

Save Cedar Lake Park

UPDATE

Autumn 1994

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Cedar Lake—A Tarnished Jewel

BY JEFF LEE AND DEB PILGER

The chain of lakes is no longer the jewel it once was. Fortunately, steps are being taken to restore the chain of lakes to its former quality. Cleaning up Cedar Lake is the first step in that process.

Highway and storm water runoff, full of nutrients such as phosphorus and nitrogen washed from lawns, gardens and streets, increase algae populations. If left unchecked, the algae take over and eventually the lake is unuseable for recreation. Crucial to saving Cedar Lake is the re-creation of wetlands, nature's water treatment system. Wetlands, both natural and constructed, act as natural storm water treatment areas, filtering out unwanted sediment and nutrients. Currently, wetlands re-creation is being planned at Cedar Meadows, at the southwest corner of Cedar Lake.

Clean Water Partnership

The plan is part of an effort by the Clean Water Partnership formed by the Minneapolis Park and Recreation Board, the Minnehaha Creek Watershed District, the City of Minneapolis, the City of St. Louis Park and Hennepin County to improve the chain of lakes. The

implementation plan covers a period of six years and involves over eight million dollars in watershed management programs, including public education programs, watershed management practices and in-lake improvements.

Twin Lakes Watershed

The plan also includes developing a pond near Twin Lakes. The proposed wetland for Cedar Meadows and the pond for the Twin Lakes area will treat storm water prior to its entry into Cedar Lake and Twin Lakes, respectively. Storm water flowing into Twin Lakes is currently routed through a small sedimentation pond. This pond would be upgraded to a wet detention pond/wetland system to increase nutrient and sediment removal from storm water. Not only will this Twin Lakes system improve the water quality of Twin Lakes, but it will also improve Cedar Lake.

Approximately two-thirds of the water flowing out of the Twin Lakes watershed would then flow to the Cedar Meadows wetland system. Storm water runoff from other areas within the Cedar Lakes watershed will pass through the Cedar Meadows wetland system. The combined Twin Lakes/Cedar Meadows



Don't drink the water! Cedar Lake Park visitors Emerson Good Buffalo (left) and James Flying Horse watch storm water entering Cedar Lake.

wetland will treat 93 percent of the water entering Cedar Lake. The Cedar Meadows wetland is planned for construction in the winter of 1995-96.

Trail Groundbreaking Reset for Spring

It's a classic good news/bad news story. The good news is that the Cedar Lake Trail has good health and good prospects. Thanks to the diligence of a few people at the Minnesota Department of Transportation (MN DOT), Minneapolis Public Works and the Minneapolis Park and Recreation Board, our project continues to move forward. The Cedar Lake Trail is, in fact, the first and only trail in Minnesota that will actually be built with first-year Intermodal Surface Transportation Efficiency Act (ISTEA) funds.

Two and a half million dollars in federal trail funding have been returned by several other Minnesota projects that could not fulfill the stringent paperwork and deadline require-

ments in building bicycle trails with federal dollars from the ISTEA of 1991.

However, the groundbreaking for the trail will happen a year later than originally hoped. The learning curve was simply too steep for all the public agencies in this "trailblazer" project. Plus, bids for trail construction, opened in early September, came in too high and were consequently rejected, restructured and put again for bid.

The bidding process is being overseen by MN DOT, which readvertised for bids the week of October 10th. The new bids are scheduled to be opened up the week of November 6th, with construction commencing in early Spring 1995.

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The Steering Committee Needs You

The CLPA Steering Committee meets at 7:00 p.m. on the second Monday of every month at the Kenwood Recreation Center, 2101 West Franklin. Everyone is welcome.



Looking East

BY DAN DAILEY, CLPA PRESIDENT

Needing some extended time to reflect on the changes in my life, I made a 10-day automobile trip this summer with my mountain bike and my dog Angus. Staying off the major highways, Angus and I drove down the Mississippi Great River Road and, turning northeast at Cairo, drove up the Ohio River, visiting Indian mounds and ancient earthworks along the way.

