



Hill & Lake Press

‘Where the biggies leave off...’

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

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EDITORIAL

By Craig Wilson & Marty Carlson

2040 PLAN FURTHER UPZONES HILL & LAKE AREA

"This zoning change will adversely affect the character and scale of some of the most historic and beloved neighborhoods in the Twin Cities."

- Joan Soranno

Readers will recall that area residents actively participated in the Minneapolis 2040 Comprehensive Plan process. The vigorous debate focused on eliminating single-family zoning in order to allow triplexes.

But the proposed zoning map the City released in January takes upzoning much further. It would permit fourplexes-and-up for roughly half the lots in Kenwood, Lowry Hill and East Isles.

According to neighbor and architect Joan Soranno, these four-unit-and-up structures could be as tall as 51 feet. That would include rooftop mechanical equipment, elevators and stairways — which the City’s visual rendering in Option B neglects to show.

Explaining the impact of the change on neighborhoods, Soranno says the introduction of triplexes in single-family zoning could help improve housing density throughout Minneapolis while not significantly changing the overall quality or scale of its neighborhoods. But, she continues, “With the proposed addition of higher density zoning closer to the downtown core (UN2/Interior 2), a large percentage of properties in Lowry Hill, East Isles and Kenwood will be eligible to build multi-family residences of 4 units or more. This zoning change will adversely affect the character and scale of some of the most historic and beloved neighborhoods in the Twin Cities.”

Indiscriminate planning is the opposite of planning.

We recognize that Minneapolis is facing a serious housing shortage, especially of affordable housing, and are not broadly opposed to high-density housing. Indeed, it’s the bedrock of many areas of the city, and is well represented in our area. In fact, in 2021, 57% of Lowry Hill residences are rental with a median monthly rent of \$1,429; in Kenwood 41.5% are rental with median monthly rent of \$1,465; and in East Isles 52.3% are rental with a median monthly rent of \$1,382 (mn-compass.org). These rates are by and large affordable: According to



Option A: Urban Neighborhood 1 (UN1)



Option B: Urban Neighborhood 2 (UN2)
(City of Minneapolis)

the City, households making less than 60% of Area Median Income (AMI) can afford a maximum rate of \$1,233 for a studio/efficiency, \$1,320 for a one-bedroom and \$1,584 for a two-bedroom.

Our complaint is that the proposed zoning plan displays no understanding of the many layers that make cities great, good or mediocre. It treats the city as a featureless slate on which zoning is wielded as a blunt and indiscriminate instrument, implemented with little consideration of the historic and existing character of individual neighborhoods.

Kenwood, Lowry Hill and East Isles are some of the best-preserved, well-designed late 19th- and early 20th-century neighborhoods in the entire country.

Among the area’s many assets are its history, unique housing stock and green space. These are amenities not only for those who live nearby but also for the tens of thousands who enjoy walking, biking or driving throughout these picturesque streets on their way to work or on a Sunday afternoon on their way to Lake of the Isles or other places.

The new zoning map is a shockingly blunt instrument, little more than a mechanically drawn series of concentric circles (actually, squares) radiating from the downtown core with almost no variation, other than some areas of even higher density housing. From 36th Street in the south to Lowry Avenue in the north, virtually the entire area outside the downtown core is zoned UN2 (or

“Urban Neighborhood 2”), presumptively allowing fourplexes and up. This is true in our area, Bryn Mawr, Near North, Northeast and the southeastern neighborhoods.

This plan is not a catalyst for more affordable housing.

To allow such across-the-board development without any additional, meaningful consideration risks turning the whole city into a wild west for developers, creating strong financial incentives to tear down existing structures to build high-profit, high-density housing, without any regard to tax base implications, quality of living or the carbon cost of demolition and rebuilding. And given the underlying land costs alone, there is virtually no chance that any such housing in our area would come close to meeting the affordability goals that are ostensibly driving this process.

To solve the housing crisis, the people of Minneapolis deserve a plan that is more nuanced than big squares arbitrarily imposed on a map. Special care and resources should be given to areas where major demographic changes are taking place, and where residents are crying out for development that will improve — rather than threaten — their neighborhoods.

Consider downtown Minneapolis, for example. It is in crisis, and without a vibrant downtown core we won’t have much of a city. Returning office workers aren’t going to save it, because they’re not all returning, which leaves housing to fill

Continued on page 4



Hennepin Avenue at W 22nd Street
(Photo Tim Sheridan)

Hennepin Avenue Trees Saved!

By Susan Lenfestey

Hill & Lake Press has just learned that many of the trees slated to be removed in the Hennepin Avenue Reconstruction Project have been given a reprieve. In the original plan, 120 of the 191 trees on the corridor had been scheduled for removal. However, Margaret Anderson Kelliher, director of the Department of Public Works, has notified Hill & Lake Press that Public Works and the Minneapolis Park and Recreation Board have worked together to reduce that number to 49.

Hill & Lake Press broke the story by running a photo essay about the condemned trees in the October 2022 issue. Kelliher responded in the December issue, acknowledging that trees would be lost, but saying that an inventory would be conducted to help decide which might stay.

Director Margaret Anderson Kelliher to the rescue

Kelliher included the accompanying graphic in her recent email, which shows the results of that inventory.

Continued on page 7

OPINION

Minneapolis Bicycle Coalition Manipulates the System: Hennepin Avenue is the Latest Victim

By Carol Becker

The City of Minneapolis is planning to convert Hennepin Avenue from two lanes to one lane each way for automobiles. The remaining space will be used for bus lanes and spacious bike lanes.

Carbon emissions will go up, as cars will either be trapped in congestion on Hennepin Avenue or take much longer routes.

Hennepin Ave. businesses lose.

Businesses have already fled, leaving vacant storefronts along Hennepin and Lake. Families with children

Continued on page 6



Hill & Lake Press

Founded in 1976, Hill & Lake Press reports community news and events, educating and informing our neighborhood community members about issues of the day. Views expressed are not necessarily those of Hill & Lake Press.

HILL & LAKE PRESS

P.O. Box 50052
Minneapolis, MN 55405
www.hillandlakepress.org

Staff

Craig Wilson, Editor
craig@hillandlakepress.org
Barb Davis, Advertising Manager
barb@hillandlakepress.org
Tim Sheridan, Photographer
tim@hillandlakepress.org
Christopher Bohnet, Production Designer
Jill Field, Copy Editor
Jeanette Colby, Proofer
Susan Lenfestey, Proofer
Kathy Low, Proofer

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LETTERS TO THE EDITOR

The news on transit isn't good.

In 2015, Twin Cities transit provided almost 86 million rides. In 2022, it provided about 40 million rides, or a reduction of almost 55% in less than 10 years.

This decline isn't just driven by the pandemic. Local transit ridership declined 25% in the six years prior to the pandemic. Uber and Lyft provide a superior product. Increasing minimum wages and worker shortages means low-income persons are purchasing cars and are therefore able to access better jobs. The shift to telework, due to the pandemic, hit the region's biggest transit destination — downtown Minneapolis — the hardest. The metropolitan area is projected to grow only 18% over the next 20 years, and Minneapolis is only projected to grow by 8 1/2%, cementing the area's current level of density and travel patterns. Nothing says current ridership is going to change.

Crime on transit has increased 50% over the last year and we have few solutions. No one wants to be a cop. Government has struggled to find effective non-sworn solutions. Concerns about over policing has reduced penalties for bad behavior. Crime will continue to affect people's choices to use transit into the future.

Despite the plummeting ridership, the transit operating budget went up 15% from 2020 to 2023. The cost per ride for 2022 is \$26. The original cost estimate for Southwest LRT was \$1.3 billion. The current cost estimate is \$2.7 billion. If you assume the same 2021 ridership as Hiawatha LRT and prorate the \$2.7 billion over 30 years, Southwest will cost around \$90 a ride to build. These just are unacceptable costs.

The current transit system is focused primarily on getting people into downtown Minneapolis, which in the past, had the bulk of transit accessible jobs. LRT, express buses and commuter rail were developed to reduce congestion on the highways. However, currently, although congestion still exists, transit's ability to fight it is severely diminished because the congestion is not limited to traffic into downtown at certain times of the day. Rather, people are traveling at different times a day and going to a variety of places.

We need to rethink big bus service. A backbone of core service is needed but ridership has declined to the point where many routes are just not sustainable, either from a cost or a safety perspective. But how to provide mobility for those who truly need it? In the suburbs, Southwest Metro's SouthWest Prime service functions like a government-subsidized Uber in places where private Uber is too expensive. You use an app to request service and a car takes you either to your destination or to a transit mainline. It scales its costs, discounting

rides to medical providers for low-income persons while charging a premium for things like trips to the airport. Costs are competitive with big bus service.

Metro Transit is also experimenting with smaller transit. They have recently launched Metro Transit Micro, an Uber-like small bus service with an app. They are piloting this in one of the densest areas of mobility need — North Minneapolis. Micro transit focuses on access to destinations within North Minneapolis, with connections to mainline service for people who need to go further. Because it is small vehicles, it is safer.

The time for nibbling around the edges is gone. There are cheaper, safer and better options for people with mobility needs. It is time to rethink transit as we know it.

Tamara Kaiser, East Bde Maka Ska.

