

News from Cam Gordon
Council Member, Second Ward
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<http://www.minneapolismn.gov/council/ward2>

City Action on Guns. The Council's Committee of the Whole has voted to send forward new sections on guns for our state and federal legislative agendas. The federal agenda is entirely new, and endorses the Obama Administration's list of recommendations, "*Now is the Time: The President's plan to protect our children and our communities by reducing gun violence.*" The state agenda pulls together previous positions on guns from multiple places in the agenda and puts them all in one, clear section. It also incorporates some new positions. From my perspective, the most important new position we are taking is for an amendment to the state law that preempts the ability of local jurisdictions to implement firearms safety ordinances appropriate to our community. Some other key examples are: creating a gross misdemeanor offense for carrying a firearm while under the influence; reduced access to firearms for those who have experienced a mental health incident; increased discretionary power for municipalities to grant or deny firearm permits; and requiring the reporting of lost or stolen firearms. I continue to press for clarity on the effectiveness of the current laws barring people under the age of 21 from owning and purchasing weapons. I believe that, if the laws aren't strong enough to keep people between 18 and 21 from buying handguns, the City should take a strong position in favor of tightening this restriction. The committee also postponed an item calling for all "carry" permits to require that guns be concealed. With that one exception, all of these proposals will come for final action at the Council on February 8th. I am hopeful that this new legislative agenda section on guns will be approved by the Council, and that many of our proposals will pass the legislature and be signed into law. It is time for our society to get serious about guns, and I'm proud that Minneapolis is getting on board.

City Action on Immigration Reform. The Council's Committee of the Whole has also sent forward new legislative items regarding immigration reform in Minnesota. Specifically, the City would support allowing all students - regardless of immigration status - who graduate from Minnesota high schools to pay in-state tuition to attend Minnesota public colleges and universities and to apply for scholarships from the U of M and Minnesota State College and University system. The City would also support modifying the Minnesota driver's license procedures to allow information regarding the applicant to be gathered from an identification card issued by a government other than the United States. There are good examples of both of these policies from other states. Many other states (California, Connecticut, Illinois, Kansas, Maryland, Nebraska, New Mexico, New York, Oklahoma, Texas, Utah, and Washington) allow students to pay in-state tuition, regardless of status. California, New Mexico, and Texas allow students, regardless of status, to have access to state financial aid. In New Mexico, the percentage of uninsured drivers dropped from 33 percent in 2002, before immigrants could receive driver's licenses, to 10.6 percent after they could receive licenses. These policies have proven to be successful in other states, and it's time Minnesota joined in this progress. This action by the Council would not have been possible without a lot of hard work by the Latino Engagement Task Force, and I commend them and the staff with the Neighborhood and Community Relations Department for putting these important recommendations together.

Creative Vitality Index. The City's Director of Arts and Culture, Gulgun Kayim, has presented a report on the City's Creative Vitality Index (CVI). You can read it here: <http://www.minneapolismn.gov/www/groups/public/@clerk/documents/webcontent/wcms1p-103117.pdf>. The CVI is a tool that measures annual changes in the economic health of highly-creative industries using information about organizational revenue, jobs, and other measures from creative businesses and nonprofits. The Twin Cities metro area is **sixth** in the nation for our CVI score, or four and a half times greater than the national average. According to the report: the creative economy is responsible for over **\$700 million** in local economic activity; charitable giving to arts organizations in the Twin Cities is **thirteen and a half times** greater than the national average; approximately **5%** of Minneapolis residents work in a creative occupation, and **21%** of creative jobs in Minnesota are located in Minneapolis. The five creative occupations with the most jobs, in order, are photographers, musicians and singers, writers and authors, graphic designers and art directors. Southeast Minneapolis (area code 55414) is the part of the city with the third-highest number of artists, and the greatest number outside of downtown.