At the eastern terminus of our route, I stayed for two days at Athens Ohio, in non-stop conversation with artist Robert Borchard — our favorite professor when my wife Holly and I were students in Athens more than twenty years ago. While Bob and I reminisced about the past and our missing friend, most of

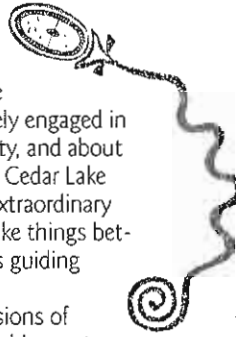
the discussion focused on the future. We talked about our endangered environment, cities and society. We talked about the need for people to become actively engaged in the healing of the land and society, and about the model being provided by our Cedar Lake Park project. We discussed the extraordinary power of human creativity to make things better or worse, depending on one's guiding vision, intelligence and ethics.

I shared with Bob my impressions of the Indian mounds I had seen: noble, poetic, even sensuous demarcators of a landscape that was sacred, productive and nurturing for the people who lived upon it. The designs of these mounds reflect a profound understanding of the land, nature and the human spirit unknown to all but a fraction of today's urban planners, designers and engineers. Like the lifestyles of the people who made them, these ancient earthworks were designed to reflect and model the underlying structure, forms and wisdom in nature.

It is depressing to realize that after surviving for up to three thousand years, modern agriculture and development have forever destroyed more than

ninety per cent of this ancient legacy. Fueled in part by ignorance and racial prejudice, and inspired by an overriding ethic of resource exploitation and greed, we, our grandparents and forebears have visited terrible indignities on these sacred sites, as seen in this photo of

the mounds in St. Paul. Other surviving mounds (some desecrated by van-



The Great Serpent Mound in Adams County, Ohio, was saved from destruction in 1885 by F.W. Putnam, professor of American archaeology and ethnology, Harvard University.

dals, and others by bureaucrats and highway engineers) offer poignant testimony about the need for our culture to relearn a fundamental understanding of, and reverence for, the land.

When I returned home from my trip, the community was boiling over the fate of another piece of sacred land: the Ewing Woods and Wetland. Outraged by a litigious developer's plans to destroy the site, and incensed by the city's fumbling response, a group of neighbors had mobilized an ardent, last-ditch defense that filled the city council chambers with angry citizens and generated much coverage in the local media. For me, the moment of greatest impact in the public testimony was when a Native American woman spoke of her people's reverence for the land and of her dedication to this particular sacred place.

Reverence for the land and being actively dedicated to saving it have been our core values from the beginning. These values have made us succeed, and are proving to be the foundation of an extraordinarily vital community which is forming around Cedar Lake Park.



These beautiful mounds are lovingly maintained by the U.S. National Park Service in Chillicothe, Ohio.



Utility lines and zoo-like fencing violate this sacred site in St. Paul.

Wood Duck Release a Success . . . and Fun, Too

BY MIKE CARLSON

If I'd known it would be this much fun, I would have brought all my friends!" said Kathryn Glessing, one of about a dozen people who assembled near Hidden Beach on August 4 to hear Don Helmeke, otherwise known as Don the duck man, discuss the nesting behavior of wood ducks.

Don has made a serious hobby of building, placing and monitoring wood duck houses in the Twin Cities and northern Minnesota. To expand the duck population, Don collects the eggs that do not hatch naturally. Some of the less domestic wood duck hens practice egg distribution in nests not their own. If these shared eggs are deposited at the correct time, the brood duck will hatch large flocks, well beyond the fifteen or so eggs that one hen will normally lay.

After incubating the eggs, this responsible hen will pick the proper time to depart the nest with all the little hatchlings. All the ducklings climb out of the nest box and jump to the ground in a period of just twenty-five seconds. Often, however, there are other eggs that haven't hatched in time. It is these eggs that Don incubates for eventual release. Careful timing is necessary to get the leftover eggs soon after the hen departs.

From a gunny sack Don produced two male ducklings. Recruited as volunteers, Kathryn Glessing and I held the little guys as Don banded them. Then we all walked down the hill to the shore to release these ducks along with twenty-six more already banded ducklings that were waiting in pet carriers.

