



THE SOUTHWEST ANGLE

A Report for Residents of the 13th Ward

The Bottom Line about the Budget

Inside

Taxes	2
Website Address	2
Crime	3
Lyndale Avenue	4
Gypsy Moths	5
Calls	5
Redistricting	6
Transportation	6
Ward Breakfast	6
50th Street	7
For Seniors	7
Neighborhoods	8
Thank You	8

While Minneapolis continues to face significant financial challenges, 2002 brought progress toward meeting them. By the end of the 1990's, the City had built up enormous internal deficits and had made commitments which far exceeded any reasonable estimate of future resources. The City was structurally out of balance with ongoing expenditures outpacing projected revenues.

For two years, I called for a comprehensive workout plan for the City, but the then-Mayor and Council leadership did not respond. With the election of the new Mayor and Council last year, things began to improve.

Mayor Rybak asked me to chair his Strategic Finance Working Group, a

group charged with understanding the scope of our financial problems and recommending policy to solve them. We developed a diagnostic tool to project the impact of policy decisions over the next decade. The results were alarming. Unless, different choices are made, the City property tax levy will triple in ten years.

The problems identified by the analysis were created over a number of years and have a long-term impact. Therefore, we recommended that the City move into a multi-year planning program to craft a solution. In the past, each budget was unique, without a link to a long-range goal or overall plan. We recommended a five-year planning cycle. That would require the present Council to think and act

beyond its term and would give the next Council a coherent place to start. Each annual budget would use the plan as a base set of assumptions. For the first time, strategic planning would be tied to financial constraints.

Within the new planning framework, the Council set a long-range tax levy policy. While the demands on the property tax are, essentially, unlimited, citizens' means to pay taxes are not.

The Council adopted an 8% levy policy for the City, Park Board, and Library Board combined. This set the maximum levy for 2003 and for planning the next five years. Four percent will be used to retire the last decade's deficits. Four percent will accommodate

(Continued on page 2)

No Internet Access? Not to Worry. We Mail.

Throughout this report, we reference websites you can visit to learn more about certain issues.

If you do not have web access, do not despair. We are happy to mail hard copies of anything on our website or referenced sites to residents who do not use the web. Just call us at 612/673-2213!

Keeping in Touch

I am happy to share this 2001-2002 report with all residents of the 13th Ward. I hope you find it helpful.

If you would like further information about any of the issues in the report or would like to learn more about issues that come up throughout the year, there are several sources to learn more.

First, check out the Ward

13 website. It is quite comprehensive about neighborhood, ward and city issues and resources. You'll also find brochures and articles that we prepare for residents and neighborhood newsletters as well as periodic newsletters that we distribute at neighborhood meetings and parks throughout the year.

I also encourage you to read your neighborhood newsletter. Our neighborhood associations prepare excellent publications that are full of both city and neighborhood information.

Finally, feel free to call the office, we are happy to help you get whatever information you need.

What Happened to My Taxes?

Many residents have called about their tax bills. After the 2001 State tax bill, many expected to see their property taxes decline. In 2001, they may have received a reduction, but this year, they have received hefty double digit increases.

Below, I describe three tax changes and how they have affected tax bills. To learn even more, I encourage you to read two articles published in the *Tax Facts* newsletter, posted on the ward website.

School Taxes

Previously, the State paid 70% of the total education levy through commercial/industrial and seasonal property tax and sales and income tax. When it took over full funding of the basic education levy, it began paying 85%. The remaining 15% is generally locally approved capital and spending levies, such as the class size referendum passed in 2000.

Therefore, Minneapolis residents are not paying any more or less for education than before the takeover.

Rate Reductions

Prior to 2001, homestead properties paid a State tax rate of 1% on the first \$76,000 of value. Value above that was taxed at 2%. Rental properties paid 2.5% and commercial/industrial properties saw rates decline in the 1990s from 5% to 2%.

Due to the 2001 tax bill, homestead properties now pay 1% on the first \$500,000 in value. This means homes over \$100,000 received a rate reduction while those under

\$100,000 received an increase. So, many residents saw a decline in their tax bills last year.

In addition, rental and commercial properties are now taxed at 1.5% and 2% respectively. For Minneapolis, this reduced commercial properties from 60% to 40% of the tax base. This means the burden of property tax has shifted toward homeowners and away from revenue producing properties.

Limited Market Value

Since the 1990s, there was a limit on how much a property's value could increase annually for tax purposes. No matter how much a home's real market value increased, the most the taxable value of the home could go up in a year was 8.5%. For example, if a home was valued at \$100,000 in 1999 and \$120,000 in 2000, the most it could be taxed on in 2000 was \$108,500. Then, if the value were \$130,000 in 2001, the taxable value would be \$117,723. This was known as "limited market value" and was scheduled to terminate in 2001. At that time, the Legislature could have let it end, phased it out, or reauthorized it. The legislature chose to phase it out over four years – 2001 – 2005.

Between 2001 and 2005, the taxable value of a home is catching up with its real market value. Therefore, if a home had a limited market value of \$100,000 in 2001 and a real market value of \$225,000 in 2005, rather than the taxable value being \$138,586 in 2005 – an in-

crease of 39% over four years — it would be \$225,000, an increase of 225%. Residents are now seeing this shift and how it affects their property taxes.

As mentioned, if you would like further information about the 2001 property tax reform, please visit the "City Issues" section of the Ward 13 website.

The Budget

(Continued from page 1)

all other demands on the property tax. These include wage, healthcare, and pension increases, the cost of the new Central Library, and other needs. We have seen this decision play out in light of 2001 State tax law changes which have translated into property tax increases of over 20% in the 13th Ward.