Building Energy Disclosure Ordinance. The Council's Regulatory Energy and Environment committee has unanimously voted to send forward a new ordinance that will require all City and other public buildings over 25,000 square feet and eventually all commercial buildings over 50,000 square feet to disclose the energy performance of each building, as rated by the EPA's Portfolio Manager program. The City will share this information publicly, on our website, helping to incent commercial building owners to make energy performance upgrades in order to stay competitive. Buildings will be phased-in over time, with City buildings first, the largest commercial buildings second, and all commercial buildings over 50,000 square feet by 2016. This approach has been tried in many other cities, with considerable success. It is one of the few things that the City can do to tackle climate change at a local level. I am extremely supportive of this work, and have helped develop the ordinance. This ordinance was crafted by an impressive staff team that included Brendon Slotterback and Gayle Prest in Sustainability, Emily Stern in CPED, Patrick Hanlon and Dan Huff in Regulatory Services, and Council Member Glidden and her office. I commend them for their great work, and hope and expect that the ordinance will pass the full Council.

Sign Up for Step-Up. The deadline to apply for a STEP-UP internship is **March 4th**. All youth must apply online. If a youth requires assistance with their application, they can contact Tammy Dickinson at 673-5041 or they can visit the STEP-UP page for agencies that offer staff and/or computer assistance. All applicants must: live in Minneapolis; Be 14-21 years old by June 1, 2013 (no exceptions); Not be currently enrolled in college (PSEO is ok); Be eligible to work in the US by June 1, 2013 and have proper documentation; Meet guideline incomes or have a substantial barrier to getting a job (for example IEPs, English language learners, or pregnant and parenting teens).

Self-Managed Special Service Districts. In January, the Council's Transportation and Public Works (TPW) committee passed a motion directing staff to develop a strategy for self-managed special service districts. This policy is on a very tight timeline. Starting with today's staff direction, there will be just under three months to get the policy through the Council. The reason for this fast timeline is that the policy must be in place by April 1 at the latest in order to allow districts that are interested in transitioning to self-management or forming as self-managed service districts to proceed with the actions they need to take in order to get up and running at the beginning of 2014. There will be several opportunities to learn more about and comment on these questions. The first was a meeting on **Thursday, January 31st**, starting at 3:30pm at the Hiawatha Maintenance Facility, 1901 East 26th Street. Then staff will present a draft policy to TPW at its meeting on **February 26th**. A final recommendation will be presented to TPW on **March 19th**, and finally passed by the Council on **March 29th**.

Commercial Pedal Cars. The Regulatory Energy and Environment committee has sent forward an ordinance authored by Diane Hofstede that would begin to require licenses for Commercial Pedal Cars, also known colloquially as the "Pedal Pub." (That is one particular company, and there is another company, the Traveling Tap.) State law requires us to allow them to operate in Minneapolis and I supported this ordinance in part because it will allow us to better license and regulate them. The City typically licenses alcohol-related businesses, and also regulates many transportation businesses like taxis and pedicabs. Over the past months we have heard several concerns about the behavior of some customers and some of the cars. The Bicycle Advisory Committee, on which my Aide represents the City Council, has formally supported the ordinance after having a number of meetings with Licensing staff and folks from the industry. It is good to note that this is one expression of Minneapolis' unique bicycle-friendly culture: the first "pedal pub" in North America was in Minneapolis.

Bike Crash Report. Last week, the Council's Transportation and Public Works committee received a very informative report and presentation from Simon Blenski in the Public Works Bicycle and Pedestrian Office on bicycle crashes in Minneapolis. The report is drawn from ten years of crash statistics in Minneapolis, and provides three key takeaways:

- Most crashes are occurring at intersections along major arterials.
- Motorists are not seeing or yielding to bicyclists.
- Bicyclists are not riding in a predictable manner.