Hennepin, It's Time

I want to thank you for running Margaret Anderson Kelliher's thoughtful letter to the editor in the December issue.

The reconstruction of Hennepin Avenue has caused much consternation and conflict in the community, but as Ms. Kelliher rightly points out, it's necessary and I trust her ability to superintend the project with care.

I have a favorite elm tree at Hennepin and Franklin that I've passed every day for eight years that I hope makes it. But sometimes changes have to be made.

Prior to the current reconstruction effort, Hennepin Avenue has not been significantly altered since the late 1950s, and the downtown portion contained sections of sewer dating back to the 1880s.

It is for the best that we update infrastructure dating to the horse-buggy-and-derby-hat and chrome-fin-and-white-wheel-tire eras.

Thomas Regnier, Lowry Hill

Gratitude for Kenwood Businesses

I wanted to share my appreciation for our local Kenwood businesses that have contributed so much to our neighborhood. I rely on them frequently but must admit that I take them for granted, so I wanted to give them all a shout out.

Starting with the oldest, a howl out to **Kenwood Pet Clinic** that opened its doors in 1971 and is now owned by Drs. Jeff Schulman and Craig Turino. All of our many dogs have gone to Kenwood Pet Clinic because of their excellent care and friendly staff.

I love to pop next door to visit (without the dogs) **FrameStyles** owners Trudy Frederick and Michael Kokesh. Celebrating 37 years

in January, their high quality framing and artistic guidance has been invaluable to many art lovers, including myself.

Around the corner, I love seeing the new art installations going up at the **Bockley Gallery**, thanks to owner and curator Todd Bockley. Established in 2005, it has highlighted many local, national and international artists.

Next door, school-age artists, maybe future Bockley exhibitors, are creating, exploring and having fun at **Artrageous Adventures** with owner and lead instructor Amanda Vallone. Celebrating 14 years this January, Artrageous Adventures is a wonderful resource for families with young children.

To have **The Kenwood**, a local restaurant gem in the neighborhood, is thanks to chef/owner Joel DeBilzan and his team. Weekend brunch or dinner, it's a great spot to run into neighbors while enjoying a tasty meal.

Then to be able to walk next door to **Birchbark Books**, owned by award-winning author Louise Erdrich, is a gift to the neighborhood and attracts visitors from near and far. Their curated assortment of books and Indigenous artwork adds great depth to our neighborhood. Join me in supporting our local neighborhood businesses and take a moment to thank them for sticking around and enriching our community, even through tough times.

Courtney Cushing Kiernat, Kenwood

Make Cedar ADA Accessible

I appreciate the sentiment of CAC member Constance Pepin to preserve nature, (Cedar-Isles: Nature First, opinion, Dec. 2022 issue) in her opinion but she is choosing to prioritize animal corridors over accessibility and recreation. There needs to be a balance between nature and recreation and I believe the area can have both.

The recreation I'm referencing is simply decent, safe walking paths for the areas at Cedar Lake where they don't exist. I would not label good walking paths as amenities but rather they are standards that allow all people to connect to the area. Walking is the top rated activity for the Chain of Lakes by park visitors.

Put simply, Cedar Lake needs more people to use it. Of course, this is blasphemy to the residents who want to maintain the area hidden and secluded, but an empty, unused park evokes an uncomfortable feeling for many and the area is avoided.

Colleen Casey, an ADA mobility expert, said this about access issues while touring Cedar Lake, "...in looking at the park I felt a sense of how so often people with disabilities are on the outside looking in."

This leads me to ask who

is being included and who is being excluded in the newly renovated spaces in Minneapolis parks? How things will ever change for people with physical disabilities?

The Park Board said this regarding ADA access: "Considering ADA compliance is important. Ensuring people of all abilities can access regional parks and trails creates equity across the system. Equity is the access for all people to services and resources."

Since 2011, the Park Board has initiated a range of efforts to address equity, inclusion and diversity. Consideration of equity also is a requirement for park master plans in the Met Council's 2040 Regional Parks Policy Plan. According to the Met Council's 2016 Regional Parks Visitor Census Data, seniors, ADA and people of color are underrepresented among those who visit the regional park system.

The plan throws these principles in the garbage.

(Ron) Jack Werner, Lake Forest (St. Louis Park)

Commonsense and Nature-first on Cedar Lake

I would like to commend the Minneapolis Park and Recreation Board for recognizing that completing a path around Cedar Lake isn't workable, as articulated on page 154 of the draft Cedar-Isles plan:

"Unlike the majority of other lakes in the park system, Cedar Lake doesn't have a paved trail that travels around the entire lake. The entire shoreline around Cedar Lake is owned by MPRB in varying widths, as narrow as seven feet and as wide as fifty, with the southeast shoreline adjacent to residential yards.

During engagement, MPRB heard feedback that some folks wanted to be able to travel around the entirety of Cedar Lake, similar to how other trails are designed.

Though ideas to create a connection were proposed and discussed in depth during the engagement process, no trail connection is proposed due to challenges to make a full connection on land with existing width in some areas along with a strong disinterest in a boardwalk.

Instead, the design proposes an expanded littoral edge and improved shoreline buffer. Once the shoreline is restored, MPRB should then assess whether a future connection is possible amidst the shoreline restoration.

Please contact the Park Board to support this commonsense, nature-first approach.

Curt Gunsbury, Cedar-Isles-Dean

2040 Plan Survey is an Injustice to the Community

The Minneapolis 2040 plan calls for increasing the housing supply and diversity of housing types throughout the city, which are laudable goals.

Under the guise of a City of Minneapolis Land Use Rezoning Study, the city planning team is seeking public input and feedback on its decision making process.

I spent nearly two hours responding to 15 open-ended questions such as "What types of commercial uses should be allowed in the RMI Goods and Services District as part of a multi-story mixed used building with residential uses?" and "Should Transit built form districts allow new dwellings with less (sic) than 4 units?"

In my 45-year career in marketing and communications, which included survey research, I have never seen such an incomprehensible, rhetorical, self-serving survey instrument.

It is a prime example of "talking to oneself." In my judgment, the survey questions have no inherent value or relevance to "increasing the housing supply and diversity of housing types throughout the city."

This so-called survey is an injustice to the community.

Sandra Nelson, East Isles

Cedar-Isles Plan Is a Win for Safety

I'm someone who bikes, walks, takes the bus and drives – often within the same week. I am also a City Council-appointed member of the City's Bicycle Advisory Committee, a committee that is tasked with advising Public Works, the City Council and the Mayor on safety elements of transportation projects as they relate to bicyclists. I'm also co-chair of that committee's Engineering Subcommittee.

It is through that lens that I view any project, asking how it solves potential hazards or dangers to pedes-

trians or cyclists. *Looking at the safety elements in the current draft plan of the Cedar-Isles Plan, if it were implemented exactly as-is, I'd say it's a win for the safety and comfort of park users.*

Northwest Cedar Lake Bottleneck and Point

Take, for example, the northwest corner of Cedar Lake, where a full two-way parkway for drivers is crammed into a narrow space that also includes eight feet for bicycles (two feet below the recommended minimum for two-way traffic) and maybe, sometimes, occasionally three or four feet for pedestrians, well below the recommended minimum of eight feet for pedestrian traffic. There also is only paint to delineate the separation between bicyclists and pedestrians and about four inches of curb to separate bicyclists from vehicles on the parkway.

That's really dangerous and unnecessary. The parkway is very wide there and has extra space that can be used for widening paths. There are occasional boulevards that can be used for widening paths, and there are plenty of buckthorn trees that can be removed to add a ledge that supports additional width for paths and possibly viewing areas so that people can enjoy the parks.

Another example is near Cedar Point Beach on the west side, where canoeists and kayakers are often seen toting their boats in the bike path due to a significant grade separation between bicycles and pedestrians. The draft Cedar-Isles Plan solves that as well, adding a walkway in the area to keep pedestrians safe until the two grades meet at the beach parking lot.

East Cedar Woods

A third example of how the plan solves problems and makes things safer for all users can be found in the East Cedar woods. Currently, there's a conflict between park users who are

on foot and those on bikes. The new draft plan provides a safe space for both types of park users, adding a soft-surface bike trail on the far eastern edge that lets park users circumnavigate Cedar Lake without using pedestrian paths or cutting through woods that have clear sight lines due to buckthorn removal.

Two-Way Biking on Lake of the Isles

One final example is more in the long-term plans for the park and less in the immediate future, and that's to add a second lane of bicycle traffic alongside Lake of the Isles upon reconstruction of the parkway (slated for 30 or more years from now). Currently, as a frequent park visitor, I'd estimate that one of every 20 bicyclists on the parkway is traveling the wrong way on a one-way path. That means there's demand for a second direction. We're past the days of park users looping from lake to lake.

Modern bicyclists might choose to do a loop, or they might want to bike to a specific point like an archery range near Bde Maka Ska, or bike to pick up a puppy tail at Isles Bun & Coffee. There's also the future light rail line, whether we like it or not, near 21st Street that'll be the closest station to residents of Uptown. When we allow people to bike only one way by lakes, we're either inviting people to ride the wrong way to get somewhere they need to get to quickly, or forcing people to not use the parks. Neither of those is a solution to the problem, which is why I support this sensible plan to create an off-street two-way bicycle route in the future.