Don opened the doors. After a minute or so the first birds ventured out and suddenly were followed by the others close behind. On signal, Kathryn and I released our birds so they would join the others. Kathryn's duckling joined them, but mine just pattered along showing no interest in joining the mass which by now was well out from shore. We watched as these new Cedar Lake ducks rushed across the water to the shelter of the cattails. I hope my duckling's independent ways allow him to survive.



Don Helmeke (left) bands ducklings with the help of Mike Carlson.



resource that should be saved because it enriches the lives of so many people," said Virginia. "Developing the area will improve the lives of many people city-wide."

Consider Giving a Special Gift

If you would like to memorialize or honor friends or family members with a Cedar Tree or wild flowers in Cedar Lake Park, you may contribute as follows:

A tax deductible gift of \$300 will provide for the purchase, planting and nurturing of a cedar tree in a designated cedar grove at the heart of Cedar Lake Park.

Contributions of \$150 will provide for the planting of native wild flowers and/or prairie grasses. All memorials and donors of \$150 or more will be recognized at a permanent marker. Portions of all gifts will fund the general work of the Association.

Donors and interested guests will be invited to a tree planting celebration being planned for summer 1995.

For more information, contact Laurie Lundy at 377-9522 or send tax deductible contributions to 1101 Cedar View Dr., Minneapolis, MN 55405.

Cedar Lake Park Memorials and Gifts

Cedar Lake Park Association gratefully acknowledges recent contributions for memorials, tributes and gifts to loved ones. Since the last issue of the *Update*, the following memorials and gifts have been received:

Cedar Trees

Louis and Ravina Gelfand in memory of Ravina's best friend, Joan Connoy Wasserman, who died a couple of years ago at age 50.

Mrs. Richard ("B.J.") Lillehei to honor the memory of her husband, Dr. Richard C. Lillehei.

To honor the wedding of Lisa Genis and Steve Pratt: Jim and Teresa Black, Jeffrey & Patricia Cohn, Ronald Coltman, Judy & Norman Dodd, Lance Leupold, Arlene & David Meshbesh, Marina Pratt, Jackie Levin & Rudy Rousseau, Scott & Kelli Snyder, C. R. Stone.

Wildflowers

From Cedar Lake Park Association Steering Committee in memory of Peggy B. Carberry, our president Dan Dailey's mother,

Other Gifts

From Dory & Bud Rose in honor of Dick Siegel's 70th Birthday.

Other Memorials

From Nick & Virginia Puzak in memory of Norman Ceaglske.

From Nick & Virginia Puzak in memory of Grace Chmielewski.

From Dory & Bud Rose in memory of Bud's sister, Shandel Weisman.

A Fine Way to Remember Friends and Family

"We like the idea of a living memorial," said Virginia Puzak, who, with her husband Nick, has made numerous donations to Cedar Lake Park Association in memory of friends and family. "Instead of sending flowers to someone after they are gone, we prefer to donate a gift to CLPA as a living memorial to those who we wish to remember. We are happy to do it . . . it is very satisfying."

Since 1989 when efforts began to save Cedar Lake Park, the Puzaks have taken a keen interest in the project. They recognize the importance of preserving the land for future generations. "Cedar Lake Park is a natural

Tree Fund for David Eiger



Dick and Laurie Lundy have started a fund for a Cedar Tree in memory of David Eiger, who died suddenly September 24, 1994 at age 71. He was a retired partner of the accounting firm Lurie, Besikof, Lapidus & Co., where his sister, Dora is also employed. David, a Holocaust survivor, greatly appreciated Laurie's work for Cedar Lake Park. His kind and gentle encouragement will be missed. He is survived by his wife, Barbara, their children, grandchildren and many friends.

Tax deductible contributions, in any amount, towards a cedar tree for David Eiger may be sent to 1101 Cedar View Dr., Minneapolis, MN 55405.

Osprey Relocation Continues

BY MARY MCGEE

Four young osprey were taken from nests in northern Minnesota and, on July 13, were placed in a hack box on a tower located on the east shore of Cedar Lake. Relocating the ospreys is part of the University of Minnesota's Raptor Center's Osprey Reintroduction Program at Cedar Lake. The program's objective, according to Judy Englund, Raptor Center project manager, is to have ospreys nesting and raising their young in full view, giving city dwellers and park users the opportunity to learn about ospreys and the importance of conserving natural resources.