Item 1 is very interesting, and speaks to a need to do more projects like Public Works did on 15th Ave SE, where we clearly identified conflict areas between bicycles and turning vehicles. Most of the motor vehicles involved in crashes are making turns, especially left turns. This confirms my interest in the "Copenhagen Model" of cycle track facilities, in which bicyclists are physically separated from cars and intersections are treated very carefully to reduce conflict. In some cases, bicycle and vehicle traffic might need separate signal phases. The worst intersection in Minneapolis for bike/car crashes is **East Franklin Ave and Cedar Ave** in Seward. Currently, this intersection has no formal accommodation for bicyclists; I'm hoping that the Native American Community Development Institute's (NACDI) project will help extend the bike lanes from where they end at Minnehaha over to at least 16th Ave or Bloomington. Another of the top ten most dangerous intersections is the **Hiawatha Trail at 26th St E**. This crossing has been slightly improved (from a triple-threat to a dual-threat westbound) but definitely needs further improvements. Other conclusions from the report are worth noting. The per-capita crash rate has declined as the number of bicyclists has increased. My hope is that this effect will intensify as we build better, more comfortable facilities like cycle tracks, and attract more riders. Other cities have shown that there is a real "safety in numbers" effect: as more people bike, there are fewer and fewer per capita crashes.

Food Council Annual Report. The Minneapolis Food Council has presented its first-ever annual report to the Council. Some of the Food Council's work in its first year included the refining and supporting the Urban Agriculture Text Amendments; securing a pro bono grant from General Mills to increase participation by Supplemental Nutrition Assistance Program (SNAP) participants at the Minneapolis Farmers Market; weighing in on local food and composting at the new Vikings stadium, the 2012 Farm Bill, and the Park and Recreation Board's urban agriculture planning; and hosting a very successful open house which included 17 community partners and was attended by 180 members of the community. Some proposals for 2013 include hosting a series of dialogues with urban farmers and local food businesses on how the city can continue to increase access to local food, reviewing findings of a national report due in mid-2013 regarding strategies to link local food and economic development in urban areas, and researching ways to reduce regulatory barriers for growth and expansion of local food businesses. You can read the full report here:
<http://www.minneapolismn.gov/www/groups/public/@clerk/documents/webcontent/wcms1p-103284.pdf>.

Tax Prep Help. A nonprofit called AccountAbility Minnesota is making available free tax and financial services for low- and moderate-income people in the Twin Cities area. People in Minneapolis may sign up for tax clinics at **East Side Neighborhood Services**, 1700 2nd St NE, Tuesdays and Thursdays at 5:45pm and Saturdays at 9am; **Hope Community Center** at 611 E Franklin Ave, Tuesdays and Thursdays at 5:45pm and Saturdays at 9am; **Latino Economic Development Center**, 1516 E Lake St, Ste 201, Tuesdays and Thursdays at 5:45pm and Saturdays at 9am; and the **Minneapolis Urban League**, 2100 Plymouth Ave N, Tuesdays and Thursdays at 2pm and 5:45pm and Saturdays at 9am. Individuals who make \$30,000 or less per year and families that make \$50,000 or less per year are eligible. For questions or more information, go to www.accountabilitymn.org or call 651-287-0187.

"Limited Production" Ordinance. I have started the process to introduce an ordinance that would raise or even completely lift the size caps on some activities defined as "production and processing" in commercial areas. This idea has come from the large number of food-related businesses that have had to get variances from this part of the code, including microbreweries, a honey nonprofit, a tea company and others. I understand and support limiting the space on our commercial corridors to businesses with active street uses, but I believe we can accomplish that without this obstacle to new food based businesses. This is another regulatory change stemming from the ongoing work of Homegrown Minneapolis, which seeks to make it easier to grow, process and consume local foods in our city.

Car-Sharing Pilot. The City's Public Works Department is exploring the possibility of implementing a city-wide car sharing program in Minneapolis. They are issuing an RFP in February to identify a contractor, and will return to the Council for approval in April for a 2-year pilot to start in May. Over the past years, two service providers have expressed interest in partnering with the City to offer city-wide car sharing services, including requests for on-street spaces. While exploring the possibility of such a

program, staff communicated with several cities, including Portland, Seattle, Pittsburgh and Vancouver that had either already implemented similar car sharing programs or had begun the process. The goal of the pilot is to provide the City with the operational, transactional and financial data needed to establish the financial feasibility of a self-sustaining city-wide car sharing program. I am very excited about the possibilities that this pilot might open up. A successful, widespread car sharing program (or programs) could help more Minneapolis residents make the choice to reduce the number of cars they own, or give up owning a car altogether. For this reason, the draft Climate Action Plan includes a recommendation to do exactly what staff are proposing. I want to commend Atif Saeed in Public Works for taking the lead on this.