When you're reading through this plan, I urge you to put aside any preconceived notions of what should and shouldn't be there and think about how each item will enhance a certain group of park users' experience and safety.

Aaron Shaffer, Kingfield.



The Made in Minnesota: Spirits Tasting Event will be hosted at the Granada Theater at 3022 Hennepin Ave., formerly known as "Suburban World." Proceeds will support the Uptown community. The event is Thursday, February 23 from 5-8 PM.

Sunday Brunch is back at The Woman's Club
one Sunday each month



Sunday, February 26, 11:00 am
Sunday, March 26, 11:00 am

Unlimited mimosas

\$48, members of the public; \$28, kids under 12

Easter Sunday, April 9, 11:00 am

Mother's Day Sunday, May 14, 11:00 am

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"Minneapolis has a pattern of demolishing its way to the future but losing its history and producing less-than-stellar results in the process."

in the gap. Our housing situation could be substantially transformed just by converting surface parking lots and offices to residential units. There is more than enough space to effectively expand housing without reducing our historic residential neighborhoods to dense, homogeneous blocks.

Local planners know how to protect historic places.

Our city planners do know how to respect and protect historic areas with districts and incentives, but they simply aren't doing it here. Out of 18 recognized historic districts in Minneapolis, planners selected only one for special overlay protection: the Harmon Place District.

That's an ironic choice given the 2040 Plan's unabashed hostility to cars; the only reason Harmon Place is celebrated as an historic district is that it was the automobile sales center of Minneapolis in the early 20th century. Don't get us wrong, Harmon Place absolutely deserves historic protection, but so do many other areas in the city, and our planners' apparent inability to see the city from any perspective other than a featureless aerial map threatens to let innumerable urban jewels slip through our grasp.

Let's not repeat mistakes of the past.

Lest we forget, bright-eyed forces of urban renewal tore down the Metropolitan Building, leveled the Gateway District and destroyed vast swaths of downtown Minneapolis in the 1960s and '70s. The experts then thought that they were accomplishing precisely what the experts now hope to achieve — a sweeping, centrally planned, equitable vision — but despite their best intentions, those efforts proved a crushing failure and are now regarded as civic vandalism on a grand scale. Minneapolis has a pattern of demolishing its way to the future but losing its history and producing less-than-

stellar results in the process.

Minneapolis deserves better. Our neighborhoods deserve better. During the original 2040 debate, we were sold triplexes that would blend with the overall scale and character of our neighborhoods, but in an astonishing bait-and-switch, the City is actually proposing to start dropping four-to-eight-plexes on us that will destroy what's special about our unique city neighborhoods. Please write to our elected officials as soon as possible while the comment period is still open.

So, what can we do?

Several City officials have repeatedly indicated that the proposed zoning boundaries are essentially a done deal. But the zoning code is a living document that is frequently amended.

As of this writing, the new zoning plan is open for public comment only until February 26, 2023. More information from the City can be found at: <https://minneapolis2040.com/implementation/land-use-re-zoning-study/>.

*****Addendum:**

This issue was first brought to

"During the original 2040 debate, we were sold triplexes that would blend with the overall scale and character of our neighborhoods, but in an astonishing-bait-and-switch, the City is actually proposing to start dropping four-to-eight-plexes on us that will destroy what's special about our unique city neighborhoods."

the attention of Hill & Lake Press on Wednesday, February 8, 2023. Along with the release of the 2040 zoning map itself, the first question on the City's public comment survey

City of Minneapolis Land Use Rezoning Study

Part 1: Urban Neighborhood

This survey has six parts. To navigate the survey scroll to the bottom of each page and click "Next" - it is not required to complete every question.

1. Minneapolis 2040 establishes goals to Eliminate Disparities, accommodate More Residents and Jobs, and increase Affordable and Accessible Housing. To help meet these goals, reduce the number of cost-burdened households, and address income inequality between Black, Indigenous, People of Color (BIPOC) and White communities in Minneapolis, the comprehensive plan calls for increasing housing supply, and increasing diversity of housing types throughout the city. Each district reflects the number of units allowed on a property, and the type of congregate living allowed.

The UN1 Urban Neighborhood District allows for small-scale residential uses. It is applied in locations with Urban Neighborhood future land use and Interior 1 built form zoning.

The UN2 Urban Neighborhood District allows for small to moderate-scale residential uses. It is applied in locations with Urban Neighborhood future land use and Interior 2 and Interior 3 built form zoning.

The UN3 Urban Neighborhood District allows for moderate to large-scale residential uses near transit routes and METRO stations. It is applied in locations with Urban Neighborhood future land use and non-Interior built form zoning.

[The draft map linked here shows where each of the proposed zoning districts are applied.](#)

Where should each of the UN districts (UN1, UN2, and UN3) be applied?

Question 1 of the online City of Minneapolis Land Use Rezoning Study survey (City of Minneapolis)

is: “Where should each of the UN districts (UN1, UN2, and UN3) be applied?” Hence this article.

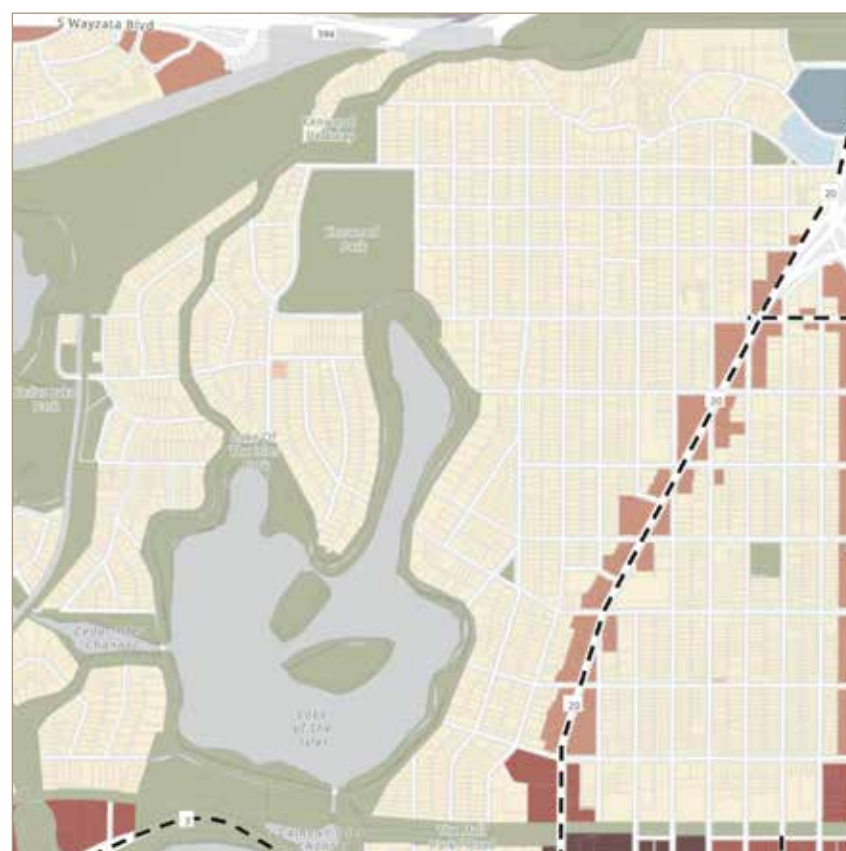
On Saturday, February 11, just as this issue was going to press, we were put in contact with City planning staff, who said the survey question seeking public comment on the urban neighborhood boundaries was “misleading,” that the boundaries are more or less set, and that the public comment period is being extended by an additional 30 days.

Confused? You’re not alone. We will address these and other developments in an article in next month’s issue.

Craig Wilson is the editor of Hill & Lake Press, holds master’s degrees in Urban and Regional Planning and Landscape Architecture and lives in Lowry Hill. Marty Carlson is an attorney and lives in Kenwood.