Until they were ready to fly, the young birds were fed twice daily inside the box. At first, they were fed small pieces of fish by hand; later they were offered whole fish laced with a nutritional supplement.

After two weeks, when the osprey were

actively exercising their wings, the box was opened. The birds had all previously been spray painted on their shoulder or breast so volunteer observers stationed at the West Point beach area could identify them, track their flight and observe their eating habits. Fish were now served up once a day on top of the box. This turned out to be a bonanza for other wild life such as raccoons and mink who climbed the tower at night to finish the leftovers. Although the osprey can catch their own fish after 22 days, they are fed until they are observed successfully feeding.

This fall, the osprey will migrate as far as Central and South America. Osprey become sexually mature and return to the fledge site when they are three or four years old. Birds released in 1992 could return to Cedar Lake to nest in 1995. Waiting for them will be a nest platform which will be erected next spring at

Cedar Lake. One nest platform is already built on an island at Lake of the Isles. In the future, additional platforms may be constructed at Lake Harriet and Theodore Wirth Park.

Although this is the third and final year of the relocation program, the Raptor Center will continue to monitor ospreys which return to the Twin Cities to reproduce. In addition, they have applied for a grant to monitor migrating ospreys by satellite. As part of the program, this information can be taken into classrooms so school children can "adopt" an osprey, following "their" bird to its wintering site and along its return migration to the Twin Cities.



Linden Yard Station Completed

If you are walking near Cedar Lake Park and come upon what appears to be a small railroad station, don't be surprised. Completed in July, the new building is located in the Linden Yard area, a corridor outside the proposed nature conservancy, between I-394 and Bryn Mawr Meadows ball fields. Modeled after the old Kenwood passenger station, it actually houses an electronics equipment shelter. Eventually, photographs and narrative story boards, developed by Cedar Lake Park Association and the United Transportation Union, will be mounted at the site to commemorate Cedar Lake's rail history and the lives of the people who lived it. Plans include landscaping and benches so bicyclists and walkers can stop to rest and learn about the area's history.

The new building, the Linden Yard Station, represents the success of a creative collaboration. In the fall of 1993, Cellular One, a leader in cellular communications, contacted the Minneapolis Department of Public Works, about leasing land near Cedar Lake Park to build a 125-foot antenna and adjacent equipment shelter. Public works contacted Cedar Lake Park Association and the Minneapolis Park and Recreation Board. The groups met and developed the plan to build the unique equipment shelter, meeting everyone's needs: Cellular One would get land access, the city would earn revenue from the lease and the community could enjoy an attractive, informative addition to the park.

The project was funded by Cellular One, which donated well over \$25,000 in labor and materials. Citizen volunteers participated in several meetings to discuss the station's design, location and construction.

"We are extremely proud of the project," said Max Thompson, system development manager who negotiated the deal for Cellular One. "We really enjoyed developing a trusting relationship among the city, industry and the community. It was satisfying to work through the issues and end up with a partnership that meets everyone's needs."



Cellular One contributed well over \$25,000 in architectural services, labor and materials to create the new Linden Yard Station.



Cedar Lake Trail benefits from the dedication of many trail activists.

Above: Members of the bicycling community met September 7 to review proposed trail signage with Robert Jensen (center), a partner with the design firm Bergh Jensen & Associates. (Left to right) Dave Carlson, Sandra Hunter, Jensen, Laurie Lundy, David Dayton.



At the September 12 Steering Committee meeting, CLPA Treasurer David Dayton (center) accepted a \$5,000 check for Cedar Lake Trail from Dean Kaese of Rollerblade, Inc. as Minneapolis Park Commissioner George Puzak (left) looked on.

"Birds of Prey" Opens at Science Museum


The Science Museum of Minnesota, in collaboration with the Raptor Center at the University of Minnesota, will open *Hunters of the Sky*, a national traveling exhibit about birds of prey, on November 12. For ticket information, call (612) 221-9444.

Thanks!

Thanks to volunteers who helped with the last newsletter mailing: Sue Bottge, Nancy Carlson, Mary Ann Kanee, Katie Kephart, Jan Lubov, Jo Ann Frekot Meyor, Jack Phillips, Lura Shopteau, Jennifer Turner, Nic Valenty and Anne Westling. We couldn't have done it without you!