Transit Options for Nicollet-Central corridor. Three meetings are scheduled so public can learn about streetcar and enhanced bus options being considered for the Nicollet-Central Corridor, and to share their ideas on improving transit service. The open houses will provide an update on the Nicollet-Central Transit Alternatives Study, including the results of the initial screening of transit alternatives and an overview of the next phase of study – the detailed evaluation of alternatives. The corridor extends from the south along Nicollet Avenue from 46th Street, through downtown Minneapolis along the Nicollet Mall, over the Mississippi River, and north along Central Avenue NE to 41st Avenue NE. The Nicollet-Central Transit Alternatives Study began last fall and will be completed later this summer. It will identify a preferred transit enhancement that could serve as the first phase of a longer-range vision for transit service in the corridor. **Open houses are being held** Tuesday, Feb. 12, 5:30 to 7:30pm at MPHA Parker Skyview Community Room, 1815 Central Ave; Wednesday, Feb. 13, 5:30 to 7:30pm at HCMC Whittier Clinic, 2810 Nicollet Avenue S; and Thursday, Feb. 14, 3:30 to 5:30pm at the Minneapolis Central Library, 300 Nicollet Mall For more information, visit the project website at www.minneapolismn.gov/nicollet-central.

Community Garden. There are seven vacant lots available for qualifying groups to lease for community gardens. These City-owned lots were selected because they are not appropriate for development. This means that they will remain available for years of gardening even as the economy changes and redevelopment picks up. Lots are available on a first-come, first-served basis and experienced community garden groups may be eligible for three- to five-year leases. A qualifying group will be a not-for-profit or a group with a not-for-profit sponsor. For more information visit http://www.minneapolismn.gov/sustainability/homegrown/dhfs_gardeners or call 612-673-5051.

Plan-It Hennepin. The Community Develop committee is recommending that the City Council endorse a plan to more fully realize a vision of making Hennepin Avenue from the river to the Walker Art Center a cultural corridor. The plan may be viewed in its entirety at <http://www.hennepintheatretrust.org/plan-it-hennepin>. As part of the proposal a new Hennepin Cultural District Alliance would be formally recognized and the City Council would endorse the plan while recognizing that specific actions and any City commitment of financial resources will need further consideration. In the near term, the District Alliance will be housed within Hennepin Theatre Trust, with the possibility of it becoming a separate entity at some time in the future. This would include helping facilitate fast and efficient permitting, enhance greening, stimulate culturally related development, bring creative design to streetscaping, and exploring better ways of moving people throughout the District.

Sex Trafficking of Juveniles. On January 16 the Public Safety, Health and Civil Rights Committee heard an in depth and disturbing presentation (you can watch here <http://v.qwikcast.tv/view.aspx?q=O1IWI>) about Minneapolis children being used and sold. Sargent Grant A. Snyder reported on an innovative victim-centered approach being used to rescue victims of these terrible crimes. Minneapolis appears to be a nexus for child sex trafficking. Victims are boys as well as girls and are found throughout the city. Every child rescued last year was a runaway. The approach recognizes juveniles involved in prostitution as victims and by working with them police are able to rescue them and prosecutors are more often able to bring felony charges against the people who traffic those girls and boys. The traditional method of arresting and prosecuting the youth as prostitutes has been far less effective, criminalizes the victims and does not address the root of the problem or prevent it from happening again. By working with social services, the hospitality industry, and other partners, we have seen some improvements in law enforcement's ability to uncover cases of trafficking, remove youth from being trafficked, and connecting