Draft Table 545-1 Uses Allowed - Page 3
Multiple-family dwelling, four (4) units or more are not allowed in UN1 but are permitted in UN2 and UN3 Zoning Districts (City of Minneapolis)

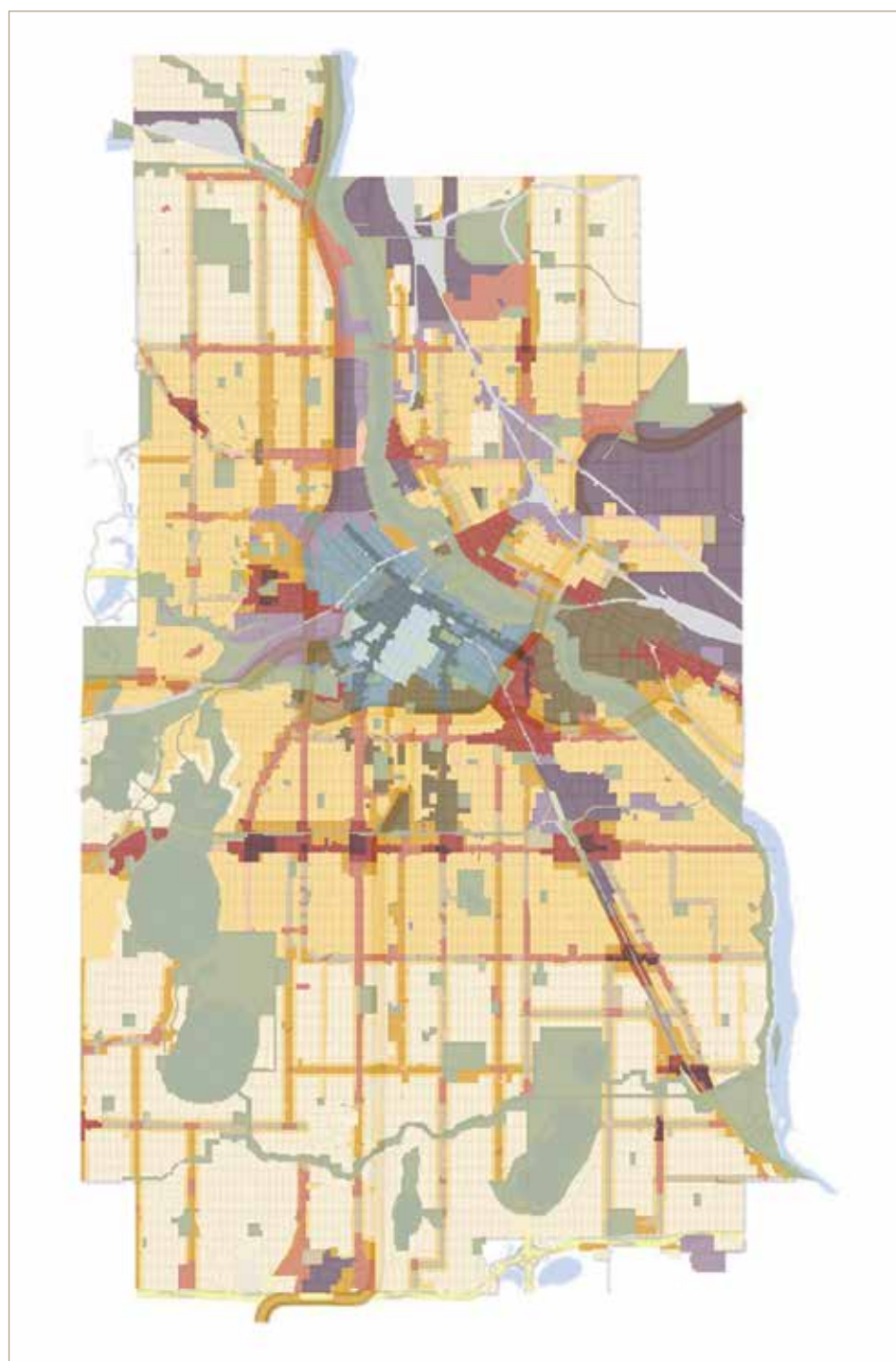
Uses by SIRCUP, Category, and Specific Use	Zoning Districts											Use Statement
	UN1	UN2	UN3	UN4	UN5	UN6	UN7	UN8	UN9	UN10	UN11	
PUBLIC SERVICES AND UTILITIES												
Basic Utilities (except as noted below)												
Communication exchange												
Heating or cooling facility												
Passenger transit station												
Principal Electric Generation (except as noted below)												
Electricity generation plant, natural gas, existing on the effective date of this ordinance												
Municipal waste to energy plant, existing on the effective date of this ordinance												
Public Safety and Welfare (except as noted below)												
Animal shelter												
Storage for public vehicles												
Municipal parcel status												
Pre-trial detention facility, existing on the effective date of this ordinance												
Street and equipment maintenance facility												
HOUSING												
Cluster Development												
Congregate Living (as noted below)												
Community correctional facility serving up to 100 persons												
Emergency shelter												
Fraternity or sorority, existing on the effective date of this ordinance												
Fraternity or sorority												
Marriage housing												
Intentional Community												
Overnight shelter												
Residential duplex												
Single room occupancy housing												
State residential care facility, serving less than 100 persons												
State residential care facility, serving seven (7) to sixteen (16) persons												
State residential care facility, serving seventeen (17) or greater persons												
Supportive housing												
Dwellings (as noted below)												
Single, two- or three-family dwelling												
Single, two- or three-family dwelling existing on the effective date of this ordinance												
One (1) to three (3) dwelling units, as part of a mixed-use building												
Multiple family dwelling, four (4) units or more												
Common lot development												



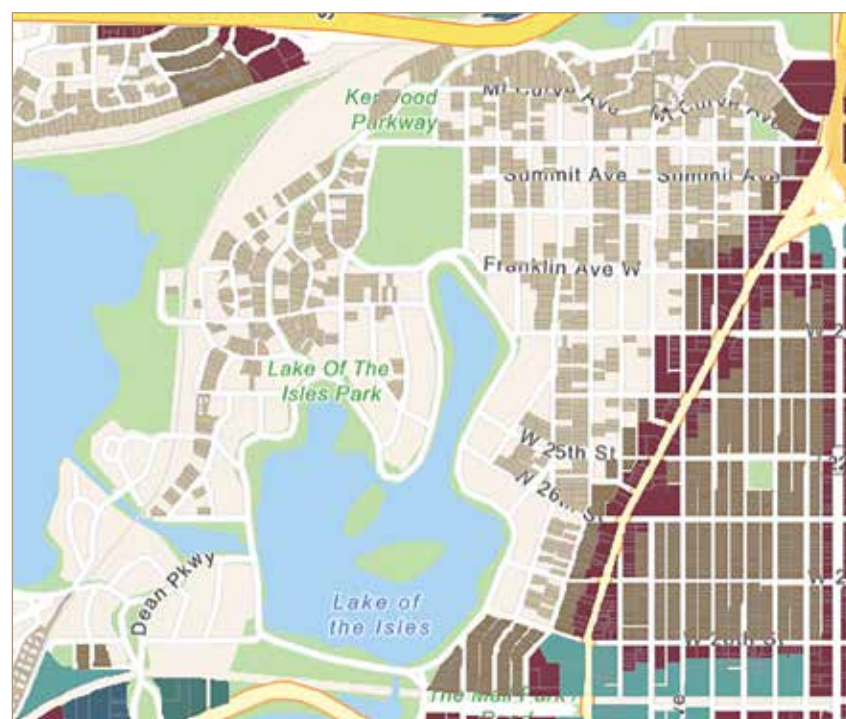
The Future Land Use Map approved in 2020. The light yellow areas are zoned Urban Neighborhood. Urban Neighborhood is a predominantly residential area with a range of allowed building types. May include small-scale institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. (City of Minneapolis)



The Built Form Map released in January that upzones most of Kenwood, Lowry Hill and East Isles to UN2: Interior 2. The lighter colored lots around Lake of the Isles are UN1: Interior 2. The medium shaded lots that dominate all three neighborhoods are UN2: Interior 2. (City of Minneapolis)



The draft map that links to question 1 of the online survey link shows where each of the proposed zoning districts are applied throughout the city. (City of Minneapolis)



7,500 square foot lots eligible for 4+ units in Kenwood, Lowry Hill and East Isles. The darker shaded lots qualify for multiple-family dwelling, four (4) units or more because that are over 7,500 square feet in UN2: Interior 2. (City of Minneapolis)

MINNEAPOLIS BICYCLE COALITION MANIPULATES SYSTEM: HENNEPIN AVE IS THE LATEST VICTIM, front page

"... They generated 44,000 emails in support of bus and bike lanes. They sent supporters to confront elected officials and made it look like an overwhelming number of people want bus and bike lanes, despite the fact that less than 4% of trips are by bicycle and that most of those are recreational riders."

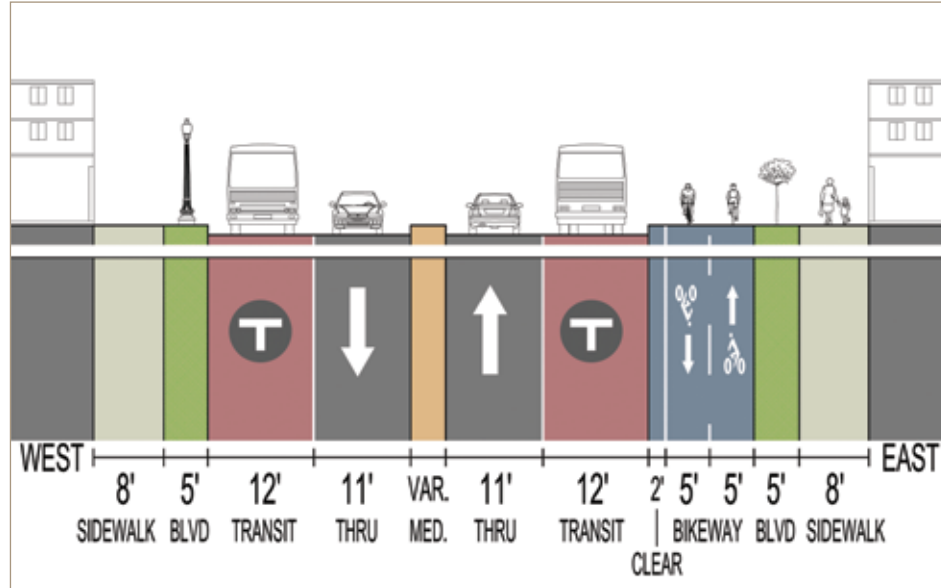
travel the most and will be most impacted. Women, the elderly and people of color commute on bikes at much lower rates than young white men (according to the U.S. Census) and will have their mobility diminished.

