



‘Where the biggies leave off...’

Hill & Lake Press

Published for East Isles, Lowry Hill, Kenwood Isles, & Cedar-Isles-Dean Neighborhoods

VOLUME 46 NUMBER 1

www.hillandlakepress.org

JANUARY 21, 2022

Hennepin Avenue proposal Issues

By Sandra Nelson

Karen, a former resident of the Kenwood Neighborhood and traveling piano teacher, still shops at her favorite stores along Hennepin Avenue and enjoys some Chocolate Cha Cha ice cream at Sebastian Joe's. Karen has limited mobility and relies on convenient parking, preferably disabled spots. She stopped shopping at Penzeys Spices and Magers & Quinn when the street parking was removed between Lake and 31st. "The closest parking spots are a 15-minute walk for me with my bad hip." When Karen heard about the proposed changes to Hennepin Avenue with the removal of 280 parking spots, she said that she will no longer be able to shop along the corridor. "I don't want to, but I will have to drive to the shopping areas that have close, designated disability parking. I feel so sorry for these local, one-of-a-kind businesses. Why is the city making it so difficult for people to shop on Hennepin?"

That is a question that many area business owners and employees are asking. Natalie, a fitness instructor and mother of four worries whether she can continue to work on Hennepin Avenue. In the past she has parked on the street and left the twelve dedicated parking spots in the adjacent lot for one of her clients (average of 25 people in a class and as many as 45). However, with the increase in crime, Natalie says that she does not feel safe parking a block away and now has to park in the lot. Furthermore, before she has even gotten to work to teach the 8:45 class, she has driven from St. Louis Park and dropped her children at two different locations. "Public transportation is not an option for me." Another trainer said that he thinks that the new red bus lanes have been great. "So many of our clients park in the red zone in the off hours. I do not understand why the city is replacing these with a dedicated bus lane and removing this convenient parking option." Peggy works out at the gym four times a week. "I live on Cedar Lake Parkway and need to drive. I will have to find another gym if street parking is removed. I do not want to add the hassle of looking for parking to my exercise routine."

Across the street, another business is hearing that parking is a concern for their clients. Tiffany says that in the last month that three clients have phoned the Metro Pet Animal Hospital prior to their appointment to find out where they could park. "They want closeby parking as they are concerned about crime and safety walking from their cars." Metro Pet, formerly Animal Medical Clinic and part of the neighborhood since the 1970s, does not have any spots for clients and relies on the street parking that has always been readily available. Tiffany also says that 30% of their clients are elderly and cannot walk very far and about 25% come from outside the metro area. It is probable that that parking limitations will force their clients to go elsewhere. Dr. Kristen Harris said that she is upset that the city never contacted her as a business owner about her needs. "I have started looking for parking spots in the neighborhood but have not had any luck finding ones to rent." In the past, spots have rented for \$200/month; however, the demand may drive that price up and be another cost for struggling local businesses.

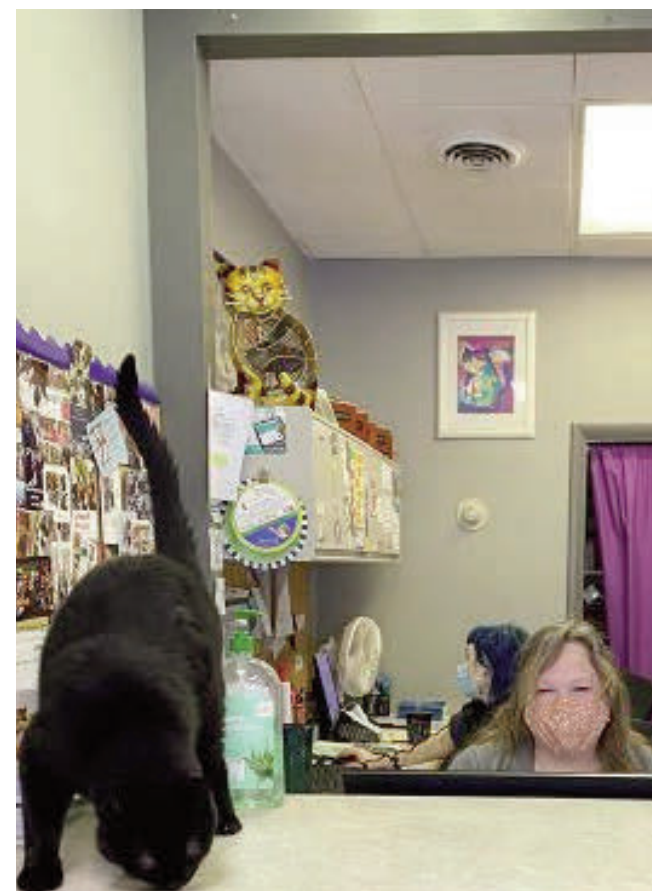
After "Phase 1 of Hennepin reconstruction from 36th to W. Lake Street had largely negative consequences to businesses on the corridor," the Uptown Association has asked that the City revise its plan so



Cars parked in red bus lane between 27th and 28th Streets

that it "meaningfully incorporates the concerns and feedback of the Uptown business community. The vibrancy of this node depends on engaging this group of stakeholders, which the City failed to do in their plan for Phase One of Hennepin Reconstruction, and has failed to do thus far in Phase Two." The blighted, empty storefronts are the best indicator of the failure of Phase I. The Association mentions Phase II's destructive impact on the 150 small businesses on the corridor: elimination of 92% of the on-street parking; 2-years of construction; and, an assessment on the businesses to pay for the project. The Association has asked that the Phase II plan be revisited to take into consideration the state of the business area of Phase I; look at how the pandemic has impacted and changed commuting patterns and how people shop (delivery services and curbside pickup is the new normal); and include the Uptown businesses that have been completely ignored in the process. With Kitchen Window's recent closure, businesses between Lake and Douglas Streets are concerned about their futures. The Uptown Association sees that Phase II is 'history repeating', and the City is pursuing their agenda without learning from the mistakes of Phase I. For more information, visit -

<http://www.uptownminneapolis.com/south-hennepin-reconstruction-campaign-for-businesses/>



Metro Pet

Update from City Council Member Lisa Goodman:

CONTACT INFORMATION

Lisa Goodman

350 S. 5th St.

City Hall, Room 307

Minneapolis, MN 55415

Phone: 612-673-2207

lisa.goodman@minneapolismn.gov

Patrick Sadler, Aide

patrick.sadler@minneapolismn.gov

Zach Schultz, Associate zach.schultz@minneapolismn.gov

Lunch with Lisa

Wednesday, January 26, 2022

This will be an in person event at the University of St. Thomas, downtown Minneapolis campus

MASKS ARE REQUIRED!

Please join us as we welcome downtown leaders who will share on their Downtown Recovery Efforts. Our presenters include: Steve Cramer, President & CEO of the Minneapolis Downtown Council; Sarah Anderson, President & CEO of BOMA; and Melvin Tennant, President & CEO of Meet Minneapolis.

Wednesday, January 26, 2022 (12:00 – 1:00)

Terrence Murphy Hall; Room 252

Lunch will be available to purchase for \$10.

St. Thomas is requesting we provide them an attendee count and lunch order count by this Friday, January 14.

RSVP to Zach Schultz if you will be attending and also let him know if you plan on purchasing a lunch.

zach.schultz@minneapolismn.gov

or call at 612-673-2207

Neighborhood Meetings

Because of the coronavirus, we are staying home, staying safe, and often meeting by the internet, telephone, Zoom, and other virtual meetings. Please check for changed meeting times for KNO, LHNA, EIRA, and CIDNA on their websites or in monthly minutes. We can again socialize, but please be careful and wear masks when indoors. And be sure to get vaccinated to protect others and protect yourselves. And don't forget your booster.

Loppet Foundation's Winter Festival Celebrates its 20th Anniversary with 20 Days of Giveaways in January

The Loppet Foundation is ringing in the new year and celebrating the upcoming 20th annual City of Lakes Loppet Winter Festival by hosting 20 Days of Giveaways this January. Anyone will have the chance to win a two-night stay at the Heartwood Resort, snowshoes from Snowfoot, touring skis from Pioneer Midwest, a ski bag from Salomon, luminary kits from Bachman's, gift cards to local establishments and much more!

Giveaways will be announced on Loppet Foundation's Facebook and Instagram pages. Claire Wilson, the Loppet Foundation's executive director says, "The Loppet Foundation is so grateful for the community support over the past 20 years that has made the City of Lakes Festival one of the largest and most magical winter gatherings in the Midwest. This is a small way to thank the community and celebrate 20 years!"

Celebrating the 20th Anniversary

The City of Lakes Loppet started in 2003 as a unique urban point-to-point cross-country ski race. Since then, the event has evolved and adapted to engage a growing community of outdoor enthusiasts. The festival has become a Minneapolis staple for celebrating the wonder, adventure, and fun of the winter season in Minnesota. The 2022 City of Lakes Loppet Winter Festival will be held February 5-6 with most of the weekend's events centered in Theodore Wirth Park. The festival includes events and races for all ages, abili-

ties and interests, including skiing, fat tire biking, skijoring, snowshoeing, the Luminary Loppet, Kubb tournaments and more.

Back in 2022 is the Luminary Loppet on Lake of the Isles! Attendees of the Luminary Loppet can walk, ski or snowshoe through a serene landscape of 1,200+ glowing ice luminaries in the heart of Minneapolis' Uptown. After having to drastically scale back the event in 2021 held at Theodore Wirth Park, the Loppet Foundation is excited to again host this magical evening (and the organization's largest fundraiser) on Lake of the Isles with a full set of luminary features and party.

For more information and to register for festival events, visit the Loppet Winter Festival website.

ABOUT THE LOPPET FOUNDATION:

Established in 2002 with an 800-person ski race, the Loppet Foundation is a 501(c)3 nonprofit that now welcomes 20,000 participants annually to its events and programs. The Loppet Foundation creates a shared passion for year-round outdoor adventure in the Minneapolis area, focusing on underserved youth and families. This year, the Loppet Foundation brought outdoor experiences to more than 1,300 kids from under-represented communities – third graders to high school seniors – through our partnerships with 17 North Minneapolis schools and Loppet Adventure Camp. Activities include skiing, mountain biking, paddling, running and more.

Contact: Anne Olson

Phone: 763-412-7694

Email: olson@loppet.org

Website: loppet.org/festival

Where we are Now, By Jean Deatrck, Editor

Here we are in the middle of a cold winter. Please stay safe everyone and pay attention to the covid lockdowns including masks and vaccinations.

I have been doing Hill and Lake Press for a long time. A change in style and perspective is overdue. If you know of someone who might be interested in taking over my job as editor, please get in touch with me. The four neighborhoods have supplied an intriguing amount of information. Contributors send me timely and important articles each month. Advertisers have remained loyal. Of course we cannot continue without them. We all want Hill and Lake Press to continue as a lively and informative newspaper for our neighborhoods.

Being editor means staying in contact with the neighborhoods, collecting articles, and laying out the newspaper each month in a way that keeps it timely and important. Being editor has allowed me to meet and become friends with many of our residents. We are a small staff which includes our photographer, and our business manager. Plus we are fortunate to have House of Print in Madelia as our printer. They have provided superior service with production and delivery. And also have helped me many times when I have had printing questions. We usually print and delivery every third week of each month.

My telephone is 612-723-6004 and email is hillandlakepress@gmail.com

We are focusing this month on Hennepin Avenue reconstruction and also our lakes. I hope you all enjoy this issue.



Interior & Exterior Painting • Insurance Claims
Wood Finishing • Exterior Wood Restoration
Water Damage Repair • Patching • Enameling



Insured | References
30 years experience

greg@chileen.com
612-850-0325



Friends.
Architects.
Neighbors.