Ramsey County Parks

A proposed "no net loss" amendment to the county charter comes before the voters on the November 8 election. If it passes, it means that if an acre of park land is used for a purpose other than parks, it must be replaced acre for acre. Get out and vote!

 I am glad I shall never be young without wild country to be young in. Of what avail are forty freedoms without a blank spot on the map?

—Aldo Leopold
Sand County Almanac

Bluebird Bulletin

There were four successful nestings in three of the six nest boxes in the prairie area north of Cedar Lake. From the nineteen eggs, seventeen young hatched, were banded and fledged. This compares favorably with past years. In 1995, the placement of nest boxes will be adjusted to the walking and biking trails scheduled for construction.



ISTEA—Fulfilling a Vision and a Dream for Many

BY LAURIE LUNDY

To many people, "Ice tea" is a refreshing drink, usually served with lemon in the summer. But, to many people who skate, ride bicycles or are associated with transportation or trail building, "ISTEA" means federal help for local trail construction.

In 1991 Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA).

The largest program authorized by ISTEA is the Surface Transportation Program (STP). ISTEA sets aside 10 percent of STP funds for "10 transportation enhancement activities," one of which is construction of pedestrian and bicycle transportation facilities.

In a nutshell, ISTEA directs a tiny portion of federal highway funds—providing there is local matching money—to be used for hard surface trails.

About one-third of the cost of the first two phases of the Cedar Lake Trail will come from ISTEA funds.

1995-96 ISTEA Projects Approved

With support from Cedar Lake Park Association and many others, the City of Minneapolis applied for 1995 ISTEA funding for Phase III of the Cedar Lake Trail. This is the section from Seventh Street, downtown, to the Mississippi River.

Thus, the trail will extend from Highway 100 to the river, fulfilling a vision and a dream for many.

ISTEA funding was also approved for a Bassett's Creek Trail which would connect with the Cedar Lake Trail and the Hennepin Parks' Luce Line connection between Medicine Lake and Wirth Park. The Hennepin Parks' trail segment is scheduled for construction next summer.

In addition, 1996 funding was approved for Phase I of the Midtown Greenway, which, roughly, follows the 29th Street corridor. Phase I will be the section between France Avenue and highway I-35W.

The Kenilworth Trail will connect the Cedar Lake Trail near I-394 with the Midtown Greenway by 1997.

Thanks to Rhonda Rae and Tom Becker, Public Works Department, for writing all these grant proposals.

St. Louis Park Connection

Although not funded by ISTEA at this time, the Cedar Lake Trail will continue west.

In addition to letters of support from Cedar Lake Park Association and the Citizen's Advisory Committee for all the previously mentioned proposals from Minneapolis, letters of support, enthusiasm and encouragement



went to Cris Gears, Director of Parks and Recreation for the City of St. Louis Park, to accompany his ISTEA trail connection proposal.

The City of St. Louis Park, in association with the City of Hopkins, is proposing to connect the Cedar Lake Trail at the west end, through St. Louis Park, to Hopkins where the trail head of the Hennepin Parks regional trail system goes in three different directions. Upon completion, it will be the final link between downtown Minneapolis and downtown

Get Involved in Bassett's Creek Trail

According to Dave Kelliher, things are starting to happen with the Bassett's Creek Trail! In 1995, a bike trail/greenway will be constructed along the creek. An ad hoc group has begun meeting to discuss issues of importance to the creek neighbors so we can be helpful when the Minneapolis Park Board and the Department of Public works begin work on the project.

On September 14 and 19th, Dave Kelliher and Dale Brumfield made presentations to the Bryn Mawr and Harrison Neighborhood Associations. On October 1, a walk along the creek with Al Singer of the Park Board was held to discuss the building of the trail.

We are committed to having all the neighbors of Bassett's Creek working together on this project. Please call Dave Kelliher at 377-6244 to contribute your ideas about the trail or to participate in another walk along the creek later in October.

Hopkins.

In wildness is the preservation of the world.