them with resources that can help them. National research shows that 96 percent of girls who are trafficked are runaways, and their average age of entry into prostitution is 14. While there are likely many more victims, last year the police followed up on nearly 70 complaints, formally investigated 32 cases and charged 19 adults with felonies. Through these cases, 18 juvenile females were rescued. Some of our best support in the community may come from the hotel and motel business operators, many of who participated in a recent workshop to assist them in identifying victims and reporting suspicious activity to the police. Among the cases charged in 2012, all but one involved the use of a hotel as the environment for sex trafficking, and in every case, the hotel was able to provide meaningful evidence to support a conviction. Another valuable resource is Breaking Free which provides support to young victims. You can learn more about their work here: <http://www.breakingfree.net/default.aspx>. Last year the City had only one dedicated investigator in the Juvenile Sex Trafficking Squad, and in 2013 we will add a second investigator to the squad and move two sergeants from the Juvenile Unit into the Child Abuse Unit to assist with the juvenile sex trafficking investigations.

Minneapolis' Next Community Read. One Minneapolis One Read is Minneapolis' community read where everyone in town is invited to read the same book. Book nominations for this year's book will be accepted until Feb. 11. To submit nominations visit: www.surveymonkey.com/s/OneMplsOneRead2013, email: oneread@minneapolismn.gov or call: 612-673-2509. The book selection committee will show particular interest in nominations that provide a vehicle for conversations on diversity, inclusiveness, integration and race. The selected book will correspond with One Read's overall goals that reading this book together as a community will bring family members and neighbors together around the joy of reading and discussion, encourage conversation about race, family relationships and neighborhood history, reconnect neighbors and family members separated by race, culture and generational divide and build a welcoming community that is willing to preserve and learn our history in the context of race. One Minneapolis One Read is a collaboration of the City of Minneapolis, Hennepin County Library and Minneapolis Public Schools. For more information and to get involved, visit www.OneMinneapolisOneRead.com, www.facebook.com/OneMinneapolisOneRead, www.twitter.com/minneapolisread or email oneread@minneapolismn.gov.

Regional Gun Summit. In January, I attended a regional meeting on gun violence convened by Mayor Rybak and Milwaukee Mayor Tom Barrett. At it mayors and city council members, police, prosecutors, state and federal officials, judges, and researchers shared information about gun violence and illegal guns. Presenters included Minneapolis Police Chief Janeé Harteau and Milwaukee Police Chief Edward Flynn, Dr. Mary Kay Balchunas, chaplain at Children's Hospital of Wisconsin; Dr. Christopher Koper of the Center for Evidence-Based Crime Policy at George Mason University in Virginia; and Dr. Daniel Webster, director of the Center for Gun Policy and Research at Johns Hopkins University in Baltimore. Dr. Balchunas said that research clearly shows that the multi-agency and community partnerships have proven to be among the most effective solutions for ending gun violence. Dr. Koper presented data about the effectiveness of collaborative, evidence-based policing and the effectiveness of policing "hot spots". Research shows that about half of all crime occurs at five percent or less of street blocks and addresses. We also engaged in candid discussions on policing strategies, policy, opposition to reform efforts, I was surprised to learned about federal financial and statutory limits on how the federal government's own agencies can inspect and regulate gun retailers and restrictions on information-sharing between federal officials and local law enforcement is a major obstacle to better tracking and recovering illegal guns. There was widespread agreement that the Tiahrt Amendment must be fixed or repealed. (<http://www.mayorsagainstillegalguns.org/html/federal/tiahrt.shtml>). Reportedly, so called "straw purchases," provide a frequent means of getting guns into the hands of youth, or individuals who would otherwise be unable to purchase them. This occurs often in Minneapolis when someone who can pass a background check buys guns from a retailer and later they are recovered as being involved in a crime committed by someone else, who would not be allowed to buy and/or possess the gun. When questioned, the legal purchasers predictable tell police that the gun was lost or stolen, but it was never reported as stolen. I also learned that Kansas City, like Minneapolis, is also restricted by state law from enacting any stricter local gun regulations. Lastly, of note, Professor Webster highlighted evidence that restrictions on handgun possession for 18 – 20 year olds may reduce gun injuries and deaths and indicated that currently Minnesota is not one of the 5 states that sets 21 as the minimum age for handgun possession.