PKA.

2919 JAMES AVENUE SOUTH • UPTOWN • 612.353.4920 • PKARCH.COM

Meet Your Neighbor, Mumtaz Osman of Osman Cleaners on Hennepin Avenue

Craig Wilson interviews Mumtaz Osman, who owns Osman Cleaners on Hennepin Avenue with her husband Aarif, about their concerns for the proposed reconstruction of Hennepin Avenue between Douglas Avenue and Lake Street.



Where did you grow up and what brought you to Minnesota? Aarif came as a child refugee from Uganda. I came to Minnesota from India after getting married.

What is your family-owned business? We own a dry-cleaning business in Uptown Minneapolis on Hennepin Avenue and 25th Street. This business was started by my father-in-law back in 1988. After he passed away, my husband and I took over.

What are your concerns about the Hennepin Ave Reconstruction Plan? We have many concerns. First, by putting a permanent bus lane and bike lane, street parking will nearly all be taken away. Our customers and customers of other businesses rely on these necessary parking spots that will be removed as a result of this reconstruction project. Next, a bus platform is set to be built right in front of our business. This will take away our visibility. And being a small business, we do not have a budget for advertising, and we are noticed from our signage on the street which will be covered by the bus platform. Additionally, there are functioning and existing bus stops right across the street, so there is no need to have a whole new platform be built. Third, a green patch bump out is set to be built on the 25th Ave. side of our business. With this, all of our customer parking will be gone. Customers of other businesses also park here such as the barber shop next door, and those businesses will also be negatively affected. Moreover, this project will lead to more environmental pollution. With one lane for driving, cars will be idling more thus leading to more emissions. People will not stop driving cars and begin using bikes or buses, but they will stop coming to businesses they cannot access. Last, the grant for this project will only cover a partial cost, but we as business owners and residents will end up paying the cost of a project we do not support through our taxes and the increased taxes that this project will bring. As is right now, with the pandemic, times are tough and we struggle to pay the taxes, how are we going to with this project decreasing our business?

What will be the largest impact on local businesses? Small businesses will be affected through the loss of on street parking their customer rely on when they visit the business. It will also be more difficult for customers coming in cars to park and access these small businesses. Therefore, ceasing to come to these small businesses and then these businesses may be left to close or leave. For us, about 2% of our customers are from this neighborhood. The rest come from the neighboring suburbs, and they drive to come here, and they will need parking.

What would you like to see happen on a new Hennepin Avenue? The most we ask for is for Hennepin Avenue to be resurfaced and potholes be filled. As well as increasing left turn availabilities.

What do you enjoy about doing business in Minneapolis? As a small business, we enjoy our customers. We have many customers from different walks of life, and we get to form meaningful relationships. This location is a cosmopolitan place, and we like the charm of this area.

What is your hope for the future? We hope to continue serving the community in Uptown as we have done since 1988.





DUDDINGSTON GROUP
Exceptional properties. Exceptional clients.





10 UNITS CLOSED
at
510 GROVELAND

Built as a residential hotel in 1928 and converted into a cooperative residence in 1946, 510 Groveland quietly remains one of the most private and exclusive addresses in the Twin Cities. The building consists of 35 exquisite residences configured from studio to three bedroom floor plans. Amenities include a 24 hour desk attendant, on site building manager, heated parking, and exercise facility. Residents enjoy a discount at the first floor restaurant and lounge, P.S. Steak.

Please contact Dan and Dave for a private tour of available apartments and to learn more about the exclusive lifestyle this building affords.

kw KELLER WILLIAMS
PREMIER REALTY

612.445.TWIG | DAN.DUDDINGSTON@KW.COM
WWW.DUDDINGSTONGROUP.COM

To: The Minneapolis Park and Recreation Board planners, relevant CAC and commissioners
From: Steve Goldsmith

Re: Master Planning for Cedar and Isles

I have lived near Lake of the Isles for more than 34 years, and close to Lake Harriet for 8 years before that. I have been a daily user of the Chain of Lakes since 1979. I was extensively involved at the community level with the last major proposed renovation at LOTI, in connection with the post-flooding plans in the late 1990s. While never having held any official positions I feel well-qualified to comment on a number of aspects of what is in this new Master Plan draft.

My review of this draft plan for Lake of the Isles and Cedar Lake and the surrounding areas raises a number of potentially problematic issues, primarily from the standpoint of preserving the historic character in areas which are subject to review by the State Historical Preservation Office (SHPO) and the Army Corps of Engineers. The MPRB guiding mission is to "Preserve, Protect and Maintain". I don't see that proposing significant, even radical changes to our parks and lakes is part of that mission. I am also concerned about the process for community engagement prior to the finalization of any of what is in this plan now.

At the beginning of my review I was troubled by what seems to be a failure to differentiate planning centered on what is or should be high-priority matters of preservation vs planning based not so much on addressing existing problems but on differing visions of how these areas should be maintained and developed going forward. This is an important distinction especially since any work in the coming decade or two will likely be expensive and need to compete with other projects for funding. The distinction is also important since maintaining, protecting and preserving the parks as they have been would not trigger the need for higher-level review by agencies such as SHPO and the Army Corps of Engineers, while extensive new planning likely would. Therefore, devoting planning energy and dollars to problems which require attention should

in my opinion have much higher priority than planning to make extensive alterations to the current lake and park environments based solely on differences in vision of what these areas might look like in the future. And here of course, the historic aspects of these lakes and parks will have to be factored in heavily given their protected status as part of the Grand Rounds.

What are the problems that are non-controversial and need attention? Water quality and habitat maintenance would be at the top of the list, as would be shoreline stabilization and the preservation of what are protected 'views' as part of the Grand Rounds system. These matters should not be controversial, but sadly they have been neglected since the completion of the previous major renovation project, at least at LOTI. Water quality continues to deteriorate and detracts from the enjoyment of the lakes and parks. At Isles the shoreline stabilization may or may not have worked out well at the level of the water's edge while the shoreline plantings implemented as part of the last plan have clearly been a failure, both because they turned out to be the wrong plants, and because they have failed to prevent heavy colonization by invasive species. Water quality and the condition of the shoreline directly affect maintaining habitat for our traditional fauna. For these reasons, it would seem that the first and most important priority for future planning should involve detailed plans for these critical aspects of the lakes and parks as they have been, with the goal of enhancing the experience for users in the future. There is precious little in either of the Concepts presented here that deals with these critical challenges.

When the document moves beyond these concerns major problems begin to arise in connection with the preservation of the historical aspects of these lakes and parks, primarily with Isles, where proposals within both Concept A and Concept B will likely be highly contro-

versial, if for no reason other than that they are not based on actual problems which require solutions, but rather on different visions entirely of the future nature of these lakes and parks. Most of what follows deals primarily with Isles since the changes proposed in both "Concepts" are quite radical in many ways, though one may affect Cedar Lake dramatically as well.

The central theme of the following comments is based on proposals within the two Concepts which would be radical departures from the fundamental nature of these lakes and parks as they were originally developed, maintained and used for more than a century. The core of the vision for these parks and lakes has been to provide an environment in which the enjoyment of nature within an urban setting could be pursued with minimal intrusion from formal structures and organized activities. For Isles the vision is also solidly grounded within the 'Romantic' concept of park development espoused by Theodore Wirth for this lake and park in which water and trees would be framed by lawns and upland plantings, without more than minimal intrusion from human structures. Hence over the years developing permanent structures and the promotion of activities other than walking, biking, canoeing and kayaking, and in the winter skating, have never been part of what this park is used for. The question therefore immediately arises as to why one would want to consider implementation of such changes now. Permanent structures, extensive gathering places, provision of food services and concert venues are all definitely within the historical recreational purpose of many other parks and lakes within the Parks system including the nearby Bde Maka Ska and Harriet. What isn't at all clear in the planning document is the rationale for why these would be considered now for LOTI and Cedar Lake. Implementing much of what is within either Concept would be incompatible with the historical nature of the purpose, design and maintenance of these parks, again in particular LOTI.

Review of the two Concepts, particularly for Isles, sadly fails to reveal even the slightest sensitivity to the critical issue of the historical vision for these lakes and the preservation of what has been serving the community well for more than a century. At a minimum prior review by SHPO of several specific proposals should be obtained before ANY further action is taken. It is possible, even likely, that several would be non-starters and therefore more time and energy should not be expended on them. And as well as SHPO, formal review and commentary from the various neighborhood associations which represent the affected areas should be sought. These are regional parks but some deference has traditionally been given to those most affected by proposed changes, who also are likely among the most frequent users of the parks. Simply

Master Planning for Lake of Isles and Cedar to page 10



HAPPY HOLIDAYS

We are looking around the corner,
We will come through this omicron horror-
We plan to celebrate the best
If we don't have to take another Covid test!

By February you may be fine
To celebrate with your Valentine,
Be careful not to go too far-
Enjoy an evening at home, not at the bar!

My corner on Nicollet
Is getting a little better yet-
Boludo is moving his pizza store
Into the vacant space next door!

We pray that your health is just as planned-
Better get a booster if you can,
Then when it is Valentine's Day
You are able to go your merry way!

Happy Valentine's Day to all our
Beloved Friends & Customers!
Mark Brandow & Crew

WE LOVE OLD HOUSES

www.tigeroxpainting.com
Paint • Plaster • Repair
Certified lead-safe firm

(612) 827-2361

What are your true colors?

Peace of Mind and Customer Happiness



For over 89 years, Garlock-French has been committed to quality and value.
In fact, we include a no-hassle guarantee on all our work and we provide competitive pricing.

That's the Garlock-French promise – it means everything we do is designed to help you get more out of your housing investment.

We've been up on roofs longer and it shows.

Roofing, Chimneys, Sheet Metal & more

Call us at 612-722-7129

2301 East 25th Street, Minneapolis

Garlock-French.com

MN License #BC001423



SUNDAY SLANT ON CRIME IN THE NEIGHBORHOOD

By James P. Lenfestey

A friend was pistol-whipped and his car stolen four blocks from the corner of Girard and Lincoln where I write this. The antique store owner four blocks farther down Douglas Avenue was reportedly robbed and pistol-whipped twice. From those to the many recent frightening violations, ladies and gentlemen, we got Crime. Right here in River City. With a capital C that rhymes with K that stands for Kids. And Kops. And Konsternation. And Koncern. And Cripes!

First, the backstory. When we moved to Girard Ave in 1974 we heard of no local crime for a decade. There may have been some, but our detached garage was behind the house so hard to sneak into, and no instant communication was available like Nextdoor to tell tales from all over the region. When we moved to the corner of Girard and Lincoln in 1980, with our driveway facing the street, crime arrived in the form of occasional but predictable bicycles thefts. The m/o was kids riding by 2 or 3 on a small, cheap bicycle. If they spotted an open garage, one or two would steal the better bikes. One evening I witnessed a bike theft from our garage and chased the kids in my VW van and forced one to dump the bike and scatter. The two others beat it over the pedestrian bridge to Bryn Mayr. I sent our son's 6th grade friend Dwyer Reilly running over the bridge to follow them while I drove around the wide horn to get to the other side with my posse of other 6th graders. Dwyer was never seen again!

Just kidding! In Bryn Mayr park, he discovered a truck with kids streaming in with boosted bikes, adults loading them in and paying kids off. One of the adults saw Dwyer and asked what he was doing there. Thinking quickly, he said he was visiting a friend in Bryn Mayr, and walked on. By the time I got there, the truck was on its way to Chicago. After that we not only locked garage doors but locked bicycles inside the garage. That has worked. One day backing out in the morning, I noticed something in my rearview mirror. I stopped and discovered I had almost run over one of our bicycles dropped in the driveway, the thief apparently realizing the U-bolt lock was not worth the battle.