—Henry David Thoreau
Journal, Volume 1

A Wedding at Brownie Lake

Dear Friends:

When we decided to get married, we wanted to keep the wedding simple and have it where we most liked to be—outside. It turned out just that way.

We got up early on May 19 and rode our bikes to have

breakfast with friends. It promised to be a glorious day. We returned home to meet the wedding party. After signing the marriage certificate, the five of us then walked through the Ewing Wetland area, carefully negotiated the railroad tracks and ended at the small clearing on the southwest corner of Brownie Lake. Completely surrounded by lush spring greenery, with a clear blue sky and sparkling water, it was our wish come true. The ceremony was short and sweet, and nearby fishermen were politely quiet. After a toast with champagne, we headed back to our house and crossed the tracks just before the noon train.

The post nuptial festivities included a canoe trip through the chain of lakes to lunch at the Zumbro Cafe and dinner with family and friends at Cafe Brenda. We ended the day with a night at the Nicollet Island Inn.

From beginning to end, we couldn't have asked for a nicer day. What a way to start our life together!

—Lisa Genis and Steve Pratt

Special Thanks to Lisa and Steve who requested that in lieu of wedding gifts, donations be sent to Cedar Lake Park Association.





Looking Back

BY NEIL G.C. TREMBLEY AND CHRIS FIEBER

Cedar Lake Railyards Rumbled with Activity

For almost a century, the Minneapolis and St. Louis Railway, or "Louie," as it was affectionately called, brought wheat from western Minnesota to the Minneapolis mills. Fresh fruits and vegetables, as well as lumber from the west, traveled through its busy staging yard near Cedar Lake into the huge Minneapolis warehouse district. Finished products from the east came to Minneapolis through its Peoria, Illinois terminal. From Peoria, the M&St.L. could junction with the mighty Penn Railroad to the east and the legendary Wabash to St. Louis. Cedar Lake provided ice to St. Louis and Chicago for decades around the turn of the century and high grade coal from Oskaloosa Iowa was freighted northward to fire the engines of the Great Northern Railroad in St. Paul.

In addition, the lifeblood of so many small towns, their coal, oil, mail and farm supplies, ran through the Cedar Lake Yards out to the hinterlands. Indeed, for many years, the M&St.L. provided the only passenger service to much of Southern Minnesota, Iowa and South Dakota.

A Dream is Born

In the 1870s, the great Minneapolis lumber and grain merchants were in a quandary. The St. Paul and Pacific Railroad—led by its soon-to-be President James J. Hill—had a stranglehold on the city's imports and exports. To compound the problem, the St.P&P routed all shipments eastbound through

Chicago, which charged exorbitant tariffs with excessive delay. Minneapolis businessmen had no choice but to pay—and wait.

To solve this problem, a group of prominent Minneapolis' citizens, led by grain baron William D. Washburn, decided that the city should have its own railroad to compete with the St.P&P. In 1871, the Minneapolis and St. Louis Railway came into existence.

The Minneapolis and St. Louis Railway

The M&St.L.'s original vision was aimed towards the south and east. They wished to open up southern Minnesota and extend their lines to St. Louis—bypassing Chicago and its monopoly on all traffic moving from Minneapolis to the east coast. By looping around Chicago, merchants would be able to ship their products to the east at least seven days faster at a greatly reduced rate—or so they hoped.

Though the grand design was to connect up with St. Louis, in reality the M&St.L. was a small railway in its early years. It was only able to extend its tracks as far as the Iowa border. Indeed their chief money-making run in the 1880s was passenger service to the world-famous resorts on Lake Minnetonka.

"Louie" Builds Near Cedar Lake

In 1871 the M&St.L. bought a section of the St.P&P right-of-way from the Cedar Lake Station (which was located next to the southeast corner of the lake) to the downtown Minneapolis station. (Legend has it that James Hill swapped the corridor in exchange for the right to build his stone arch bridge on land controlled by William D. Washburn.) Unlike the St.P&P, which had only their tracks running through the area, the M&St.L. decided to build its main terminal on the east side of the lake. By the 1880s the railroad had built the Kenwood Depot, a pagoda-shaped ornamental station at 21st near Thomas. It did a brisk business as a commuter railway, shuttling the locals to and from the downtown area.