How did the "bike lobby" do it?

Now maybe you opposed this change. Maybe you wrote a letter or went to a public hearing to talk about how this will negatively impact your personal life or your business or your family. You were no match for the Minneapolis Bicycle Coalition, doing business under the name, "Our Streets Minneapolis."

Automated email chains

They generated 44,000 emails in support of bus and bike lanes. They



Hennepin South Reconstruction Recommended Design Layout 5/5/2022 (City of Minneapolis)

sent supporters to confront elected officials and made it look like an overwhelming number of people want bus and bike lanes, despite the fact that less than 4% of trips are by bicycle and that most of those are recreational riders.

Writing one letter or showing up one time meant nothing because of the tactics of this group.

How did this tiny group overwhelm a public process? First, they have 10,000 people on their Twitter feed and 10,000 people on their Facebook feed. They send out hundreds of thousands of emails a year. Their posts are then cross-posted with other groups like TakeAction Minnesota, the Sierra Club and MPD150.

National lobby

They are also cross-posted to national groups, which is why there were people from Portland testifying virtually in support of bike and bus lanes, despite knowing little about our community or our climate.

Probably the most effective at overwhelming elected officials is www.actionnetwork.org. A group can write a pre-written email and set it to send to 100 people with one push of a button. There is no check that it is an actual person sending the email, no check the person is an actual resident of Minneapolis, nothing that limits a person from sending thousands of these emails under various names.

Before, it took only a couple of emails to get an elected official's attention. Now, our elected officials get hundreds and hundreds of emails generated electronically, making it very hard for them to know the actual concerns of their constituents.

Actionnetwork.org also uses surveys, petitions, mobile messaging and other tools. Maybe most insidious, it can be set to automatically contact people, exhorting them without any work from the group. Through these tools, they have overwhelmed our political process and Hennepin Avenue is set to be altered to accommodate their

"...Most people don't want bike lanes on Hennepin Avenue: Yet this well-funded group has been able to use social media tools to drown out the voices of those who will be most affected by the changes."

demands despite overwhelming opposition.

Local voices were drowned out.

Most people don't want bike lanes on Hennepin Avenue, yet this well-funded group has been able to use social media tools to drown out the voices of those who will be most affected by the changes.

Elected officials need to be aware of the tactics of these groups. They are much less successful when they are understood. The City also needs to change its citizen input processes. In-person meetings, requirements for physical addresses, disclosure of whether people are residents and posting paper notices of meetings are just a start.

It is time our elected officials listen to those they serve, not to electronically generated emails from those they don't.

Dr. Carol Becker holds a Ph.D. in public administration, served on the Board of Estimate and Taxation for 16 years and is currently teaching government and political science at St. Catherine University in St. Paul.



Morgan Jensen and Madeline Carter take a plunge in Lake Harriet (Photo Tim Sheridan)

HENNEPIN AVENUE TREES SAVED!, front page

According to Don Elwood, the director of Transportation Engineering & Design for Public Works, the photos in the graphic are simply meant to show the range of trees on Hennepin, including an empty spot where a tree will go in the future. The gator bag tree is an illustration of the sort of small replacement trees that have been planted in the past. On this project larger trees will be used and properly cared for. And while priority is given to preserving top-tier trees, other factors will have to be considered, mainly proximity to the expanded roadbed.



Trees along Hennepin Avenue looking northwest from Fremont Avenue (Photos by Tim Sheridan)

"Kudos to Director Kelliher and Commissioner Shaffer for their patient listening and resulting collaboration and to everyone who took a stand so that the trees could stand."

What about the remaining trees?

As for protecting and enhancing the trees that remain, the soil will be removed by air spading, a vacuum truck that sucks the soil away from the roots rather than a backhoe that severs them. And better soil will replace what was there.

Director Elwood is a veteran of many large public works projects and will visit the project frequently once it's underway to try to help businesses and residents with problems that arise. He praised the City and the Park Board for listening to the concerns about the tree loss, and for cooperating on a solution.

Special thanks to Commissioner Elizabeth Shaffer as well.

Hill & Lake Press has also been in frequent contact with Park Board Commissioner Elizabeth Shaffer, who has played a significant role in efforts to protect the City's tree canopy. Her response has always been informative and encouraging of civic involvement. Of this effort she said, "This kind of collaboration, creativity and teamwork between



(Source City of Minneapolis)

community members, the Department of Public Works, MPRB Forestry division and elected officials is inspiring. We can't always get trees back... but in this case, we did. I am grateful for everyone's role and hard work in this."

"Thank you to Hill & Lake Press for covering local issues like these, 'where the biggies leave off.' We are stronger together."

Kudos to Director Kelliher and Commissioner Shaffer for their patient listening and resulting collaboration and to everyone who took a

stand so that the trees could stand. Thank you to Hill & Lake Press for covering local issues like these, "where the biggies leave off." We are stronger together.

Susan Lenfestey is a co-founder of and present board member of the Hill & Lake Press. She resides in Lowry Hill.



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- Lowry Hill Neighborhood Association (LHNA)



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Meet Your Neighbor

By Susan Lenfestey

Judy Longbottom, Owner of the Uptown UPS Store



Judy Longbottom and Jacob Hanson (Photo Tim Sheridan)

We've been customers of the UPS store on Hennepin for decades and have always enjoyed great service from the employees who cheerfully box up whatever we bring them.

Which is often a bit unusual. Like armloads of lilacs, mailed to our son in Los Angeles for his 40th birthday, because while in labor I had walked the neighborhood in a soft rain redolent of heavy wet lilacs. He is my lilac baby.

I was reminiscing about the lilacs recently with the owner, Judy Longbottom, when she mentioned that the shop had been tagged overnight. Again.

Normally she just paints over it, she said, but this time they'd hit her

expensive new door, which is not so easy to clean. Ironically, a door with a sign on it reminding us to "Please Be Kind."

"It's never good to come to work and see a new batch, but I'm happy that our city makes it a priority to remove it and holds property owners up to a high standard."

Wait. Graffiti is a regular thing? What else don't I know about doing business in Uptown? I decided to find out.

How long have you owned your business in Uptown?

We first opened next to the Uptown Bar in 1993 as a Mail Box Etc. franchise. We purchased the UPS Store and moved in next to Kindho in 2002 and then moved to

our current location at 2801 Hennepin Avenue in 2022. We also have a store in Edina, and we employ about 10-13 people at any given time.

Aside from graffiti, what have been the biggest challenges and rewards?

The graffiti is a constant nuisance in communities everywhere. But the physical moves were a real challenge. The biggest reward has always been employee and customer relationships. I'm also proud that we have supported many community partners by donating goods and services to the Minnesota Orchestra, Midtown Greenway, the Uptown Farmers Market, Grace Neighborhood Nursery School, and the Uptown Association, to name a few.

You recently agreed to serve on the board of the Uptown Association, which, according to its website, is "a nonprofit organization that promotes Uptown as a safe, prosperous, accessible, well-maintained and environmentally responsible commercial and residential area. It also exists to improve the economic stability and vitality of Uptown and to celebrate its unique spirit and sense of community." That's a pretty tall order given the current situation in Uptown! Tell us more about that.

I've been involved in the Uptown Association on and off over the last 20 years. I was honored to be asked to join the board again in 2022. I said yes, in part to help with the Uptown Art Fair that was started in 1964. That event, like so many others, was impacted by the pandemic and the social unrest that hit the city after the murder of George Floyd. It's a well-attended event and puts us on the map, with great artists participating year after year. Who wouldn't want to see throngs of people enjoying our community on a sunny August weekend?

What do you think caused the exodus of so many businesses from Uptown?

Retail businesses have exited to some degree in all our communities. Part of the shift is due to how we purchase our goods and services.

The impact of Covid is still being felt in the retail world, but the more serious issue for Minneapolis residents and businesses was the disruption brought on by the murder of George Floyd. My belief is that we are beginning to heal, and I hope we continue to make the necessary changes to ensure a safe and vibrant community for all who live, work and shop here. We are seeing new businesses opening on Hennepin Avenue, which proves that the entrepreneurial spirit is not dead and that retailers will continue to find a way back.

How are you preparing for the two-year construction on Hennepin?

There is no doubt that the Hennepin Avenue makeover is going to present challenges to residents and business owners and the surrounding neighborhoods. I keep telling myself that there are many aspects to the reconstruction that are desperately needed. It's a pretty beat-up corridor that does need infrastructure improvements and revitalization, which always come at a cost.

But I won't lie. I am concerned about how it will impact our small business. We are preparing for the worst and hoping for the best.

How can neighborhood residents help the Uptown Association bring vitality back to Uptown?

This neighborhood is an incredibly eclectic and savvy group of individuals who need a strong mix of restaurants, shops and services in their community.

Frequent your local businesses as much as possible, especially during construction, to ensure that the businesses along this corridor will survive during and after the construction.

And we all should keep our eyes and ears open when reading or traveling for what is working in other communities and apply it to Uptown. You can reach the Uptown Association at <http://www.uptown-minneapolis.com/>

Susan Lenfestey is a co-founder of and present board member of the Hill & Lake Press. She resides in Lowry Hill.