Other crime? Generally, every two or three years we'd find pebbles of broken auto glass in the morning along Lincoln Avenue, signs a thief strlled the street at night breaking car windows when he saw stuff inside. One evening I surprised a man peering into our van parked in our driveway. When he saw me he hitched up his shoulder under his leather jacket and beret and strolled off. I followed him for few blocks up Franklin Ave. but saw him do nothing. I remain convinced there was a crowbar under his jacket for smashing car windows.

About every five years or so there would be a home invader. Our neighbor's daughter was once running down the stairs when a perp was running up! The perp ran off. The m/o often was breaking thru a back door or open window, grabbing backpacks, computers, whatever was easily in evidence, and out in a minute. That kind of act would concern the neighborhood for several weeks until the perp was caught, and the problem ended.

So crime is not new in our 46 years of neighborhood experience. But today it is qualitatively and quantitatively different as all readers know. So on the Sunday morning of Martin Luther King weekend, I am taking a shot, pardon the pun, at why and what to do.

First, name the obvious felons: pandemic craziness and cheap illegal guns. Secondly, George Floyd's murder. Although the vast majority of citizens in Minneapolis want more and better police, not less, it is worth remembering that, without the video of Floyd's murder his death would have been marked medical and forgotten. Despite the salutary trial and conviction, facts like that can and arguably should lead to righteous anger.

But this Sunday morning, I begin with Steve Sack's devastating political cartoon in the Startribune with the horrifying caption "a child is shot every minute of every day in America." Although I find that horror hard to believe, Steve and stats don't lie. The majority of these are in city neighborhoods where gangs shootouts occur seemingly nightly, but many are also chuldren discovering a gun under a couch cushion and thinking it a toy. Forget gun control —cheap, illegal guns are everywhere, like illegal drugs, nothing can stop them. I once proposed that cities, like the Dodge City of western lore, require everyone to park their guns at the city limits, no questions asked. The NRA opposed that, not wanting legit gun owners to get harassed for forgetting a deer rifle in the trunk. Today a flood of guns, some ghost guns assembled at home with no serial numbers and legal, are in the hands of pandemic-crazed kids and gangs and vigilantes.

Arrest and imprison them, says Republican gubernatorial candidate Paul Gazelka, what the system had been doing for years, and apparently still does, despite perceptions to the contrary. In a long and useful Sunday

lead editorial, "Fresh ideas needed in fight against crime," Hennepin County Attorney Mike Freeman, under fire from all directions, noted that little has changed on his watch, charging 85% of carjacking cases. Official leniency seems not the problem. What changed are the numbers and breathtaking brazenness.

So who are this new generation of criminals? Clearly kids bursting with scary gang energy. If and when the pandemic subsides and enough perpetrators are cuffed and charged, this crime spree will abate, as has its predecessors. Sadly, that is the only realistic solution right now. Meanwhile, be vigilant in the neighborhood, carry as little of value as possible, memorize your license plate #, and support Mayor Frey's effort already underway to hire and train many more police and professional intervenors of wide-ranging skills, what all citizens want, and focus extra financial and social resources into poor communities, which is also underway right now.

Also, it is essential to get schools and after school and weekend programs back in full swing ASAP, robustly funded. Too many idle babies grow up to be gunslingers often in self-defense against fellow wounded children. Many if not most have unstable families in an unstable community. Fixing families and communities is the most valuable but difficult solution of all. We all need to stare down liberal pieties and conservative sternness to get to the heart of violent families and communities.

Urban Coyote continued on page 6

CHAD HARKIN LUXURY REAL ESTATE AGENT

Adding value and mitigating risk for clients in ways other real estate agents can't.

Comprehensive experience:

- 500M+ in real estate transactions completed
- 80+ homes built
- 7,000+ homesites constructed

Experience that creates a unique and advantageous approach in how clients view homes during the buying and selling process.

C. 512-669-2255
chad@thebrokeragemn.com

THE BROKERAGE
real estate co.



Scan for full agent bio:



Urban Coyote continued frm page 5

Martin Luther King’s last march was the Poor People Campaign. Then and now, King was right: poverty is the root social disease. There is enough wealth on our city, state and country, to fund schools at the much higher levels needed in poorer communities. Healing neighborhoods begins there, plus affordable housing. The moon shot: Compulsory National Service beginning he day one leaves school, from fourteen to forty, choosing from military to the many service corps, like the Civilian Conservation Corps of Roosevelt’s day. The biggest solution today is the simplest: Vote smart in city elections, as city voters recently did, and in state and national elections. Consider what President Biden is trying to do and remember who is stopping him. Not Senators Manchin and Synema, pig-headed as they are, but seamless Republican opposition.

Yes, let us definitely open our liberal wallets to support sound social programs, such as the underfunded North High school track team and other North side needs and others. But let’s not forget the paramount importance of state and national elections where sadly only Democrats represent expanded democracy and social, environmental, and economic progress that includes all. A Governor Gazella would be an enormous step backward, but today’s urban crime wave may just fuel his victory, a tragedy.



Photo by Dorothy Childers

HIGHPOINT PRESENTS:

2021 McKnight Printmaking Fellowship Exhibition: Gaylord Schanilec and Josh Winkler

On view: January 14–February 12, 2022

Opening reception: January 14, 2022 | 6:30–9:00p.m.

Artist talk featuring a public conversation with author and naturalist Kim Todd: February 11, 2021 | 7:00–8:00p.m.

Highpoint is pleased to announce our upcoming exhibition, a showcase of the work of our 2021 McKnight Printmaking Fellows.

Since February 2021, McKnight Printmaking Fellows Josh Winkler and Gaylord Schanilec have been busily translating ideas into prints for this exhibition.

Despite never having met prior to this fellowship, their work is remarkably congruous. Each artist is an admirer and advocate of the natural world, with a particular appreciation for trees. Not only do trees often inform the content of their work, both artists have historically used wood as their printing matrix of choice; woodcut for Josh and wood engraving for Gaylord.

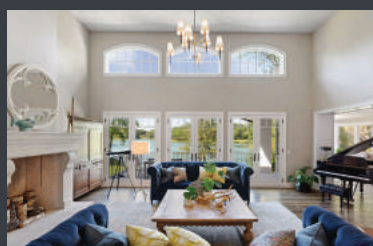
BRUCEBIRKELAND
GROUP

Coldwell Banker Realty



WALKING THROUGH A LUXURY HOME WITH BRUCE IS DEFINITELY A ONE-OF-A-KIND EXPERIENCE.

Bruce Birkeland doesn’t sell homes, he shares homes. The local lifestyle, the neighborhood history, the architectural details, the impeccable construction, the feel of rare, exotic hardwoods beneath your stocking feet. Every listing has a unique story and Bruce would love to walk you through it.



6604 Indian Hills Road,
Edina \$4.995M



2601 E Lake Of The Isles Pkwy,
MPLS \$3.495M



1805 W Lake St #502,
MPLS \$1.75M

Bruce Birkeland
612-414-3957
bbirkeland@cbburnet.com
bbirkelandgroup.com



North High Track Team

**Cedar Lake Parkway to close in February
Final SWLRT cost and completion date
unknown**

by Jeanette Colby

Despite not knowing how much it will ultimately cost or when it will be finished, the Met Council is going full throttle on Southwest Light Rail. Halfway through construction, the project already exceeds its \$2 billion budget by \$200 million, and expected delays will incur additional, unknown costs.

Beginning as early as February 7, construction of the Kenilworth tunnel will close Cedar Lake Parkway to car traffic until nearly the end of 2022 — 10 months instead of the previously indicated six.

Throughout the closure, the council says it will maintain access “in proximity to the parkway” for pedestrians and bicyclists. Drivers will be directed to use France Avenue and Excelsior Boulevard as a detour.

When the LRT plan was originally proposed and approved, tunnel work across the parkway was to be completed in six months — and the entire line completed by late 2022. At CIDNA’s January meeting, board member Mary Pattock called this longer parkway closure “another bait and switch,” one more in a series of Met Council’s SWLRT “mistakes.”

Many residents predicted the tunnel would pose bigger challenges than planners suggested, and they have been proved right. Last year, the council announced that “unforeseen circumstances” required abandoning the planned construction approach and replacing it with a much more expensive and time consuming way of shoring up leaking walls and getting around “unexpected” boulders.

At the CIDNA meeting, SWLRT community outreach coordinator David Davies explained that cost increases and time extensions are still under negotiation between the Met Council and their contractors. He hopes to have more information by mid-March.

A factor in these non-public negotiations may be concerns about the project raised by the Minnesota Office of the Legislative Auditor (OLA). In an October, 2021 memo, OLA noted, among other things, issues surrounding the use of low-strength concrete, incorrect piling, and an insufficient construction quality program.

So as you walk or bike “in proximity to” Cedar Lake Parkway this summer, ask yourself whether this is how major projects should be done in Minnesota. Do taxpayers owe the Met Council a blank check? How would you spend \$2.2 billion...and counting?

(For a deeper dive into the “Southwest LRT’s Rocky Mess,” read Adam Platt’s article of July 15, 2021 in Twin Cities Business Magazine. (<https://tcbmag.com/southwest-lrts-rocky-mess/>))



In October 2021, the Lowry Hill Neighborhood Association undertook a campaign to raise \$43,000 for much needed track equipment for the North High School Track Team, contributing the initial \$10,000 that launched the effort. The Kenwood Neighborhood Association followed suit with a \$5,000 gift. Since then a dedicated team of Lowry Hill and Kenwood residents has been fundraising via Zoom calls, over luncheons at Tao Foods Cafe and while sipping coffee at Sebastien Joe’s. As of the publishing date of this article, we have raised approximately \$35,000—within an \$8,000 striking range of meeting the goal. These funds will pay for track equipment like hurdles and pole vaults that will enable Polars to host a track meeting. If you would like to make a charitable contribution, please send a check payable to the North High Booster Club and mail to: North High School, 1500 James Ave N, Minneapolis, MN 55411, Attention: Track Equipment.

With Gratitude,

Craig Wilson
612-581-2568

Virtual and In-Store Events from Magers & Quinn Booksellers: January 2022

Event location (virtual or in-store) noted in each entry.

All events require registration unless otherwise noted. Registration information found at magersandquinn.com/events.

Additions and amendments may follow.

- Janice Post-White presents *Standing at Water's Edge*. In conversation with Kate St. Vincent Vogl. Wednesday, January 5, 7:00pm. In store at Magers & Quinn (3038 Hennepin Ave S. Minneapolis, MN 55408).
- Tessa Bridal presents *The Dark Side of Memory: Uruguay's Disappeared Children and the Families That Never Stopped Searching*. In conversation with Ry Siggelkow. Tuesday, January 11, 7:00. In store at Magers & Quinn (3038 Hennepin Ave S. Minneapolis, MN 55408).

Now Hiring PART TIME
DINING ROOM SERVER

..... **AT THE KENWOOD**

Retirement Living Community Restaurant

- Flexible hours 3:30-7 p.m.
- Restaurant style dining room
- Exceptional menu options
- Previous experience desired
- Enjoy working with seniors
- Work in a supportive family atmosphere
- Residents and staff are fully vaccinated
- An Equal Opportunity Employer

Please visit our website to apply
www.thekenwood.net



*Retirement Community
Independent & Assisted Living*

825 SUMMIT AVENUE | MINNEAPOLIS, MN 55403

Cedar Isles Dean Neighborhood Association Board Meeting

DRAFT Minutes submitted by Mike Siebenaler and Michael Jon Olson

Attendance

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

Board Members Absent: Amanda Vallone

Others Present: Michael Jon Olson (CIDNA Coordinator), Councilmember Lisa Goodman (Ward 7), David Davies (Metropolitan Council - SWLRT Project Office), Robert Thompson (CIDNA Financial Specialist), Emma Pachuta (Planner, MPRB), Jeanette Colby (resident)

Preliminaries

Meeting was called to order at 6:05

The agenda was approved without amendment.