But it was to the north of the depot that the M&St.L. was most active—building the Cedar Lake Shops, a large maintenance and

repair facility. The company first put up temporary wooden shacks, but by the 1890s these were replaced by sturdy structures of stone, brick and iron.

On Sept. 6, 1886, a brick boiler house with a 100 foot smoke stack was completed. Soon after came a coaling shed, blacksmith shop, tin shop, machine shop and engine room. By 1910, the complex was largely completed with the additions of a round house, store house and offices. With constant add-ons and new buildings the shops became a gigantic complex. On one detailed map of the area there were 19 structures of various sizes hugging the base of the Kenwood Bluffs.

To the south of the Kenwood Depot at 21st and Upton, the Kenwood Staging Yards gradually came into being. According to Phillip Qualy, who works for the Chicago, Northwestern Railroad and has collected many stories about the M&St.L., it was here that train cars came into the yards and the train crews—working around the clock—would "stage" the trains by switching out blocks of cars for delivery into Minneapolis, out to the small towns of the upper Midwest or on to other carriers.

Changing Times

Although the area around the base of the Kenwood Hills was rumbling with activity, the railroad company was in constant financial trouble until the 1930s. The grandiose plan to build to St. Louis was never realized. The company, always financially strapped, was forced to down-size its vision.

Abandoning its strategy to build south and east, the company decided to build to the west coast. In the 1890s they did reach as far as the Missouri River, but stiff competition from three other railroads ultimately derailed their plans and confined the "Louie" to the status of a regional carrier.

In the 1930s, the M&St.L. was taken over by Lucian Sprague and re-organized into an excellent and extremely profitable Class One carrier. In 1962, after a lengthy and bitter battle, the M&St.L. was taken over by the Chicago, Northwestern Railroad which soon began to close down parts of the old routes and services. The Cedar Lake Shops and Yards were closed and sold in 1984 to the Hennepin County Light Rail Authority which tore the old buildings down. The rubble from those buildings is still easily visible.

"Louie" Corridor Once Again Vital Link

The old road to the shops is still there and is heavily-used by bicyclists and pedestrians going from Bryn Mawr to Kenwood. Plans have been made and funds procured to develop multi-use trails along the old "Louie" corridor so that once again it will be used, this time as a non-motorized transportation corridor.





BY TED MONDALE, STATE SENATOR

Why Invest In Parks?

There is something very wrong with the direction our society is heading. Our inability to control violent, random crime has become a smear to our country's reputation. Our cities are incubating a permanent culture of poverty that breeds communities without nurturing family structures, a sound work ethic or any hope for improvement. My father tells me that these problems are so serious, they are now a clear negative factor in foreign nations' decision-making about whether to invest in America or somewhere else.

We face these challenges in a region which is perhaps the best equipped in the nation to bring about needed changes in order to ensure a bright future. We can boast good schools, a low overall poverty rate, a low cost of living, a diverse economic base and plentiful regional

and local parks. We also have regional governance and revenue sharing structures that can facilitate needed regional reforms.

However, our own core cities have poverty rates above Denver and Washington, D.C. and our non-white poverty rate is the highest in the nation. In 1990, over a third of the children under age five living in Minneapolis were so poor, they were classified as living in "abject poverty." We suffer from urban sprawl, which makes mass transportation very difficult, drastically increasing infrastructure costs, and creating a dis-link between where the jobs are located and where people of lesser means live. We are spending massive amounts of money closing schools in our developed areas and building new schools in new suburbs. Similarly, public moneys are being invested in roads, sewers and other costly infrastructure which, in effect, facilitates and finances the abandonment of our core cities.

After studying these trends, it becomes clear that our traditional land use models must be replaced. We must make our core neighborhoods more livable. We must shift public investment away from the stimulation of more urban sprawl, and refocus it on the regeneration and redevelopment of our existing communities, businesses and institutions, such as parks.

Since the creation of Minneapolis' visionary park system in 1883, our parks have served as important armatures for our region's economic and social development. What has always made the Minneapolis park system so powerful as an economic development tool has been the linking together of large, country-like parks

with a system of boulevards, bicycle paths and pedestrian walkways.