Socially Responsible Gun and Ammunition Purchasing. In January the Mayor shared a plan that he is working on with Mayors across the country from some 60 cities to explore targeting purchases of guns and ammunition to those manufacturers most willing to work in partnership to reduce gun injuries and deaths in our cities. I am supportive of this effort and would like to see us also coordinate with the state, county and neighborhood jurisdictions.

Youth Violence Prevention Plan Review. In January a commission headed by local attorney Andy Lugar presented their review of our Youth Violence Prevention plan implementation to the Youth Violence Prevention Executive Committee I serve on and helped start in 2006. Lugar and his team did extensive work research past progress and interviewing partners and offered the following helpful recommendations to refocus our efforts: 1. spearhead a Campaign to Recruit 500 New Mentors in 2013; 2. Create an "At-Risk Youth Coordinator" Position to Provide Those Who Interact with Youth Access to Services and Resources With a "One Stop Shopping" Approach; 3. Increase the Involvement of the Minneapolis Police Department and Hennepin County Attorney's Office; and 4. Form a Youth Violence Prevention Working Group comprised of neighborhood activists, law enforcement, prosecutors, mentoring groups and others who interact with at-risk youth to work with the At-Risk Youth Coordinator. I thank Mr. Lugar for his volunteering to lead this review and look forward to working to consider and implement the recommendations in the months ahead.

Great Street Grants. Seward Redesign and the Lake Street Council were among the groups recommended by the Community Development Committee to be awarded Great Streets grants this year. If approved by the Council in February, each will receive \$50,000 to be focused, largely, to support East Lake Street businesses.

U Area Good Neighbor Fund. The U of M Stadium Area Advisory Group is now inviting applications for grants from the 2013 Good Neighbor Fund. Grant applications are due by 4:00 p.m. on March 1, 2013. You will find the Request for Applications and Application Form at <http://www.community.umn.edu/gnf>. In 2013, a total of \$47,500 will be available for grants for projects which take place in and benefit the area impacted by the University's on campus football stadium. Eligible applicants are the organizations that are represented on the Stadium Area Advisory Group. Questions are welcome via email to gnfund@umn.edu; or phone at (612) 624-6504.

Minnehaha Ave. Construction. On **Thursday February 14, 1:30 - 2:30pm** at Minnehaha Communion Church, 4101 37th Avenue South Hennepin County staff will give an update on the Minnehaha Avenue reconstruction project scheduled for 2014. The update will include project schedule, concept layouts under consideration, and their understanding of current issues or concerns businesses have regarding this project.

I-35W North Managed Lanes. People are invited to attend the upcoming public open house meetings for the Minnesota Department of Transportation's I-35W North Managed Lanes Corridor Study. The first meeting will be held on **Tuesday, February 19** from 5:00 to 7:00 p.m. at the Blaine City Hall – Cloverleaf Farm Room (10801 Town Square Drive NE). The second meeting will be held on **Thursday, February 21** from 11:00am to 1:00pm at the Minneapolis Public Library – Doty Board Room (300 Nicollet Mall). The same information will be presented at both meetings. For more information please visit: www.dot.state.mn.us/metro/projects/i35wstudy

West Bank Safety Summit. There was a successful West Bank / Cedar Riverside Safety Summit on January 29th. It was an opportunity for West Bank stakeholders to meet the new Inspector of the First Precinct, Bryan Shafer and share ideas for improving the safety of the West Bank.

West Bank Community Fire Academy. Blue Cross and Blue Shield has funded a Community Fire Academy in the West Bank neighborhood. Participating teens will learn and become certified in CPR and First Aid, become familiar with the duties of Minneapolis firefighters and develop skills to promote health and fire safety in the community. Teens will receive training on fire extinguisher use, ropes and knots, as well as medical emergencies. The first meeting is in January [when?] and participating teens will

graduate at a ceremony at the Global Youth Service Day event in the spring – receiving Cedar Riverside Minneapolis Fire Ambassador badges and becoming liaisons between the fire department and the community.