The minutes of the December board meeting were approved.

Reports & Presentations

Ward 7. Councilmember Goodman reported:

- The City Council has new members and new leadership. Andrea Jenkins is new President, Palmisano and Osman now have leadership roles.

- Lunch with Lisa event will be held in person on January 26.**

- City now requires masks and proof of vaccinations for many businesses.

- New budget calls for an additional 160 police officers.

- The Behavior Response Team is working with police, available 7:30am-12:00midnight but will be 24/7 when fully staffed.

Board members expressed frustrations with the city's new NCR requirements, as they are burdensome, intrusive, and not applied to other non-profit organizations that contract with the City.

SWLRT

David Davies reported:

- Cedar Lake Parkway will be closed for approximately 10 months beginning the week of February 7. Detours will be signed to direct traffic to France Avenue and Lake Street to limit congestion in the area. Burnham Road will not be a detour. Bikes will also be detoured.

- A public meeting is scheduled for January 18. Another Public meeting will be scheduled in March to discuss the 2022 construction season.

Board members expressed concern about emergency response times and the need to coordinate the closure in advance with EMT, MPD, and MFD. Board members asked for new striping of the bike paths during this detour.

Financial Report

Robert Thompson provided an overview of CIDNA's financial position as of end-of-year 2021. Robert and board members also discussed the frustrations with NCR's new requirements and the need to raise more funds to reduce reliance on the City.

Cedar-Isles Master Plan

Emma Pachuta presented two draft concept master plans for improvements at Lake of the Isles and Cedar Lake. Concepts included various changes to improve water quality, one-way traffic on the north portion of Cedar Lake Parkway, adding an ice rink at Cedar Lake, a permanent bathroom at Lake of the Isles, changes to bike paths, changes to the Eastern beach of Cedar Lake, making improvement to informal trails on the east side of Cedar Lake, and so forth.

Governance Committee

Laura Cederberg reported that she met with the Office of Emergency Management to discuss emergency preparedness training for the community in the event

of an incident in the Kenilworth Corridor.

Communications Committee

Mary reported Tim has volunteered to drive the arterial streets that border the neighborhood to scout for locations of existing neighborhood signs. She also noted that work continues on the new CIDNA website; she will contact board members about providing material for the new website.

Environment Committee

Claire reported that the next committee meeting is January 18.

Joint Safety Committee

Laura D. reported the committee discussed street light repair, crime and safety issues, and snow removal at intersections, particularly at Bde Maka Ska and Lake Street where the paths and streets fall under multiple jurisdictions.

Actions

Moved and seconded: To approve a letter opposing the Hennepin Avenue Project Plan. Passed unanimously.

Moved and seconded: To approve all of the policies required by NCR - ADA policy, Board Training & Development Policy, Conflict of Interest Policy, EEO/AA Policy, Language Access Policy, Grievance Policy, Whistleblower Policy. Passed unanimously.

Discussions

The board discussed various bylaw changes required by NCR. The board will draft amendments to the bylaws that will be brought to the membership meeting in May for approval.

CIDNA is hiring a new Coordinator and the job posting is now available at www.CIDNA.org

Meeting adjourned at 8:55

Kenwood Neighborhood Association Board Meeting Go To Meeting

By Matt Spies

January 10, 2022

Online Meeting

*** Draft for approval at February Meeting ***

Present: Mark Brown (Chair), Jim Barnett (Vice Chair), Jeremy Nichols (Treasurer), Matt Spies (Secretary), Will Stensrud, Evelyn Turner, Melinda Platt, Courtney Kiernat, Kyle Leier, Jack Levi, Lana Baggentos

Absent: None

Guest Speakers: Lisa Goodman (City of Minneapolis), David Davies (SWLRT Office), Lt. Calvin Noble (Park Police), Emma Pachuta (Park Board)

1. Highlights from Councilmember Goodman. Next lunch with Lisa will be meeting with several leaders from downtown Minneapolis. City will be hiring Community Service Officers. They are completely dif-

ferent from mental health crisis responders. Canopy Mental Health and Consulting is providing these folks. Much of the crime around carjackings are conducted by teenagers.

2. Southwest Light Rail Update by David Davies. Road closure around the rail corridor (east of Burnham and west of Xerxes) starting on Feb 17 for close to 10 months. Burnham road will go to two way traffic.

3. East Cedar Lake Beach / Cedar Lake Master Planning Discussion - Lt. Noble shared some trends on citations at the beach. Emma Pachuta from the Park Board reviewed various proposals from the Cedar Isles Master Planning process. Board members and guests provided feedback and perspective on various design elements.

4. Proposed Renovation of 2424 W. Lake Of the Isles Parkway. The homeowner and architects reviewed

a redesign of the property. The homeowner will seek endorsement of changes with immediate neighbors and may ask KNO for a letter or endorsement non objection.

5. Contractor Review. Courtney Kiernat made a motion to authorize the Chair and the Treasurer to execute a revised contract with our communications contractor (Amanda Vallone) that will include a review of performance in 4 months. Motion passed with no objections.

6. Treasurer Report. Of note, payment has been made to the North High Booster club that was authorized at the December meeting.

7. Review of December 2022 Meeting Minutes. A motion was made to approve the December 2022 meeting minutes. The motion passed with no objections.

Talk to Me

by Ingrid Restemayer

Opening NOW at Susan Hensel Gallery on Artsy

Minneapolis artist Ingrid Restemayer returns with her beautiful mixed media pieces for the second time to Susan Hensel Gallery on Artsy.net as well as in the Windows on Cedar Project January 15-March 15, 2022

WHY AM I SHOWING YOU A CHART OF FLAGS AND PENNANTS?

There is a reason. This show is all about communication.

Ingrid Restemayer returns to Susan Hensel Gallery with a new fiber art/mixed media series titled Talk to Me. These pieces continue the strong compositions and driving aesthetic focus of the artist's oeuvre, developing the threads she has woven so far while introducing a new set of idioms. Using handmade paper, printmaking and embroidery, Restemayer gives us a quiet, contemplative view of the ways humanity communicates with itself.

The works combine colored paper as a background to etchings of animals, with embroidery that stitches the work together and adds textural elements on its own.

Ingrid's work has evolved from scrolls with code-like markings to colorful squares. With inspiration from flag messaging, each new piece is layered with implied meanings – from the color patterns to the overlaid embroidery to included animal imagery. Each element from paper to ink to thread is an intentional artists' mark.

Ingrid stitches by hand using needle and thread – not by machine. This is the age of electronic communication, the age of getting anything instantly – so long as you have a wi-fi connection. Sustainable tactics in art creation, things made by the human hand often have the power to promote further human interaction. Allow Ingrid's work to slow you down, lower your heart rate and sink into contemplation of the world as we wish it to be

Four or five of her pieces are going into the windows at 3441 Cedar Ave S, Minneapolis on January 15. Be sure to drive by and see them!

Lowry Hill Neighborhood Association Board Meeting

Minutes submitted by John Lillehei, MD (Secretary, LHNA Board)

Lowry Hill Neighborhood Association Board Meeting Minutes Date: January 4, 2022. Location: Zoom

Time to Call Meeting to Order after Quorum: 7:00 PM by President Charles Scheiderer

Board Members Present: Charles Scheiderer (President), John Lillehei, MD (Secretary), Jacquelynn Brown, Vickie Gilfillian –Bennett, Fran Davis, George Montague, Tyler Ecklund-Kouba, Sue Westerman, Craig Wilson, Jennifer Wirick Breitinger, Robert Hinck, Chad Harkin, Anne Nelson

Other Attendees: Lisa Goodman, Inspector Katy Blackwell, Aisha Chughtai, Becca Hughes, Cam Winton, Carla Godwin & Elizabeth Shaffer plus 38 Zoom Participants

Minutes of December 7, 2021 LHNA Board Meeting

Motion carried to approve the minutes

Minneapolis City Council Update

7th Ward Council Member Lisa Goodman presented a neighborhood and city update. She first introduced new 10th Ward Council Member Aisha Chughtai, whom then introduced herself. The next Lunch with Lisa is boxed and masked at the University of Saint Thomas on Wednesday, January 26, 2022. The topic is Downtown recovery with Steve Cramer, President and CEO of the Minneapolis Downtown Council.

As Lisa predicted, Mayor Jacob Frey announced January 5th an executive order of a Mask Mandate starting Thursday, January 6, 2022 at 5:00 PM. This is secondary to the rapidly spreading Omicron variant and involves all businesses and places of public accommodation in Minneapolis. This includes bars, restaurants, museums, theaters, schools, recreational facilities and service offices.

The Minneapolis City Council finalized approval of a 1.6 billion dollar city budget.

The Minneapolis Office of Performance and Innovation has partnered with Canopy, a Twin Cities-based mental health and consulting organization, to provide crisis intervention, counseling, and connection to support services for people as an alternative to police response. The police will only be dispatched if response teams request their help. The crisis intervention teams will operate two mobile units in Minneapolis 7:30 AM – Midnight, Monday – Friday, will be dispatched by 911 service, and will eventually operate 24/7.

The Minneapolis budget now provides funding for 160 new police cadets in 2022 but this is an optimistic number as applications are down approximately 50%.

Finally, please remember Minneapolis/ Lowry Hill residents are required to remove snow and ice from their sidewalks within 24 hours after the snow has stopped or face a fine. Report snow and ice, including curbs that impair safe walking, to 311 or online.

Minneapolis Police Crime Update

5th Precinct Inspector Katie Blackwell gave an update on the worrisome continued escalation in carjackings, theft from vehicles and home invasions in Lowry Hill and throughout Minneapolis. In Lowry Hill, from December 1, 2021-January 3, 2022, there were 10 carjackings, 8 thefts from vehicles, 5 home burglaries that included an occupied home invasion with a gun and 2 aggravated robberies while walking. Most have occurred during 6-7 PM during the week and anytime on the weekend. It is mostly woman that are robbed while walking alone and men that have been carjacked. The Minneapolis Police are using bait vehicles to apprehend theft from vehicles. As mentioned in her previous updates, there is a Joint Task Force to charge and hold repeat carjackers in the juvenile system and to charge, convict and incarcerate adults for felony carjacking, especially when a weapon is involved. Since the start of 2020, the MPD has lost about 300 police officers when it had approximately 888. The Minneapolis Charter sets a minimum of 715 based on current population. Despite this, Inspector Blackwell

states they are attempting to send more squad cars into Lowry Hill during the peak carjacking and theft hours.

Prevention techniques include vigilance of your surroundings, no talking on mobile phones while idling, no valuable left in vehicles, lock garage and home doors, video cameras, and motion lights.

Inspector Blackwell stressed to never resist or fight assailants as this has resulted in severe personal injury. However, if there is time, personal alarms or honking car horns have prevented some crimes as loud noises have chased suspects away.