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OPINION

By Marty Carlson

The Verdict on the Cedar-Isles Plan



Upgraded "temporary" warming house example with permanent foundation (Minneapolis Park and Recreation Board)

"This latest version of the plan retains that water quality/ecology focus, while remaining respectful of the individual character of each lake and discrete park area."

In late January, the Minneapolis Park and Recreation Board released its much-anticipated, near-final draft of the long-term plan for the Cedar-Isles parks area. This document sets out the Park Board's vision for the area over the coming 20-30 years. Release of this latest draft kicks off a 45-day public comment period, ending March 10, after which the Park Board staff will make final revisions before presenting the document to the Board of Commissioners for approval sometime this spring.

I'm pleased to report that the latest draft hews quite closely to the basic contour of the earlier "preferred park concept," as amended by the Community Advisory Committee over the course of last summer. For those of you who may have missed earlier coverage of this process in Hill & Lake Press, the original rough drafts of the plan were quite heavy on built structures and road closures, but the subsequent "preferred park concept" took a much lighter touch after a high volume of feedback from the community and the CAC, opting instead for a primary focus on water quality and ecology.

This latest version of the plan retains that water quality/ecology focus, while remaining respectful of the individual character of each lake and discrete park area. New, built structures remain at a relative minimum, and there are no radical changes to the existing car and bike circulation patterns. Of course, there are several items that will likely cause some upset, but my overall reaction is that the plan broadly reflects the community preferences from this past year and is a vast improvement over the earliest iterations. As to those points of likely upset:

A "permanent" base for the warming house?

Permanent structures on Lake of

the Isles were, hands-down, one of the most unpopular elements of the early design plans. During the initial public comment period, 41 people wrote letters or emails to the Park Board in strong opposition to permanent structures, while a grand total of three people wrote in support of a permanent warming house for the skating rink.

Recognizing this clear community consensus, the CAC wisely opted to recommend that the Park Board pursue an improved, temporary warming house, to be removed at the end of each short skating season. While the preferred park concept appeared to adopt this recommendation wholesale, the latest version ominously refers to a "temporary or permanent deck structure for gathering."

Thanks, but no. We prefer our green space and we all know what a permanent deck structure would look like after 10 years of no maintenance, which is probably the number one issue facing our park system at the moment.

The East Cedar bike trail

Throughout this process, I have been concerned about the malign influence of the bike lobby, whose main contribution to the public weal appears to be the miles upon miles of traffic-constricting, vacant bike lanes we currently enjoy (28th Street anyone?). Because the bike lobby has become so enmeshed with our local units of government, it gets to play by a different set of rules than the rest of us. That expressed itself during this process as an eleven-hour push to substantially alter the preferred park concept just as the CAC was preparing to complete its work. While the CAC wisely rejected most of those proposed changes, it deadlocked over a proposal to add a soft-surface bicycle trail through the East Cedar woods from Upton Avenue to the North Cedar prairie, on the east side of Cedar Lake.

I had understood, apparently wrongly, that the proposal involved establishing a bike trail down the trail/maintenance path which runs straight from Upton to the prairie. It's wide enough to accommodate both a separate unpaved bike trail and pedestrian access.

Instead, the proposal – which has now made it into the actual plan – sites that trail farther to the east, roughly parallel to the train tracks and a literal stone's throw from the convenient, paved Kenilworth Trail. Rather than a relatively short,

straight "connector" trail to the prairie, this route appropriates a large swath of the East Cedar woodland exclusively for mountain bikers, and no one else, and certainly says something about the bike lobby's true goals for the East Cedar woods and the so-called "remnant lands" at the foot of Lowry Hill.

Mountain bikes have already been allowed to selfishly colonize and destroy large swaths of land around Wirth Park and Brownie Lake; let's keep them out of Cedar entirely. My suggestion? Buy a good pair of boots – they're cheaper, they'll take you more places, and do far less damage in the process.

About that Section 3.9...

One aspect of the new plan document that has already prompted considerable eye-rolling is the last section of Chapter Three, found at pages 63-64. Although written in relatively fluent bureaucratese, it is essentially a lament that local community members cared too much about the process, and simply weren't the "right" people expressing the "right" views. Or, as a former CAC member put it, "how shaming..."

It's worth calling out for its hypocrisy. Park Board staff can't, on the one hand, claim to value public input but then complain about it once it's received, particularly when that input has been so consistently civil in tone and rooted in practical concerns.

And why should it be any surprise that most of that commentary comes from the local communities most directly impacted, and from community members who know the area better than anyone? Instead, some elements of Park Board staff appear to subscribe to the view – really more an article of faith – that the broader public somehow supports the "big ideas" contained in earlier versions of the plan, i.e., road closures that landlock residences, skating loops through above-water vegetation and pedestrian trails headed straight down precipitous declines.

The CAC and local community members contributed countless uncompensated hours towards identifying and addressing such infirmities, yet this section devalues those contributions in favor of a lower volume of unshared "regional" input, portions of which were quite literally bought and paid for by the Park Board.

And let's not lose sight of the fact that for all the hand-wringing about access and equity, the Chain of Lakes is already the most-accessed park system in the state, and its users already broadly reflect the state's welcome diversity of people, particularly in the warm summer months.

Personally, I believe this process should be regarded as a much-needed and successful collaboration between the Park Board and the general public. Whoever included this sour-grapes, shaming section in the new plan document deserves a good talking to.

The Big Picture

I do believe this process has, overall, been a successful one. Although time-consuming and anxiety-provoking at times, the latest plan fairly reflects a broad community consensus.

"Although written in relatively fluent bureaucratese, it is essentially a lament that local community members cared too much about the process, and simply weren't the 'right' people expressing the 'right' views."

As became apparent early on, the overriding preference of the general public was a focus on water quality and ecology. Park Board staff, to its credit, promptly shifted focus from an emphasis on built amenities to embracing this utterly reasonable community preference.

In doing so, it enabled the board, the CAC and community members to work in alignment rather than opposition to craft a plan that addressed actual community needs while supporting the Park Board's primary goal of preserving and protecting our green spaces for generations to come.

In recent years, prior versions of the Park Board had deservedly earned a reputation for exceeding its mandate and failing to account for the basic needs of the people it served. Ideological decision-making resulted in a stubborn rigidity that broke trust with the broader community. Voters rebelled. The Park Board has needed to rebuild that trust, and I hope this process comes to be regarded as an important first step and a model.

The Board and its staff have been generally courteous, flexible and responsive, and community members have, in turn, been generally civil and constructive in their participation. Although not flawless, the resulting plan reflects an overall collaborative approach, and hopefully proves we can effectively address difficult and emotionally charged subjects when we are civil in our debate and focus on the issues immediately at hand.

Final Thought

Please take a moment to send in your own comments before March 10! Although it's too late in the process for major changes before this plan goes to the full board, there still are plenty of opportunities for constructive comment in this 200+ page document. If you like what you see, please take time to say so! And if you don't like the plan, by all means fire away.

While I'm gratified that so many readers have shared my views over the past year, the most important thing is that every voice has an opportunity to be heard. Visit: https://www.minneapolisparke.org/park-care-improvements/park-projects/current_projects/cedar-lake-lake-of-the-isles-cedar-isles-master-plan/

Marty Carlson lives in Kenwood.

OPINION

By Constance Pepin and Steve Kotvis

Cedar Isles Draft Plan: A House of Cards



(Photo Tim Sheridan)

"...despite exhaustive community engagement and exorbitant cost, the draft fails to provide the clarity and leadership that our park system needs to achieve this vision during an unprecedented era of climate change, declining biodiversity and growing demands from more people."

The Minneapolis Park and Recreation Board's draft Plan for Cedar Lake and Lake of the Isles was released for public comment on January 25, 2023. It includes this vision, established by consensus among members of the Community Advisory Committee:

"Lake of the Isles and Cedar Lake, as part of the Minneapolis Chain of Lakes Regional Park, contribute to a vital, urban natural ecosystem with unique experiences that protect, connect, and sustain people, wildlife, and natural resources, while maintaining the health of the lakes."

But despite exhaustive community engagement and exorbitant cost, the draft fails to provide the clarity and leadership that our park system needs to achieve this vision during an unprecedented era of climate change, declining biodiversity and growing demands from more people.

The outcome seems to be more about a scripted planning process than a workable planning document. The draft Plan is primarily a recitation of a lengthy process that generated a wish list of ideas and individual site plans not tied together as a whole.

Lack of Environmental Urgency

The Plan lacks any sense of urgency to protect natural areas too long neglected. With few exceptions the woodlands, shorelines and waters have become consumed by invasive species literally poisoning and choking the life out of the ecosystem. The

Plan fails to confront the deteriorating condition of these parks and does little to elaborate on its promise of a "unique restoration approach and recommendations." Instead, while excluding essential details for meaningful land rehabilitation and restoration in Cedar Lake Park, the Plan is exhaustive in designing new streetscapes, biking and walking paths, and amenities.