With the establishment of Cedar Lake Park and Trail, this time-tested concept is being dramatically expanded to a regional scale. Reclaiming rail corridors and industrial sites, we are developing new linear parks which connect urban parks and neighborhoods to one another. Furthermore, they will forge many other connections: between city and country, nature

Cedar Lake Park and Trail is not just a place. It is an idea for transforming our society . . .

and culture, between peoples of different origins and cultures, ages, gender and interests.

Cedar Lake Park and Trail is not just a place. It is an idea for transforming our society by connecting people to the land and to one another in new, harmonious ways. It is an idea that will help make our metropolitan area a more vital, safe and secure place in which to work and live. It is an idea that can ultimately transform our region into an EcoCity-State.

I am proud to play a part in this work.

Ted Mondale represents District 44 in the Minnesota State Senate. He is vice chair of the Senate Metropolitan and Local Government Committee and chair of the Senate Subcommittee on Metropolitan Affairs.

Ewing Woods and Wetland—Part Loss, Part Gain. Did We Learn Anything?

Recent controversy over land use issues for the Ewing Woods and Wetland that joins the Cedar Lake Park and Trail land near Brownie and Cedar Lakes has been simmering and boiling for over a year.

In fact, controversy over development of the 10-acre site started over two decades ago when Penny and Sol Jacobs led citizens in the fight against development. Attorneys John R. Goetz and the late Frederick W. Thomas took the matter all the way to the Minnesota Supreme Court. At that time, the court decided that the zoning ordinance should not be changed. As a result of the court decision, the woods and wetland remained open space until a developer came up with a plan to make it profitable with single family homes.

Did we learn anything from that experience? Apparently not, because no safeguards emerged to protect valuable open space or shorelines in the urban area.

In the meantime, there has been a growing awareness of the role wetlands play in water quality and how important open space and nature are in our daily lives.

Early in 1993, expecting a repeatedly unfulfilled purchase option by the present developer to expire, the Bryn Mawr Neighborhood Association (BMNA) applied for and was awarded Neighborhood Revitalization Program (NRP) transition funding towards the purchase of the parcel. The BMNA, John Perentesis, Dave Johnson and all the people who worked on the proposal deserve praise for vision, creativity and hard work. Unfortunately, there was never a chance to make a purchase offer to the Bliss family who then owned the land.

After the city of Minneapolis decided that an Environmental Impact Statement (EIS) was required on the property, the developer filed a suit against the city July 30, 1993. Feeling the city had a conflict of interest in determining the adequacy of the EIS, the ad hoc group asked the Environmental Quality Board (EQB) to make the determination. They declined. As a result, the group recently filed a "conflict of interest" claim against the city and asked the court to direct the EQB to determine the adequacy of the EIS.

On September 22, the last required permit to build "executive style" homes on the north end of the Ewing Woods and Wetland parcel was granted to Halley Custom Homes by the Minnehaha Creek Watershed District. However, David Klopp, Lynn Lavine and Kim Ramey, leaders of an ad hoc citizens' group, say they will appeal that decision. Their group has been undaunted in its efforts to save the land for public-use open space. At press time, as a condition of the settlement, the city is purchasing the wetland part of the property from the developer with \$167,000 of the \$179,000 BMNA NRP award.

The Cedar Lake Park Association laments the loss of woods on the north end of the parcel and any potential damage to the environment.

Have we learned anything from this experience?

Hopefully, yes. The Minneapolis Planning Department has invited residents to four sector Land Use & Zoning Revision Workshops at 6:30 p.m., November 15-17 at various locations. Call the CLPA office at 377-9522 or the Planning Department at 673-2639 for information. We urge Minneapolis readers to attend these workshops and support protection and creation of open space in the city.



Save Cedar Lake Park Update is published five times a year by the Cedar Lake Park Association. Distribution is free to members. Since 1989, the Cedar Lake Park Association has built a membership of over 3,000 people, raised millions of dollars and developed successful partnerships with the Minneapolis Park and Recreation Board and the Minneapolis Department of Public Works. Today, we continue in our mission to create and nurture the nature preserve at Cedar Lake and the connecting trails and greenways. Laurie Lundy: Project Coordinator
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