Crime and Safety Update

Minneapolis Police Buy Back Organizer Cam Winton and LHNA Crime & Safety Chair Sue Westerman lead the discussion on solutions to mitigate the alarming increase in Lowry Hill crime. It is well established that the MPD has lost hundreds of police officers. Lowry Hill resident Cam Winton has spearheaded multiple neighborhood discussions on hiring unarmed versus armed security companies or the MPD Buy Back Program. The most viable temporary solution is the Minneapolis Police Department Buy Back Program. This is a well-established program that has been utilized by neighborhoods such as Loring Park, Lyndale, Uptown, Downtown and Hidden Beach on Cedar Lake. Over 200 Lowry Hill residents are now in favor of funding this program. It is believed that a MPD squad car that cruises the entire Lowry Hill neighborhood for a goal of 11 hours daily will certainly help in preventing carjackings, thefts from vehicles, and armed robberies of home and person. The program will hopefully commence in early February 2022.

The system works in this manner: A Non Profit is established (it will not pay taxes)- each Lowry Hill resident/home participant contributes \$220 monthly (non tax deductible) to this entity-the entity funds the city to pay a Minneapolis Police Department officer ~ \$110/hour to patrol all of Lowry Hill. The more money contributed, the more hours the officer will patrol with a goal of at least 11 hours daily. This trial is for 6 months and then will be reevaluated as to the effectiveness in reducing crime in our neighborhood and whether we feel safer. The MPD police squad vehicle will patrol the entire Lowry Hill neighborhood and will be blinded to whom is paying.

These MPD officers are working on their time off so are not pulled from another area of the city. The liability for this officer is the usual liability that the City of Minneapolis has with the MPD and officers and not that of Lowry Hill participants or the established Non Profit.

After a question and answer session, the following LHNA Board Motion:

The Lowry Hill Neighborhood Association will proactively communicate the MPD Police Buy Back Program to Lowry Hill residents.

All Lowry Hill residents interested in participating in the Minneapolis Police Buy Back Program/ or questions, should contact Cam Winton:

camwinton@gmail.com

Sue Westerman presented the Lowry Hill Crime Data from December 1, 2021- January 3, 2022 elucidated in the Minneapolis Police Crime Update. There was discussion of the 4 video cameras already existing in the Lowry Hill Neighborhood funded for \$28,000(\$7000 per camera) from the LHNA. She stated that MPD investigators have used this camera data in the prosecution and conviction of criminals. There was further discussion that the LHNA should consider the purchase of additional cameras in 2022. In addition, video footage from home surveillance systems (such as Ring and Nest) is very helpful for the MPD when investigating criminal activity. **Lowry Hill residents can register these cameras with the MPD at:**

<https://mplsregistry.com>

Hennepin Avenue South Reconstruction Project

The City of Minneapolis is in the final planning stages of the reconstruction of Hennepin Avenue South between West Lake Street and Douglas Avenue.

Rebecca Hughes, Senior Transportation Planner for the City, presented a slideshow of the project to begin in 2024. It includes pedestrian facilities for improved safety and comfort for people walking, a two-way protected bikeway between Lake Street and Franklin Avenue, dedicated transit lanes for BRT (Bus Rapid Transit), 2 vehicle lanes with left turn lanes at key intersections, loading bays where feasible, and a reduction in vehicle parking spaces from the current of over 300 to 20 spaces. The website for the entire project is: www.minneapolismn.gov/projects/hennepinsouth.

After the presentation, there were a few questions regarding concerns of the less than ideal public engagement and transparency in the project and that the dramatic drop in Hennepin Avenue parking spaces will likely result in the loss of Hennepin Avenue businesses already stressed by the Covid-19 Pandemic.

The Hennepin Avenue Project has 2 key dates available on the website above that all concerned Lowry Hill residents should heed:

1. January 13, 2022, 4:30 PM- Virtual Open House

2. January 28, 2022- Final submission date for the online Hennepin feedback survey

The Treasurer's, Zoning, Communications and Neighborhood Priorities Reports are deferred for the February 1, 2022, 7 PM Zoom LHNA Board Meeting.

As there was no further business, the meeting was adjourned at 8:58 PM.

Lowry Hill Neighborhood Association Board Written Action Resolution Minutes Date: January 10, 2022

Communication: Email to all LHNA Board Members on January 8, 2022

Anne Nelson, Chad Harkin, Charles Scheiderer, Craig Wilson, Fran Davis, George Montague, Jacquelynn Brown, Jennifer Wirick Breitinger, John Lillehei, MD, Robert Hinck, Sue Westerman, Thomas Regnier, Toni D'Eramo, Tyler Ecklund-Kouba, Vickie Gilfillian-Bennett

LHNA Bylaw Invoked for Motion: Article Four (Board of Directors), Section 13 (Written Action)

Motion for Resolution: The Lowry Hill Neighborhood Association Board of Directors resolves that planning and design phase of the Hennepin Avenue South Project should be delayed (Body of Resolution Below). Motion made by Craig Wilson. Second to Motion by John Lillehei, MD

Motion Approved: Unanimous approval by entire LHNA Board email response YES

Body of Resolution:

The Lowry Hill Neighborhood Association Board of Directors resolves that planning and design phase of the Hennepin Avenue South Reconstruction Project should be delayed

Pre-2020 input assumptions on the Hennepin Avenue South design are no longer valid. Since then much has changed in Minneapolis including the Covid-19 pandemic, social unrest, businesses distress, surge in crime and disruptions in patterns of daily life—commuting, working, attending school, shopping and recreating.

Design alternatives were not adequately examined. Eight months ago we were presented with Alternatives A and B. We made it clear we needed to see other alternatives but none were ever supplied.

The elimination of parking along Hennepin Avenue South from 300 stalls to 20 will place an undue hardship on businesses that are still trying to recover from civil unrest, an unprecedented escalation in criminal activity and the Covid-19 pandemic. We have already lost many businesses. We should be finding ways to make it easier to conduct business, not harder. We question whether marginally improving transit time through a 1 ½ mile corridor, which benefit has never been quantified, is worth the adverse impact to business viability and

Hill & Lake Press

www.hillandlakepress.org

LHNA from page 9

neighborhood livability.

The public engagement process has been administered virtually and as well been confusing and cryptic, especially to Lowry Hill residents unfamiliar with or lacking access to technology that is necessary to partake in this process. Outreach has also been managed in a way that limits stakeholder participation, dialogue and learning from one another about various points of view. As a result, the recommended design lacks depth and will lead to problems that exist in areas that have had similarly flawed public processes. A prime example of this is the design failure of Hennepin Avenue South between Lake Street and 31st Street that has led to a mass exodus of businesses and created unfortunate vehicular flow and parking issues. Allowing for authentic neighborhood stakeholder participation will ensure a better outcome for all.

Park Board planners from page 4

nity well for more than a century. At a minimum prior review by SHPO of several specific proposals should be obtained before ANY further action is taken. It is possible, even likely, that several would be non-starters and therefore more time and energy should not be expended on them. And as well as SHPO, formal review and commentary from the various neighborhood associations which represent the affected areas should be sought. These are regional parks but some deference has traditionally been given to those most affected by proposed changes, who also are likely among the most frequent users of the parks. Simply having a few Zoom or distanced in-person meetings in the middle of January is hardly adequate to provide the sort of extensive public awareness and the required input that should be required before embarking on any plans of this magnitude.

What happened with the development of the renovation plan for LOTI in response to the flooding in the late 90s should be instructive. The proposed plan had many very complex and highly intrusive aspects and was based on flawed legal advice given the MPRB by the Watershed District. The proposed public meetings (again in January) were poorly attended. The plan was approved allegedly with community support. But when more of the public actually found about what was being proposed there was a huge outpouring of protest which led to a much less intrusive plan, one based on correct legal advice, and one that actually addressed the problem at hand (flooding) and did not finally incorporate much more aggressive changes to the Park. The grounds for the opposition were largely based on violation of the historical character of the lake and park.

The following are several specific issues where it is not clear there is a "problem" that requires a solution, and where both Concepts A and B contain proposals that would be seriously at variance with the historical character of the Grand Rounds as it encompasses Isles and Cedar Lakes and/or raise serious practical issues that could create serious problems for both residents and visitors.

Accessibility What is the 'problem' with accessibility now? Neither lake or park is hidden and both are used by thousands of residents and nonresidents every year. Perhaps a better bike-path connection could be made along Kenilworth between the lakes. Beyond that what more is really needed? The parkways, bike and pedestrian paths assure perfectly good access and flow as they are now. A second, counter-clockwise bike lane on the Parkway could be considered but might well create problems with on-street parking, which is already tight seasonally over in the area of the skating rink.



Hill & Lake Press
1821 Dupont Ave S, Minneapolis,
MN 55403
www.hillandlakepress.org
612-723-6004
Volume 46 Number 1
JANUARY 21, 2022
Next issue:
February 18, 2022
Reservation deadline
February 8, 2022
Materials due
February 12, 2022

Jean Deatruck: 612-723-6004
Managing Editor
1821 Dupont Avenue South,
Minneapolis, MN55403;
hillandlakepress@gmail.com

Heather Deatruck
www.hillandlakepress.org
Business Manager, Webmaster
hillandlakepress@gmail.com

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

Earl Van Norman
Store Deliveries

Sara Nelson, *Distributor*
saracelia@gmail.com

Hill & Lake Press is a non profit newspaper and funded and supported by its advertisers and neighborhood associations: East Isles Residents Association (EIRA); Kenwood Neighborhood Organization (KNO); Cedar Isles Dean Neighborhood Association (CIDNA); and Lowry Hill Neighborhood Association (LHNA).

Please direct contributions and advertising queries to Jean Deatruck at 612-723-6004 or hillandlakepress@gmail.com

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

Expanding the existing bike-lane to a bidirectional plan would invite many accidents. That is why it is one way now. Given the generally low traffic volume on the Parkway, riding counterclockwise on the street isn't particularly hazardous (I know, I've been doing it for more than 30 years). Closing the parkways from time to time is a lovely idea, with historical precedent, to allow for even more undisturbed enjoyment of the parks and lake, and that is worth considering perhaps on Sunday afternoons, but any permanent closures of parts of the Parkway may well make accessibility worse, not better.

'Re-wilding', turf and 'savannah'. The shoreline at Isles is as noted above in need of a lot of work. Not much in the plan goes into specifics as to what should be done. Both Concepts however mention 're-wilding' as part of a future vision. What does this mean? And what relevance does this notion have to replacing turf with a prairie or 'savannah'-like park? This area was a swamp, not a prairie, before dredging in the late 19th century and I don't think we want to return it to a swamp, but why introduce a completely foreign vision by replacing the historical reliance on grass/turf with a prairie-type parkland? This would be 100% contrary to the original intent of Theodore Wirth to have this Lake and Park done in the 'Romantic' tradition of parks, which has been the guiding principle since the original design to provide access to and enhance views of the lawns, trees and lake. Widespread use of prairie-like plantings would be completely inconsistent with that vision, and the history of the area. Concept A envisions this on a large scale, Concept B less so, but it's difficult to tell from the diagrams. The shoreline desperately needs more work, but neither the shoreline nor the upland need what is being proposed in either Concept.

Activities and Amenities. The traditional activities at Isles have been walking, biking, canoeing, kayaking, skating in the winter, and just generally enjoying nature in a quiet manner, without a lot of other distractions or activities. This was by design. As noted above, other parks and lakes have much more extensive programs of activities, but Isles was designed and meant to be different (Cedar as well). There is no reason why a significant expansion of activities and amenities should be added to the 'menu' at either lake. First, it would violate the basic character of the lakes and their surroundings, and so very likely actually discourage use by those who in fact appreciate the dedication to nature here. Second, there simply isn't space for significantly expanded use in either park that is remotely comparable to what is available at Harriet, Bde Maka Ska or Nokomis. So why try to design 'amenities' and promote 'activities' typical of those other Parks in these spaces? By design these parks are different and the rationale for promoting homo-

geneity with the others is not stated, and certainly highly debatable. Third, while as noted the lakes and parks are not hidden and get plenty of use, accessibility is inherently limited by location, at least as compared to where other major parks are situated. There is already congestion on the east side during skating season due to on-street parking by residents and visitors. Creating a significant increase in available activities year-round would likely be highly problematic for congestion within this entire residential area.