The 2014 Natural Areas Plan assigned the natural resources around these lakes ecological quality ratings of C to D. Those rankings are likely worse now, as invasive species have further tightened their grip on these areas. But the Plan marginalizes and rationalizes these poor rankings, describing Cedar Lake Park, for example, as "the wilder, more natural park setting." "Wilder" suggests these areas are untouched by humans, which is far from the truth, as the land is more accurately described as unmanaged and neglected, with problems ignored.

Nature Is an Afterthought

As part of a regional park, these lakes and surrounding parkland are intended to provide nature-based recreation, which depends on a healthy and sustainable ecosystem. The Plan fails to establish a hierarchy that affirms nature as the foundation upon which all else rests, including circulation, amenities and programs. Without a framework that places nature first, the vision

is undermined. Projects become incremental, driven by which projects get funded the most or soonest, and by power and political will with winners and losers. The "wildness" approach leaves nature behind to continue toward ecosystem collapse.

The Community Put Nature First, Why Didn't the Park Board?

Not for lack of voices from engaged community members and other park users does the Plan fail to address urgent environmental imperatives. Nor does this failure reflect ignorance about the threats of climate change and declining biodiversity; both threats are acknowledged in the Park Board's Comprehensive Plan and Ecological Systems Plans. If those other high-level plans shape plans for these individual parks, the evidence is missing.

The draft Plan also does not align with the park board's Natural Areas Plan, which directs the park board to "bring an ecosystem perspective into all land and water management" and to produce detailed Natural Resources Management Plans that refine natural resources data as the basis of detailed, site-specific recommendations and prioritization of restoration projects. According to the Natural Areas Plan, "defining management units in larger parks should be done after more detailed site-specific Natural Resource Management Plans are completed."

"Clearly, the Cedar-Isles Plan needs to prioritize ecological health as necessary and foundational. The Plan cannot effectively guide long-term improvements to these parks without recognizing the failing health of these ecosystems and must directly contend with the ecological crises that threaten the sustainability of the lakes and surrounding parkland."

House of Cards

Clearly, the Cedar-Isles Plan needs to prioritize ecological health as necessary and foundational. The Plan cannot effectively guide long-term improvements to these parks without recognizing the failing health of these ecosystems and must directly contend with the ecological crises that threaten the sustainability of the lakes and surrounding parkland.

A natural resource management plan is needed for the project area before recommendations are adopted or implemented, which would necessarily engage ecologists more fully in the planning process. This approach must be elevated as the highest priority and used to prioritize other recommendations in the Cedar-Isles Plan, if we are to protect these vital ecosystems to ensure the preservation of natural resources for current and future generations.

Failure to correct these shortcomings is like building a house of cards on a failing foundation of natural resources on park land.

Constance Pepin was a Cedar-Isles plan CAC member and lives in Linden Hills. Steve Kotvis lives in Bryn Mawr now but was a longtime resident of Kenwood.

OPINION

By Mary Pattock

Park Board Should Honor Existing Plan for South Cedar Beach

"Because CAC members and the public were unaware that Park Board staff were considering South Cedar Beach as a focus area, they did not have the opportunity to review either the existing plan or possible modifications."



Focus Area B Cedar Lake South Beach: 2017 Plan Updates (Minneapolis Park & Recreation Board)

After months of intense work between the public and the Minneapolis Park and Recreation Board on the Cedar-Isles Plan, it was shocking to see that at the last minute Park Board staff added Cedar Lake South Beach as a new “focus area” with new proposed amenities.

The site had not been identified as a focus area in the “preferred design concept” that park board staff presented last June at the Kenwood Community Center. Neither were changes in this new staff draft publicly discussed — much less endorsed — by the Cedar-Isles Community Advisory Committee (CAC).

In fact, a Park Board-approved plan for South Cedar Beach already exists. It is the product of an extensive Park Board-led 2014-2017 planning process that involved significant community engagement and financial investment, including by the Cedar-Isles-Dean Neighborhood Association (CIDNA).

That plan is responsible for the terrace, benches, “comfort station” with restrooms and nature-inspired mural, the improved lawn and sandy beach that now delight so many visitors.

Due to budget constraints, however, some elements of the plan were

not carried out. Understandably, the community thought that communication and collaboration with the Park Board would continue toward completing those elements. But that is not the case. The staff’s new draft doesn’t fulfill the promise of that existing plan, and actually adds elements that were never publicly discussed. For example:

- **The existing plan for Cedar Lake South Beach does not include a dock on its the east side.** Yet staff plan proposes one. This ignores a guiding priority of the existing plan to preserve sight lines to the lake. It is also inconsistent with the plan’s goal to maintain the adjacent lawn area as a shaded respite of quietude.

- **The existing plan calls for replacing invasive buckthorn with native plantings.** This would visually separate parkland from private property and maintain habitat and the natural character of that border area. The new plan simply removes vegetation on the east side.

- **The staff draft adds a (never-discussed) concrete pad for bike racks between the beach and lawn areas.** Again, this doesn’t align with the priority to keep open sight lines and would add a third

area for bikes, even though existing bike racks are rarely full. The central location of the pad would also impede the function of the lawn as an area of quiet respite and make it more of a corridor.

Because CAC members and the public were unaware that Park Board staff were considering South Cedar Beach as a focus area, they did not have the opportunity to review either the existing plan or possible modifications.

- **Per the existing plan, the terrace relieves congestion at the intersection of the bike trail, pedestrian path, and street crossing.** But the staff-proposed canoe/kayak cart ramp would contribute to congestion, impeding those very circulation and access improvements. This proposal also raises safety issues; Park Board staff previously indicated that for safety reasons they prefer to separate boat launch areas from beaches.

Public engagement has been a vaunted feature of the Cedar-Isles planning process. In keeping with that process, any change to the existing plan needs public notification and community engagement. The goal is to ensure congruence with

the existing Park Board-approved plan for Cedar Lake South Beach, and alignment with the guiding priorities that shaped the Cedar-Isles plan. It would also help maintain public trust in the agency.

As CIDNA recommended early in the Cedar-Isles planning process, the best plan is to include the existing design for South Cedar Beach in the Cedar-Isles plan rather than usurp the community-embraced and Park Board-approved plan with surprise eleventh-hour changes.

Send your comments on the draft Cedar-Isles Plan by March 10 to <https://www.surveymonkey.com/r/cedar-isles-public-comment>

Mary Pattock is a long-time resident of the Cedar-Isles-Dean neighborhood.



Late Winter (Photos by Tim Sheridan)





Cedar · Isles · Dean
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We love our volunteers! WE ARE SO GRATEFUL FOR YOU...



Thank you to all of you that have volunteered this past year. You helped in so many ways:

- Making May Day baskets
- Beach clean-ups
- Gardening at Park Siding Park
- Setting up for events
- Serving ice cream
- Decorating for events
- Planning events
- Serving on committees
- And so much more...

If you are interested in volunteering, take a minute to email us at info@cidna.org

We are looking forward to another great year of activities in our wonderful neighborhood!

CIDNA Board Report: JANUARY MINUTES

At its January meeting, the CIDNA board discussed

- Changes to Minnetonka Boulevard,
- How to reduce pollution of Lake of the Isles by the storm sewer system.
- Problems arising from use of Burnham woods as an off-leash dog park,
- How to support Ukrainian refugees,
- Hennepin County's decision to discontinue broadcasting the public comment period at its board meetings.

It also voted to write Mayor Frey asking for a SWLRT safety evacuation drill.



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- 2 Join a Committee to address East Isles green issues, public safety, transit, outreach, and more.
- 3 Run for the Board this spring—voices from the renter and business communities are needed.
- 4 Donate to support neighborhood events, resources and opportunities.



eastisles.org/join

UPCOMING EVENTS

Palio Winter Games

New Date: Feb. 26 Sunday, 1:30 – 4 PM

Meet at Triangle Park · 26th St. & Irving Ave. S.
Parade to Lake of the Isles Warming House

East Isles [Blue Raccoons] gather to show neighborhood spirit! Don raccoon masks and tails, wear blue scarves, gloves, hats, coats—whatever you have! We will march to kick off the Palio Winter Games!

East Isles Safety Walking Club

Mar. 12 Sunday, 10 – 11:30 AM

Mar. 23 Thursday, 5:30 – 7 PM

Meet at Triangle Park · 26th St. & Irving Ave. S.

Get outside, meet neighbors, and help public safety! Bring flashlights as needed.

Monthly Board Meeting

Mar. 14 Tuesday, 6 – 8 PM

Grace-Trinity Community Church · 1430 W 28th St

East Isles residents, business owners/lessees, and non-profit, education, and government reps welcome!

East Isles Annual Meeting

Save the Date: Apr. 11 Tuesday, 6:30 – 9 PM

This is our opportunity to gather together as neighbors and select leaders for the coming years. Nominate yourself or others now at eastisles.org!

Dates subject to change—visit eastisles.org for the latest.

EVENT RESCHEDULED!

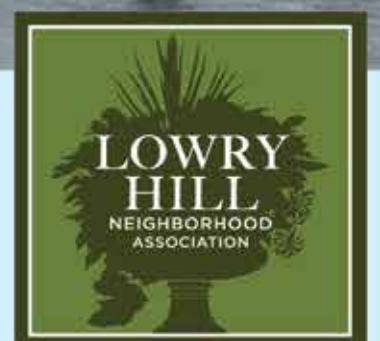
SUNDAY, FEBRUARY 26 · 2:00 - 4:00 PM

WEAR BLUE TO SUPPORT EAST ISLES! WEAR GREEN TO SUPPORT LOWRY HILL! WEAR RED TO SUPPORT KENWOOD!



