhere because they know and they do what I will never be capable of knowing or doing.

They say it takes a village. I'd say it takes at least a continent to get everything done. Each of us has a genius – an innate gift for appreciating the finer points of a discipline. It might be computers, it might be cooking, it might be

carpentry, and it might be kindness. All are necessary to make the world go 'round.

Well, look at this: I'm out of space; there'll be more later.

Oh, and dreamboat Agent Erskine solved the case: The perp was a university professor. Crime doesn't pay, but sometimes it educates.

## - Dorothy

*Dorothy Richmond is an experienced Spanish instructor and the author of several Spanish textbooks. She is a longtime resident of Cedar-Isles-Dean.*



### LOWRY HILL NEIGHBORHOOD ASSOCIATION



Don't miss the Lowry Hill  
**ANNUAL MEETING**  
**WEDNESDAY**  
**MAY 25th**  
 at the Walker Art Center

Meeting will be held in the Walker Cinema Room on the 1st floor  
 6:00 p.m. Social hour with appetizers and cash bar  
 7:00 p.m. Meeting, speakers and elections

**Join us!** All Lowry Hill residents are invited and encouraged to attend. Learn what LHNA has been up to this past year. Vote for LHNA Board Members, volunteer for a committee. Hear from your elected City Council, MPRB, county and state officials.

**LHNA June Board Meeting: Tuesday, June 7 at 7:00 p.m. via Zoom**  
 All residents are welcome to join us. Details on how to attend will be on the website. If you have a question or wish to be on the agenda, please email us at [lhna@lowryhillneighborhood.org](mailto:lhna@lowryhillneighborhood.org)

**Save the Date! LHNA Annual Ice Cream Social: Saturday, July 16th**  
 All Lowry Hill residents are invited to this free event in Thomas Lowry Park. Enjoy free Sebastian Joe's ice cream, stop by for a short visit or hang out for a while. Meet neighbors and your LHNA Board Members.

#### safety tips:

### KNOW YOUR NEIGHBOR

*To help deter crime in our neighborhood!*

Community collaboration is important in keeping everyone safe. The first thing you can do to improve neighborhood safety is simply getting to know your neighbors.

- Activate a neighborhood/block watch to keep an eye on what's happening on your street.
- Share personal contact information with each other for fast and easy communication.
- Establish one contact per group if needed for neighborhood alerts.
- Notify neighbors if you'll be out of town. Consider swapping with neighbors for lawn mowing, sidewalk shoveling, or even parking in each other's driveway.
- Stay connected with neighbors. If you notice a garage left open, packages, mail or newspapers left on the porch, let your neighbor know.
- If there is a crime incident, let neighbors know right away. They may have seen something or may have a surveillance camera that captured the crime on film.

Sign up for the LHNA email newsletter at [lowryhillneighborhood.org](http://lowryhillneighborhood.org)



Forsythia bloom at the Minneapolis Sculpture Garden (Photo Craig Wilson).

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