Permanent Indoor/Outdoor Installations Developing and building permanent installations would be 100% contrary to the historic character of these lake and parks since they would be intrinsically intrusive, and designed to support a program of activities which in turn are inconsistent with the fundamental historic vision of the area as described above. In addition they would also likely be designed to promote large gatherings of people, provide food, restrooms, even concerts or other types of activities depending on what is built. These are also not part of the historic ethos of this area and could promote loitering, noise and congestion. The existing seasonal warming house for skating has been there for decades and serves its purpose well. It isn't attractive but it serves a purpose that has been 'accepted' within historic usage patterns. Therefore the goal for that part of the park should be to make the facility more attractive and replace the industrial-type lighting (added after the last renovation plan but without proper oversight from the MPRB Board) with site-appropriate seasonal lighting as was the case for decades. There is no rationale offered for replacing this seasonal structure with a permanent installation as is the case in Concept A. It is important to note that this idea was soundly rejected when proposed as part of the post-flooding renovation plan 20 years ago.

Concept B also proposes such a structure but suggests putting it in the West Bay. The same objections apply as above in Concept A to replacing the warming house with a permanent structure, but the impact would be catastrophic from the standpoint of the historical nature of the West Bay. (There has at least been community acceptance of a seasonal structure on the North Arm). The West Bay is arguably one of the more scenic parts of the Lake with its sweeping curved shorelines around Evergreen Point and into the Bay itself. For decades, canoe storage and docks have added a lovely gentle human "exclamation point" just at the junction of two major parkways on the Grand Rounds. The impact of a permanent structure there with the needed infrastructure and the usage to follow would

Park Board Planners to page 13

COVID Free Community

NOW TAKING TOURS



THE KENWOOD RETIREMENT COMMUNITY



MAHMOUD EL-KATI

Active Activist

NEIGHBOR MAHMOUD EL-KATI

If you can't find Mahmoud El-Kati in his apartment at The Kenwood Retirement Community, look in the library or the workout room. At age 86, Mahmoud continues to seek, and create knowledge and keep himself physically healthy. He is a long-time activist, teacher, lecturer, writer and commentator on the African American experience. Despite the continuing struggle of our country to face our history of slavery and racism, Mahmoud remains optimistic. He feels that "human beings can change their attitudes."

Mahmoud credits his family, particularly his grandmother, with his abiding interest in words and learning. He recalls that she was a first-generation freeborn Black woman who was an avid reader of multiple Black newspapers. Her circle of elder friends in the Black community were also an enduring influence. After saying hello, elders would always ask Mahmoud how he was doing in school and rewarded him with a quarter on answering truthfully that he was doing very well. The elders recognized the importance and magic of reading and writing which had been prohibited for Blacks during slave times. Mahmoud points out that the Black community was transformed from illiteracy to literacy in 30 short years. Growing up in this tight-knit community Mahmoud never had any doubt that he was going to college.

Mahmoud is a Professor Emeritus of History at Macalester College. In 2008, Macalester established the Mahmoud El-Kati Distinguished Lectureship in American Studies in recognition of his scholarly and community work. This endowment is used to bring distinguished scholars to Macalester for an extended engagement that includes public presentations, classroom appearances and conversations with students, faculty and the local community. Mahmoud was also a founder of The Way, a Northside Minneapolis community center established in the aftermath of urban unrest in 1966. The Way was devoted to cultivating racial pride in African-American youth.

Mahmoud is the author of, among other books, *Politically Considered: 50th Commemoration of the Supreme Court Decision of 1954*, *The Myth of Race/The Reality of Racism*, and *Haiti: The Hidden Truth*. These books are on a special shelf at The Kenwood which also

features other Kenwood residents' published works. He's also written numerous articles on the myth of race, Ebonics, gangs and Black youth, education, and sports, among other issues. His writing has appeared in *Insight News*, *The MN Spokesman-Recorder*, *New York Times*, *St. Paul Pioneer Press*, *Minneapolis Star Tribune*, and *The Nigerian Times*.

During the pandemic, Mahmoud kept himself very busy. He is a founder of the Nu Skool of Afrikan American Thought, a group which continued to meet virtually every fourth Friday of the month as they have in person for years. The group is, as Mahmoud says, "very democratic, everyone who is interested in learning about the African American experience is welcome." They currently meet at the High School for Recording Arts in St. Paul. He also was featured in a short film Listen, Please by J.D. Steele with three other elders in the Black community, Josie Johnson, Bill English, and Sally Steele Birdsong. You can view it on Facebook or YouTube. In addition, Mahmoud and Josie Johnson conducted a discussion of the protest movement which can also be found on YouTube, *Minnesota Spokesman Recorder: Elders of the Protest Movement*. Mahmoud was featured in the *Star Tribune Magazine* in Autumn 2020, *Seeking Justice*, *Leaving a Legacy* along with Black leaders Josie Johnson, Spike Moss, Sharon Sayles Belton, and Nekima Levy Armstrong.

And if that wasn't enough activity during the pandemic, Mahmoud also received an honorary degree from Augsburg University in Minneapolis.

In addition to keeping his mind in shape, Mahmoud works out regularly. Twice a week, his personal trainer comes to instruct him in his workouts. Mahmoud returns the favor and instructs his personal trainer on the U.S. Constitution.

In September, Mahmoud will be making a presentation about Haiti for a gathering of Kenwood residents. The Kenwood has a long history of residents presenting on various topics such as the Harry Potter books, economic theory, The Civil War, architecture, and more. We look forward to opening our doors to our neighbors again so that you can join in and continue to learn from our amazing residents.

THE
KENWOOD

Independent, Assisted Living
and Short-term Stays

Visit www.thekenwood.org for more information

Call (612) 374-8100 to schedule a tour!

825 SUMMIT AVENUE | MINNEAPOLIS, MN 55403

Master Planning from page 4

having a few Zoom or distanced in-person meetings in the middle of January is hardly adequate to provide the sort of extensive public awareness and the required input that should be required before embarking on any plans of this magnitude.

What happened with the development of the renovation plan for LOTI in response to the flooding in the late 90s should be instructive. The proposed plan had many very complex and highly intrusive aspects and was based on flawed legal advice given the MPRB by the Watershed District. The proposed public meetings (again in January) were poorly attended. The plan was approved allegedly with community support. But when more of the public actually found about what was being proposed there was a huge outpouring of protest which led to a much less intrusive plan, one based on correct legal advice, and one that actually addressed the problem at hand (flooding) and did not finally incorporate much more aggressive changes to the Park. The grounds for the opposition were largely based on violation of the historical character of the lake and park.

The following are several specific issues where it is not clear there is a “problem” that requires a solution, and where both Concepts A and B contain proposals that would be seriously at variance with the historical character of the Grand Rounds as it encompasses Isles and Cedar Lakes and/or raise serious practical issues that could create serious problems for both residents and visitors.

Accessibility What is the ‘problem’ with accessibility now? Neither lake or park is hidden and both are used by thousands of residents and nonresidents every year. Perhaps a better bike-path connection could be made along Kenilworth between the lakes. Beyond that what more is really needed? The parkways, bike and pedestrian paths assure perfectly good access and flow as they are now. A second, counter-clockwise bike lane on the Parkway could be considered but might well create problems with on-street parking, which is already tight seasonally over in the area of the skating rink. Expanding the existing bike-lane to a bidirectional plan would invite many accidents. That is why it is one way now. Given the generally low traffic volume on the Parkway, riding counterclockwise on the street isn’t particularly hazardous (I know, I’ve been doing it for more than 30 years). Closing the parkways from time to time is a lovely idea, with historical precedent, to allow for even more undisturbed enjoyment of the parks and lake, and that is worth considering perhaps on Sunday afternoons, but any permanent closures of parts of the Parkway may well make accessibility worse, not better.

‘Re-wilding’, turf and ‘savannah’. The shoreline at Isles is as noted above in need of a lot of work. Not much in the plan goes into specifics as to what should be done. Both Concepts however mention ‘re-wilding’ as part of a future vision. What does this mean? And what relevance does this notion have to replacing turf with a prairie or ‘savannah’-like park? This area was a swamp, not a prairie, before dredging in the late 19th century and I don’t think we want to return it to a swamp, but why introduce a completely foreign vision by replacing the historical reliance on grass/turf with a prairie-type parkland? This would be 100% contrary to the original intent of Theodore Wirth to have this Lake and Park done in the ‘Romantic’ tradition of parks, which has been the guiding principle since the original design to provide access to and enhance views of the lawns, trees and lake. Widespread use of prairie-like plantings would be completely inconsistent with that vision, and the history of the area. Concept A envisions this on a large scale, Concept B less so, but it’s difficult to tell from the diagrams. The shoreline desperately needs more work, but neither the shoreline nor the upland need what is being proposed in either Concept.

Activities and Amenities. The traditional activities at Isles have been walking, biking, canoeing, kayaking, skating in the winter, and just generally enjoying nature in a quiet manner, without a lot of other distractions or activities. This was by design. As noted above, other parks and lakes have much more extensive programs of activities, but Isles was designed and meant to be different (Cedar as well). There is no reason why a significant expansion of activities and amenities should be added to the ‘menu’ at either lake. First, it would violate the

basic character of the lakes and their surroundings, and so very likely actually discourage use by those who in fact appreciate the dedication to nature here. Second, there simply isn’t space for significantly expanded use in either park that is remotely comparable to what is available at Harriet, Bde Maka Ska or Nokomis. So why try to design ‘amenities’ and promote ‘activities’ typical of those other Parks in these spaces? By design these parks are different and the rationale for promoting homogeneity with the others is not stated, and certainly highly debatable. Third, while as noted the lakes and parks are not hidden and get plenty of use, accessibility is inherently limited by location, at least as compared to where other major parks are situated. There is already congestion on the east side during skating season due to on-street parking by residents and visitors. Creating a significant increase in available activities year-round would likely be highly problematic for congestion within this entire residential area.

Permanent Indoor/Outdoor Installations Developing and building permanent installations would be 100% contrary to the historic character of these lake and parks since they would be intrinsically intrusive, and designed to support a program of activities which in turn are inconsistent with the fundamental historic vision of the area as described above. In addition they would also likely be designed to promote large gatherings of people, provide food, restrooms, even concerts or other types of activities depending on what is built. These are also not part of the historic ethos of this area and could promote loitering, noise and congestion. The existing seasonal warming house for skating has been there for decades and serves its purpose well. It isn’t attractive but it serves a purpose that has been ‘accepted’ within historic usage patterns. Therefore the goal for that part of the park should be to make the facility more attractive and replace the industrial-type lighting (added after the last renovation plan but without proper oversight from the MPRB Board) with site-appropriate seasonal lighting as was the case for decades. There is no rationale offered for replacing this seasonal structure with a permanent installation as is the case in Concept A. It is important to note that this idea was soundly rejected when proposed as part of the post-flooding renovation plan 20 years ago.

Concept B also proposes such a structure but suggests putting it in the West Bay. The same objections apply as above in Concept A to replacing the warming house with a permanent structure, but the impact would be catastrophic from the standpoint of the historical nature of the West Bay. (There has at least been community acceptance of a seasonal structure on the North Arm). The West Bay is arguably one of the more scenic parts of the Lake with its sweeping curved shorelines around Evergreen Point and into the Bay itself. For decades, canoe storage and docks have added a lovely gentle human “exclamation point” just at the junction of two major parkways on the Grand Rounds. The impact of a permanent structure there with the needed infrastructure and the usage to follow would totally shatter the atmosphere and historic character of this part of the Lake and Parks.