University Area Parking Overlay. I have started the process to introduce an ordinance that would change the parking requirement in the University Area Overlay. I have introduced this due to concerns I have heard from folks from the U area about some of the ordinance's unintended consequences. One of the primary reasons why I want to lead on this effort is so that I can help make sure the issue gets fully vetted and influenced by all the views of our University partners who helped create the overlay district. Specifically, I want this to be developed with and through the University District Alliance and all the neighborhood organizations and business associations within the district. In rough draft form here are 4 options I have come up with, with more details yet to be specified:

- Change the requirement to another multiplier, for instance .25 spaces per bedroom.
- Exempt larger apartment buildings from the requirement so that they would fall under the city-wide 1 space per dwelling unit.
- Exempt projects in close proximity to a major public transit line or station/stop.
- Allow buildings to provide less than one space per unit, by simply applying the ".5 spaces per bedroom" standard and delete the "but not less than one space per unit" requirement in the current rules.
- Some combination of these.

Midtown Corridor Alternatives Analysis CAC. A Community Advisory Committee is forming for the Midtown Corridor Alternatives Analysis, and they are looking for nominations from the Seward Neighborhood Group and the Seward Civic and Commerce Association. If you have experience using public transportation, using Lake Street, and using the Midtown Greenway, please consider applying. To apply, or for more information, visit <http://www.metrotransit.org/midtown-transitway-home>.

Street Resurfacing in Seward and Cooper. Many of the streets in the eastern portion of Seward and the southern portion of Cooper will be resurfaced this year. This includes 31st Ave S from Franklin to 28th St E; 25th St E from 36th Ave S to W River Pkwy; all of the asphalt residential streets bounded on the north by 25th St E or 24th St E, on the northeast by Seabury Ave, on the south by the Greenway, and on the west by 28th or 29th Aves S; and all of the streets south of Lake, east of 36th Ave S, west of the river, and north of 34th St E. I recommend looking at the maps to better understand these projects. The collection of smaller streets is here, www.ci.minneapolis.mn.us/cip/all/WCMS1P-102062, 31st Ave S is here www.ci.minneapolis.mn.us/cip/all/WCMS1P-102014, 25th St E is here www.ci.minneapolis.mn.us/cip/all/WCMS1P-102009, and the Cooper project is here: <http://www.ci.minneapolis.mn.us/cip/all/WCMS1P-102052>. These streets were originally paved more than 30 years ago, in the 1980s. This resurfacing project is intended to prolong the life of these streets by about 10 years. These projects will resurface the asphalt streets **only**; no concrete street work is planned in Seward in 2013. Because these are simple "mill and overlay" resurfacing projects, disruption to each affected block should be limited to fairly short durations. I have asked Public Works to make contact with the Seward Neighborhood Group and Longfellow Community Council about these projects.

Public Hearing on Commons Hotel. The Regulatory Energy and Environment will hold a public hearing on Monday, February 11, at 1:30pm on an application from the Commons Hotel (615 Washington Ave SE) for a permanent expansion of premises to add an outdoor patio on their private property for 22 guests. If approved, they will continue to operate their hotel and liquor establishment in the same manner.

Apply to Serve on a Boards or Commission. There are openings on the Arts Commission, Charter Commission, Environmental Advisory Committee, Civil Rights Commission, Disabilities Advisory Committee, Heritage Preservation Commission, Housing Board of Appeals, Pedestrian Advisory Committee, Planning Commission, Police Conduct Oversight Commission, Police Conduct Review Panel, Public Health Advisory Committee, Senior Advisory Committee, MTN Board, ThincGreen Advisory Committee, Youth Violence Prevention Committee and Zoning Board of Adjustment. To apply, call (612) 673-3358 or email cityclerk@minneapolismn.gov.

Ward Office Hours. Every Tuesday morning I hold “Office Hours” in the Ward from 9:30-11:00am. Please feel free to call for an appointment or just stop by.

1st Tuesdays, Hard Times Café (West Bank/University);

2nd Tuesdays, Muddsuckers Coffee, 1500 Como (SE Como);

3rd Tuesdays, Pratt School (Prospect Park);

4th Tuesdays, the Birchwood Cafe (Seward/Longfellow).

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