PALIO WINTER GAMES

LAKE OF THE ISLES ICE RINK





THE KENWOOD RETIREMENT COMMUNITY

Traveling Souls

MEET NEIGHBOR **KARL VOILES & ELAYNE JANIAK**

When you enter Karl and Elayne's apartment at The Kenwood Retirement Community, you are struck by the variety of artworks, collected from living and traveling around the world, especially the pieces from their time in Alaska. One, "Changing Direction" by Alaskan artist Fred Machentanz, seems to sum up their lives. It depicts a group Alaskan Natives in a boat, looking out across the water. Their faces are expectant, determined, and ready for what is coming.

Before they met in an orientation class at the United States Department of State Foreign Services (Foreign Service) in 1992, Elayne and Karl had already lived interesting lives.

Elayne grew up in Buffalo, New York. After graduating from college with a BA in Psychology, she lived in New York City for ten years working in social services, and then moved to the Bay area in the '70s. Among other things, she got involved in Cesar Chavez's Farm Workers Union, continuing her work in helping others. During this time she also received her master's degree in Finance. She ended up applying to the Foreign Services thinking that work might be interesting.

Meantime, Karl was living in a different universe. He was born in Alaska before it became a state. He also graduated with a BA in Psychology. In 1967, to avoid going to Vietnam, he joined the Navy and ended up in the Seabees (Seabees is derived from CB, short for Construction Battalion), doing naval construction and working on maintenance teams. He spent 23 years in the military, traveling extensively for work all over Europe, all while raising a family. Karl was used to never living in one place for long.

After retiring from the military Karl contracted with the Foreign Service as a Specialist, and explains that he did "wet work, but it was pipes." During an orientation class he mentioned growing up in Alaska which caught Elayne's attention. She had gone to Alaska on vacation and fallen in love with the state. The two hit it off and soon were married. The Foreign Services posted them in Portugal where they spent two years, Karl working in facilities management, and Elayne in finance. In their free time they traveled all over Europe.

For their next post, they applied for Mali, and then two years later, Uganda. They purposely chose countries where they could have an adventure and contribute at the same time. During their stint in Africa they traveled all over the continent.

After their time in the Foreign Service, Karl and Elayne moved to Alaska, the state that had brought them together. They lived in Anchorage for 12 years, traveling all over in their RV. Karl worked for the Public Housing Agency as director of construction and rehab, mostly for senior and low-income residences. Elayne worked in real estate management, finding and managing spaces for state agencies.

Retirement age was looming. Karl's brother and sister had died, so there were fewer reasons to stay in Alaska. They resettled in Portland, Oregon for another 12 years. They loved the city, their neighborhood and got to visit family in the Midwest more often.

Then COVID-19 hit and travel to visit relatives wasn't an easy option anymore. Karl and Elayne also realized they didn't have much of a support system in Portland. It was time to think about moving again. They chose Minneapolis because it was near Karl's kids and grandkids in River Falls, and near Elayne's niece in Hastings. When asked how they decided to move to The Kenwood, sight unseen, Elayne says, "I googled "best senior retirement facility in Minneapolis" and up popped The Kenwood." The location is convenient to doctors, dentists, stores, and even the vet for their cat Q'itih (Kitty). They rave about their new home at The Kenwood. Karl says, "I can't find a fault with anyone who works here... And I've tried." :) Karen Edberg, the marketing director, gets praise for helping the couple with the logistics of moving across country. And Rick Hatfield, building engineer, gets the highest praise possible from Karl - "He could have been a Seabee."

The couple enjoys cooking in their apartment but can also be seen in the Lowry Hill Dining Room when biscuits and gravy are on the menu. They like all the exercise class options and outings. They've written articles for the resident newsletter. Elayne looks forward to nurturing another tomato plant on The Terrace this summer. And they don't have to shovel.

In addition, they are connecting with family more than ever, including watching their granddaughter perform with her marching band in River Falls and visiting the gorillas at Como Zoo with their niece.

Their journey has come to an interesting intersection with The Kenwood. The couple AND The Kenwood exemplify the Seabee motto, "Can Do." Each sees that change is part of life. Like the painting in their apartment, "Changing Direction", Elayne and Karl are looking out over the horizon for their future journeys, clear-eyed and ready.

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Dear Neighbor

A monthly column by Dorothy Richmond



Let's talk about jobs. Not the big-picture kind – I'll leave that to our esteemed officials in Washington, D.C. No, let's talk about those jobs that form us and get us started in the world.

I was a senior in college when I got my dream job. After a couple years of waitressing, I wanted something different. One day while at Dayton's downtown Minneapolis, I wandered into J.B. Hudson, the fabled jewelry store. I wanted to work here, I thought, applied, was hired on the spot, and assigned to china and crystal. Perhaps you remember the old J.B. Hudson. You entered Dayton's main door on 7th & Nicollet, turned right, and were in Dayton's, but if you continued straight through the heavy revolving door, you entered the sanctum of J.B. Hudson: silver and gifts to the right, fine jewelry in the middle, diamonds and watches to the left, china and crystal on the balcony to the rear of the store.

China and crystal was a good fit. My mother grew up in a tony household in St. Paul, where she lived on and off until she married my father,

a farmer. When her parents died, my mother, an only child, got everything and hauled most of it down to the farm. While the house itself wasn't quite "Green Acres" dilapidated, the juxtaposition between the house and its contents was vast. I learned the word "redundant" far earlier than my peers when my mother used the term in reference to sterling silver: "If it's not sterling, it's not silver." And so it went, the farmhouse filled with antiques, fine china, silver, crystal, and all stripe of frippery.

Up on Hudson's balcony, I was at home. My coworkers (the youngest in her fifties) marveled that someone my age knew so much about the wares that surrounded us. To be fair, others have marveled at my knowledge of tractors, balers, combines, and the joy of pulling corn from the crib to be shelled.

I began the day before Valentine's Day. The store was bustling, and I sold one Belleek teapot after another, confident they'd never be used, only admired and consigned to a lonely china cabinet, as was all my mother's Belleek.

Early in my tenure, one of my coworkers whispered, "She's here." "Who?" I asked. She pointed to the main floor and said simply, "Mink Coat." There she was, a wealthy matron who patronized the store steadfastly, and whom I'll always remember. I'll call her Mrs. P.

Even in my callow youth, I came to find Mrs. P. sad and lonely: Why else would anyone shop so much? She was always clad in full-length mink, which made sense in February but not in July when she ascended to the balcony and our paths crossed. "May I help you?" I asked. "Yes, Dear, I need new dishes." The main decision – the pattern – was settled on quickly: Royal Crown Derby, Old Imari. Hand-painted and

heavily gilded, it was the most expensive pattern we carried. Then followed three weeks of nearly daily visits to add to the harvest-five-piece service for 18, plus platters, tureens, then coffee & tea sets, napkin rings, next steak knives, then also butter knives, fish knives. Would this never end? Finally, Mrs. P. was ready to buy. I added up everything, took her charge card, placed it into the ZipZap machine – swoosh shoosh – and she signed the form.

All was well until that moment, post-sale, when Mrs. P. asked insouciantly, "Now, Dear (she never used my name), can I put these dishes in the dishwasher?" My entire being recoiled – partly because I knew what these precious dishes were all about and how to treat them (I realize now my mother had taught me to respect fine things), and partly because I knew this woman never, ever did dishes. The words fell out of my mouth: "Do you put your mink coat in the washing machine?" Her face froze. I was no longer "Dear." Mrs. P. turned and left.

Yes, she called and reported me for being "impertinent." Yes, I was reprimanded. But, no, I was not fired. In fact, I received accolades at the next manager's meeting for having the highest sale of the week.

At the time I felt exultant. Somehow, I see now Mrs. P. had hurt me but at the same time I was too young, too uncomprehending (of myself, of her) to be kind.

– Dorothy

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

PLACEMAKER HOSPITALITY INTRODUCES

pinoli

TAKEOUT & DELIVERY

Amore Uptown has changed hands and will soon be called Pinoli, which translates to the word "pine nut" in Italian. The newly remodelled restaurant will open for business in early 2023 at 1601 W. Lake St., in Minneapolis.



Until the restaurant's opening, Pinoli is offering a variety of Italian-inspired menu items for takeout and delivery through Placemaker Hospitality's award winning Barbette, a French-inspired restaurant located across the street from Pinoli, at 1600 W. Lake St., in the Uptown neighborhood of Minneapolis.

Placemaker Hospitality Culinary Director Nicole Pederson and Chef Segundo Chaguan developed a specialized takeout and delivery menu for people to get an early taste of what's to come when the Pinoli restaurant opens. "We're having fun offering a small taste of our menu to come as we develop this concept, and as always, we welcome feedback and ideas", says Kim Bartmann, the founder.

If you'd like to order takeout or delivery from Pinoli today OR if you're interested in booking a party at Pinoli in 2023, please contact us through our website, pinolimpls.com.

get a taste of what's to come today

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Photos by Rich Harrison

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