It is also suggested in the Concepts that a permanent installation be considered near the new 21st St Light Rail Station. It is true that this station could bring large numbers of visitors to Cedar Lake though that is not its purpose. There may be assumptions in Concept B that this LRT station is also going to bring larger numbers of visitors to LOTI, but this is not likely as it is still a considerable distance away. The question is then whether one would want to profoundly alter what is by far the most bucolic part of the most bucolic park in the system with a permanent structure near the LRT station. It may not be permissible under SHPO guidelines, and should definitely be reviewed. And before taking a step that could further increase usage of this area of this lake with a lot of potential noise and congestion in a somewhat constricted residential area, a lot of careful forethought would be required.

Viewing Decks. Why would we need “viewing decks” at Isles when the lake is perfectly visible now from nearly any point? These again would be permanent structures. Depending on how large and intrusive these would be, there could be serious issues with historic vistas and sightlines if less so than with permanent buildings. What the park does need are more and better

placed benches, and as noted above, more attention to the shoreland so that visibility isn’t impaired. Related to the Viewing Decks are proposed formal designated picnic grounds. Folks have been enjoying picnics with their lawn chairs and spreads for decades, and are not in need of designated picnic areas and installed benches. These just encourage loitering and littering and distract from the fundamental character of the lawns themselves.

In sum, much of what is proposed in both Concepts A and B would appear to be highly inconsistent with the protected historic character of these particular lakes and parks, as well as the ways in which the areas have been used for decades. What is the basic rationale for some of the radical changes proposed? That really isn’t clear but it most certainly is not embedded in the core mission of the MPRB. These particular parks and lakes enjoy formal legal protection on historic grounds, and so to avoid getting tangled up in a lot of controversy, the overriding goal of the Master Plan should be to improve the parks in the many ways that are needed, while leaving their underlying character intact. There is much that can and should be done with water quality, habitat preservation, shoreline plantings and maintenance, better seating areas and perhaps some signage, all of which would significantly enhance the experience of being at these parks for those who enjoy them for what they are and have historically been. This should be the focus of the Master Plan, rather than on major alterations of the appearance of the parks and the installation of permanent structures with the goal of encouraging increased usage based on expansion of activities which are not part of the traditional usage of these parks. Such activities are widely available, including at the adjacent parks at Bde Mke Ska and Harriet, and there is no compelling rationale for moving Cedar and Isles away from their traditional moorings and more in the direction of these other venues which have different histories, and different purposes.

As noted below in our previous construction update from December 17, this is a brief note to remind you that the planned long-term closure of Cedar Lake Parkway is currently anticipated to begin in about one month, as early as Monday, January 31, 2022. This closure is needed to construct the Kenilworth LRT Tunnel that will extend under Cedar Lake Parkway. The exact timing of this closure is dependent on permit approval by the Minneapolis Park and Recreation Board. Project staff plan to announce more details about this closure and host a public virtual meeting in January to explain the work surrounding this closure.

Everyone take care, and expect more from the Project Office on the upcoming closure soon. Have a happy and safe beginning to 2022.

David Davies (he/him/his)
Community Outreach Coordinator
david.davies@metrotransit.org
24/7 SWLRT Construction Hotline:
612.373.3933

Ice Skating on Cedar Lake



Photo by Dorothy Childers

Neighborhood Mail Carrier Retires



Photo by Jennifer Scarver

After thirty-one years of service at the United States Post Office, Christopher Childers punched in on his last day of work on December 31, 2021.

He grew up in the Lowry Hill neighborhood and attended schools there. He carried mail in Hill and Lake Press Neighborhoods for over twenty-four years. His retirement plans include moving to Iowa and pursuing his passion of painting landscapes.

Christopher is shown here with Union Steward Chris Walker.

Good morning Minneapolis community members,

As noted below in our previous construction update from December 17, this is a brief note to remind you that the planned long-term closure of Cedar Lake Parkway is currently anticipated to begin in about one month, as early as Monday, January 31, 2022. This closure is needed to construct the Kenilworth LRT Tunnel that will extend under Cedar Lake Parkway. The exact timing of this closure is dependent on permit approval by the Minneapolis Park and Recreation Board. Project staff plan to announce more details about this closure and host a public virtual meeting in January to explain the work surrounding this closure.

Everyone take care, and expect more from the Project Office on the upcoming closure soon. Have a happy and safe beginning to 2022.

David Davies (he/him/his)

This Valentines, Instead of Giving Flowers, Dine Amongst Them

This Valentine's Day, give your sweetheart the gift of flowers – by dining amongst them in an unforgettable romantic setting. Enjoy a candle-lit dinner in the warm, comfy confines of the indoor gardens inside the Marjorie McNeely Conservatory, each with its own unique characteristics. String musicians play while each guest enjoys a gourmet dinner that includes a scrumptious salad, a hearty double entrée, delicious dessert, and two glasses (per person) of wine or beer.

Reservations are now being accepted, through January 28th, for this truly unique dining experience which will take place on Friday, February 11, Saturday, February 12, and Monday, February 14th. Each night there will even be a visit from one of Como's animal ambassadors. Before or after dinner guests can stroll in the warmth of the popular Tropical Encounters exhibit while sipping wine. Don't procrastinate; this special event does sell out every year, and because of the ongoing pandemic we are limiting capacity to 75% from previous years.

Guests can choose to sit in the Sunken Garden amongst the vibrant purple azaleas, pink lilies, and camellias. Cyclamen, cineraria, veltheimia, and amaryllis will add beautiful pink and red accents throughout the garden. For a more tropical, cozy, secluded setting guests can choose to sit amongst the lush vegetation inside the North Garden or Palm Dome.

The cost for this all-inclusive event is \$180 per couple. Seating is limited and advance reservations are required!

Reserve your spot before January 28 by clicking a reservation link below.

Click [HERE](#) for a Friday, February 11 5:30pm reservation

Click [HERE](#) for a Friday, February 11 8:00pm reservation

Click [HERE](#) for a Saturday, February 12 5:30pm reservation

Click [HERE](#) for a Saturday, February 12 8:00pm reservation

Click [HERE](#) for a Monday, February 14 5:30pm reservation

Click [HERE](#) for a Monday, February 14 8:00pm reservation

**Serious Negotiator
Serious Litigator
Serious Results**

They say winning isn't everything. When it comes to executive severance negotiations, it's the only thing. We represent executives and professionals against some of the largest companies nationwide.

Get the severance you deserve.

halunenlaw

EMPLOYMENT • WHISTLEBLOWER • INJURY

HALUNENLAW.COM

612.605.4098



Clayton Halunen
Founder and Managing Partner

COVID testing FAQ: How accurate are at-home tests? Where can you find one in Minnesota?

By Zoë Jackson Star Tribune January 7, 2022 — 10:40am

As the COVID-19 pandemic continues to affect daily life in Minnesota and cases rise due to the fast-spreading omicron variant, options for testing have expanded.

But with an abundance of choices come questions about which tests to choose and where to find them.

Here are some of the most commonly asked questions.

What is the difference between a PCR and an antigen test?

PCR tests are the most accurate for determining if you have COVID-19, according to the Minnesota Department of Health (MDH). These tests are administered with a nasal swab, an oral swab or by taking a saliva sample. You can take a PCR test whether you're symptomatic or not.

Antigen tests, also called rapid tests, produce results more quickly. These tests are given with a nasal swab and may not be as accurate, especially for people who are not showing symptoms. However, a positive test is considered a probable case of COVID, according to MDH. A public health worker will follow up to give someone who tests positive recommendations on how long to isolate. If you take a rapid test at home, you will not receive those recommendations as home tests are not reported to MDH.

Do at-home COVID-19 tests detect the omicron variant?

Yes, but U.S. health officials say early data suggests they may be less sensitive at picking it up.

Government recommendations for using at-home tests haven't changed. People should continue to use them when a quick result is important.

"The bottom line is the tests still detect COVID-19 whether it is delta or alpha or omicron," says Dr. Emily Volk, president of the College of American Pathologists.

Government scientists have been checking to make sure the rapid tests still work as each new variant comes along. The Food and Drug Administration said preliminary research indicates they detect omicron, but may have reduced sensitivity. The agency noted it's still studying how the tests perform with the variant, which was first detected in late November.

Where can I find rapid at-home tests in Minnesota?

At-home rapid antigen tests can be found at pharmacies, grocery stores, health care providers and online. Post-holiday, tests may be difficult to find. Setting stock notification alerts could help. These websites, popular for years with gamers and shoe fanatics, are now being used for testing. NowInStock and other sites scour the internet for stock and update when they find it. You can set alerts that go to your phone, e-mail or browser.

How can I get a free test mailed to me?

The state is offering free at-home PCR tests through Vault Medical Services. You can request a test whether you have symptoms or not. Orders are delivered via DoorDash. Tests will not be shipped or delivered on Sundays or holidays. Tests are self-administered with supervision on Zoom. Right now, results are delayed due to high testing volume. Order a test here.

There is no limit to the number of Vault tests you can order, but you cannot order a new one until you receive results from an outstanding test.

What about state-run testing sites? Where are they, and how do you get a test at one?

The state's COVID-19 Community Testing Sites are free and do not require proof of insurance. Walk-in tests are welcome, but the state strongly encourages making an appointment at the location you will visit. Without an appointment, you will have to wait in line. Results are available in 24-72 hours for PCR and in 15 minutes to 3 hours for antigen tests.

Locations and hours

Minneapolis Convention Center

Monday-Friday: 9 a.m.-7 p.m.

Saturday: 10 a.m.-6 p.m.

Enter the building on the northwest side off 2nd Avenue, nearest to the west skyway. Free parking is available at the Plaza Parking Ramp. Be sure to request

a parking voucher on-site in the testing room.

MSP Terminal 1, Level 2 Blue Ramp

Daily: 7 a.m.-7 p.m.

Staff will validate parking for those who are testing.

St. Paul Roy Wilkins Auditorium Exhibit Hall

Sunday: 11 a.m.-4 p.m.

Monday-Thursday: 11 a.m.-6 p.m.

Friday-Saturday: closed

Limited free parking is available at the RiverCentre Parking Ramp. Metered parking near Rice Park is also available.

Other testing locations:
<https://mn.gov/covid19/get-tested/testing-locations/community-testing.jsp>

What if I'm told to pay for a free test?

MDH advises that you will not have to pay for free tests. If you have insurance you will be asked to provide that information so that your insurance can pay for the test. If your insurance does not cover COVID tests, the state will pick up the bill. If you don't have insurance, you can still take a free test.

If the Vault website asks for your credit card information, do not provide it. Close out of the browser and try to order your test again from a new or incognito browser. If you have been charged for a test, send an e-mail to testathome.mdh@state.mn.us.

Are there other places that do on-site testing?

Tests are also available at community clinics. Search a list of clinics using your ZIP code here.

Some doctors offices also offer drive-up tests.

How long after testing positive do you have to keep testing to make sure you're in the clear?

There's not a requirement or broad recommendation that everyone take a test before they stop isolating, but the Centers for Disease Control and Prevention (CDC) has laid out some guidance for those who may want to, according to an MDH spokesperson. If a patient meets criteria to end isolation after five full days, they may do so. If that individual has access to a test and wishes to take a test, an antigen test is the best approach.

If a patient meets criteria to end isolation after 10 days, they do not need to test. Those who are immunocompromised or severely ill should consult their physician regarding testing. Their recommendation may vary depending on the patient and situation, according to the CDC.

How do I know if a test purchased from a store or online is legit?

Here is a list of COVID tests that the FDA has authorized for emergency use. Brands include Binax, Inteliswab and On/Go.

Costs for a pack of two antigen tests could run from \$14 at the low end to \$35 online. The Wall Street Journal reported last week that Walmart and Kroger were raising prices on Binax tests.

Do I have to report a positive result from an at-home test to MDH?

If you are self-testing and are not connected to a setting with specific testing guidance, you do not need to report the results of the self test to local or state public health agencies.

Looking to get vaccinated? Find your vaccine here.

What questions do you have about COVID tests in Minnesota? Submit your question here and we'll try to find the answer.

The Associated Press contributed to this report.

Zoë Jackson is a reporter covering St. Paul and its neighborhoods for the Star Tribune. She previously covered young voters on the politics team, supported by Report for America and the Minneapolis Foundation.

zoe.jackson@startribune.com zoemjack

Find Testing Locations in Minnesota / COVID-19 Updates and Information - State of Minnesota

Find Testing Locations in Minnesota / COVID-19 Updates and Information -...

Locate a COVID-19 testing location near you.

Reduced speed limit of 20 mph begins to take effect on Minneapolis parkways

A reduced speed limit of 20 mph is beginning to take effect on Minneapolis Park and Recreation Board (MPRB) parkways this week, as City of Minneapolis Public Works crews started replacing speed limit signs Jan. 10.

The reduced speed limit on parkways matches the speed limit for local streets in Minneapolis, which was changed to 20 mph in 2020.

Over the coming months, the MPRB and the City of Minneapolis Public Works Department, which manages signage along the parkway system, will change existing signage from 25 mph to 20 mph. Parkway speed limit signage adjustments will continue in the spring of 2022 as frequency of signage is reviewed in more detail.

Drivers should follow the posted speed limit on parkways while signs are updated.

Mayor Frey and Mr. Vlatkovitch,

I'm asking you to please delay the Hennepin Ave Reconstruction Plan until Margaret Anderson Kelliher can assume her role as the new Director of Public Works and can review the impact of the redesign on local businesses and neighborhood livability. It is my understanding that transportation planning professionals have been engaged in the planning effort but not experts in creating viable commercial business corridors, which is standard practice at other agencies like MNDOT.

The success of area businesses, and access to them, is an important factor of neighborhood livability and our quality of life. This plan falls short of protecting businesses. We do not want the mass exodus of businesses as has happened in other places after removal of street parking. The current plan's reduction of parking along the corridor from 300 spaces to 20 will kill business along the corridor.

An example of this is Hennepin Ave between Lake St and 31st where the city's poor planning process has led to the departure of dozens of business, most recently Kitchen Window.

Please don't let the carnage spread to the rest of the corridor. Fix it.

With Gratitude,

Craig Wilson

Lowry Hill resident

From Harvey Ettinger (Rich Harrison: <https://www.swconnector.com/stories/true-progress-on-hennepin-requires-a-business-plan,4468>)

The success of the businesses and access to them is an important factor of neighborhood livability and our quality of life. This plan falls short of protecting businesses. We do not want the mass exodus of businesses as has happened in other places after removal of street parking.

An example of this is Hennepin Ave between Lake St and 31st where the city's poor planning process has lead to the departure of dozens of business, most recently Kitchen Window.

For those of you not more closely following two very important pending project proposals for our area, both of which are recommending varying degrees of transformative change, please read below...

Hennepin Ave Reconstruction Project..proposing major reductions in parking along Hennepin Ave (and Uptown) which will likely further negatively impact existing businesses already suffering from a deteriorating business climate. Also, additional facts are dribbling out which could result in other unanticipated outcomes for residents living in this area...(see below).

If you have concerns, please forward to links below, but NOT to Lisa Goodman who is supporting delay.

From two long-time area residents...

"I tuned into the recent Hennepin Avenue Virtual Open House. One of the speakers reported that homeowners on undisclosed adjacent streets would see an increase in their property taxes to fund what is a city-wide project. Is this true?

"I am a 45-year resident of Lowry Hill and East Isles. I live on Humboldt one block west of Hennepin. If the plan eliminates parking on Hennepin, Humboldt and other residential streets will inevitably become the go-to parking alternative. My block is already heavily "parked" due to apartments with no off-street parking.

My property taxes already cover city street upgrades and maintenance in the Public Works budget. Why should my neighbors and I be penalized with higher taxes when the proposed plan is a citywide project? It is both senseless and discriminatory if selective property

owners on both sides of Hennepin are required to bear a portion of redevelopment/repurposing costs.

In my opinion, the entire project, as currently proposed, will result in Hennepin Avenue becoming a rapid transit corridor that connects downtown to Southdale. Currently, city buses stop on every Hennepin block when requested. The proposed plan calls for restricting Hennepin stops to three (if I recall correctly) intersections. In addition to jeopardizing the livelihood of small businesses on Hennepin by forcing parking into the residential neighborhood, the plan provides even less transit service to the adjacent neighborhoods than they receive now. In my opinion, these issues have not been adequately addressed. I read recently that a shocking 50% of people who expressed support for the plan do not live in any of Hennepin Avenue's adjoining neighborhoods. If true, this fact alone should result in an immediate decision to delay plan approval. The plan needs to go back to the drawing board."

Mayor Frey and Mr. Vlatkovitch,

I'm asking you to please delay the Hennepin Ave Reconstruction Plan until Margaret Anderson Kelliher can assume her role as the new Director of Public Works and can review the impact of the redesign on local businesses and neighborhood livability. It is my understanding that transportation planning professionals have been engaged in the planning effort but not experts in creating viable commercial business corridors, which is standard practice at other agencies like MNDOT.

The success of area businesses, and access to them, is an important factor of neighborhood livability and our quality of life. This plan falls short of protecting businesses. We do not want the mass exodus of businesses as has happened in other places after removal of street parking. The current plan's reduction of parking along the corridor from 300 spaces to 20 will kill business along the corridor.

An example of this is Hennepin Ave between Lake

St and 31st where the city's poor planning process has lead to the departure of dozens of business, most recently Kitchen Window.

Please don't let the carnage spread to the rest of the corridor. Fix it.

<https://mailchi.mp/b79d30bd8038/june-in-lowry-hill-8973311?e=2bc0daa4f2>

LHNA Unanimously Opposes Recommended Hennepin Ave Plan

REQUESTED ACTION:

LHNA encourages Lowry Hill residents to contact Mayor Jacob Frey and his staff to use his executive powers to delay the approval of this project.

Please email:

Jacob.Frey@minneapolismn.gov and Mychal.Vlatkovich@minneapolismn.gov or call 311.

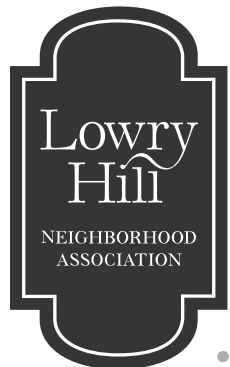
BACKGROUND:

Minneapolis Public Works Staff is recommending a design for Hennepin Ave that they claim "best meets the city's Transportation Action Plan and aligns with the Vision Zero Action Plan, the Complete Streets policy, and the Climate Action Plan."

Unfortunately it hurts businesses along Hennepin that have been severely stressed in the last two years with measures like reducing parking along the corridor from 300 spaces to 20.

The success of the businesses and access to them is an important factor of neighborhood livability and our quality of life. This plan falls short of protecting businesses. We do not want the mass exodus of businesses as has happened in other places after removal of street parking.

An example of this is Hennepin Ave between Lake St and 31st where the city's poor planning process has lead to the departure of dozens of business, most recently Kitchen Window.



The Lowry Hill Neighborhood Association Encourages You To...

Know Your Neighbor

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. And you can help MPD by registering your video cameras with the city at mpls.registry.cam.

LOWRY HILL NEIGHBORHOOD NEWS



Hennepin Avenue Reconstruction

LHNA board votes unanimously to ask that this project plan be delayed. Read more at lowryhillneighborhood.org.

Be Notified When a Snow Emergency is Declared

You can find snow emergency rules on the LHNA website. For email or text alerts from the city sign up at minneapolismn.gov/getting-around/snow/snow-emergencies/snow-updates/

Support Needed

More than ever, LHNA relies on the support of residents like you. Please consider making a charitable donation to LHNA online at lowryhillneighborhood.org or send a check to: LHNA, PO Box 3978, Minneapolis, MN 55403



The next LHNA meeting is Tuesday, Feb. 1st at 7pm

All residents are welcome to join via ZOOM. 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.

Sign up for the LHNA email newsletter at lowryhillneighborhood.org

Crews can be seen excavating and installing supports in a typical cell of the Kenilworth tunnel.

Construction of the Kenilworth LRT tunnel for the Metro Green Line Extension (Southwest) LRT Project is advancing to the east in 2022. In order to construct the segment of tunnel that will run underneath Cedar Lake Parkway, the Parkway is scheduled to close to motorized traffic as early as the week of February 7, 2022. Pedestrian and bicycle access will be maintained in proximity to the Parkway during the closure. The Parkway is expected to reopen around the Thanksgiving holiday in 2022.

During the closure, crews will excavate soil, pour the concrete tunnel foundation, construct the walls and roof of the tunnel, and backfill the area to restore the roadway over top the tunnel. Other work to be complete during this closure includes nearby utility work as well as ongoing freight rail track maintenance.

Work will continue to the south on the secant wall adjacent to the Cedar Isles Condominium development.

Detour information will be provided through the Project's construction updates that are sent out on Fridays. Residents near the corridor will also start to see signage around Cedar Lake Parkway as the closure approaches.

Virtual Public Meeting

A virtual public meeting will be held on Tuesday, January 18, 2022 from 6:00 -7:00 pm to discuss activities to be performed during the Cedar Lake Parkway closure, and answer community questions. Links to

join the meeting are posted to the Public Involvement page of the Metro Green Line Extension LRT Project website. A separate meeting is being planned for the community to review Minneapolis LRT construction activities for 2022, anticipated to occur in March.

For any questions about this work, please contact Community Outreach Coordinator David Davies at david.davies@metrotransit.org, or 612-590-4429. For urgent questions or concerns, contact the 24/7 LRT Construction Hotline at 612-373-3933.

Free Estimates

Interior & Exterior Painting • Insurance Claims
Wood Finishing • Exterior Wood Restoration
Water Damage Repair • Patching • Enameling



Insured | References
30 years experience

greg@chileen.com
612-850-0325

JONES-HARRISON RESIDENCE. WE'RE IN YOUR NEIGHBORHOOD!

Call 612.920.2030 today for a tour or more information.



A Place to Call Home A Place to Recover A Place to Thrive

ASSISTED LIVING • TRANSITIONAL CARE/REHABILITATION • LONG TERM CARE • MEMORY CARE • WELLNESS

3700 Cedar Lake Avenue, Minneapolis, MN 55416
P 612.920.2030
www.Jones-Harrison.org



THE WEATHER MAY BE COLD... BUT THE SPRING MARKET IS HEATING UP!

If you're trying to decide when to list your house - the time is now!

Inventory levels are at a historic low. Buyer activity remains strong. There are plenty of buyers eagerly waiting for a new home.

Connect with us, seasoned agents, who can guide you through every step of the way to achieve your goals.

Whether you are selling, buying or want real estate advice, call us. We have been promoting the best of the Twin Cities for 40+ years and are ready to help you!



COMMITMENT TO COMMUNITY AND CUSTOMER SERVICE



FRAN ★ BARB DAVIS
JONNA KOSALKO

COLDWELL BANKER REALTY

franandbarbdavis.com 612.554.0994