With the "size of the pie" determined, the Council needed to set priorities among government functions. That is, we had to determine the "size of each slice" for police, fire, community development, and other City services. To facilitate this, the Council and Mayor engaged in a strategic planning process. The product was a set of City goals scheduled for adoption after public comment.

As these questions were being debated, the Mayor and Council formulated the 2003 budget. This transitional budget made a number of cuts and positioned the City for five-year planning. The Council unanimously adopted the

(Continued on page 3)



So, What's the Address?

We have mentioned the Ward 13 website, but not the address. What is it?

www.ci.minneapolis.mn.us/council/ward13

While, you're there take time to roam the whole City of Minneapolis site.

It is the number one rated municipal site in the nation!

The Safest Neighborhoods

For the third straight year, crime is declining in the ward.

Crime declined 5% in 2001 over 2000. Through November, crime in 2002 was down almost 1% over 2001.

In 2001, Dave Delvoe, a Fulton resident and member of the 5th Precinct Advisory Committee, determined the crime rates for each of the City's 81 neighborhoods by calculating the number of reported crimes per 1000 residents. Armatage, Fulton, Kenny, Linden Hills and Lynnhurst emerged as the five safest neighborhoods in the city.

Crime Prevention

Despite the declines, there are always ways to further deter crime. Theft/larceny continues to be the most prevalent crime in the ward. About 60% of ward crimes fall into this category. Theft/larceny is when items are stolen but victims are not assaulted and a structure is not vio-

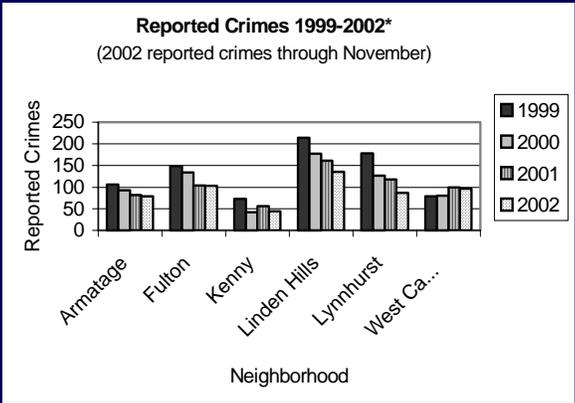
lated. This includes shoplifting, theft from motor vehicle, and garage theft.

To avoid being a victim of crime, the ward CCP/SAFE teams advise all residents to take these simple precautions:

- Never leave anything on your car seat—including cds, gym bags, and wallets. Store these in your trunk while still at home—not at your destination.
- Don't leave your garage open. A snow blower can disappear in the time it takes you to run in the house.
- Don't leave your car unlocked or running if you are not in it.
- Call 911 if you see crime in progress or suspicious behavior.
- Report graffiti to the graffiti hotline, 673-2090.
- Participate in your block club or organize one. Neighbors looking out for each other helps prevent crime.

Ward 13 CCP/SAFE Teams
Armatage, Fulton, Kenny, Lynnhurst
 Off. Jabra Kawas and CPS Robin North
 612/673-2819

Linden Hills and West Calhoun
 Off. Scott Shepard and CPS Jennifer Nesemeier
 612/673-2813



To learn more about preventing crime, please contact your CCP/SAFE team. Also, visit the CCP/SAFE sites on the City website and the ward website.

The Budget

(Continued from page 2)
 budget in December.

The Five-Year Planning process will begin in earnest in 2003 when the Mayor and Council will decide how to allocate limited resources among city functions for the next five years. This direction will be given to the City's department heads to develop business plans for living within their means. The Mayor and Council will also weigh strategies for delivering a maximum amount of current services within the financial restraints dictated by the levy policy and our strategic plan. We may have to ask whether we can fund all of

our commitments or if we will have to scale some back.

The backdrop of all of this is the \$5.5 billion State budget deficit. The Legislature may cut local government aid (LGA) to cities to resolve its budget woes. Minneapolis receives over \$100 million of LGA annually which supports core services like police, fire, and public works. Our ability to fund these services at current levels is already threatened by the City's own deficits and commitments from the 1990's. Loss of LGA will exacerbate that threat.

This Mayor and Council have made great strides to understand the scope of the challenges we

inherited. But, they do remain. Even assuming no cuts to State aid, we need to reduce the growth in City spending by over \$50 million over five years. This will mean change for everyone who lives or works in the city. Policy and money are inextricably linked and I am committed to developing a plan to guide our policy, taxation, and spending over the next five years. Our short term discipline will bear fruit in a more stable, flexible, and responsive City government in years to come.

To learn more about the budget, visit the City website or the Ward website's "Resources" section.

Lyndale Avenue

The future of Lyndale Avenue has emerged as a key ward issue. Residents from across the ward participated in the debate over a commercial/residential development. Kenny and Lynnhurst residents joined with residents of Tangletown and Windom to work on plans for the future of the avenue. And, the County, City, and residents have been working to move forward on the redesign of Lyndale.

The Boulevard

In the second half of 2001, residents engaged in a debate over the merits of a residential/commercial development on the site of the old Wells Fargo bank at 53rd and Lyndale. Lyndale West Partners proposed to build 7000 square feet of commercial space and 24 apartments on the site. Ten of the apartments would be affordable to families with incomes at 50% of the metropolitan median income.

At one time, the developers proposed expanding the project to the entire block. But, other property owners on the block were not interested in joining the project and residents raised a number of objections about the size of the project, so that part of the proposal did not move forward.

Many residents participated in the debate over the 24-unit version of the plan. Some saw it as an opportunity to bring needed affordable housing to the ward, while others felt that the project would change the nature of the community. Important issues were raised and discussed by both sides.

During the debate, the City Council awarded federal tax credits and multi-family housing funds to the project. The tax credits will be passed to investors in the project as a reward for investing in affordable housing. The multi-family funds will be invested into the project directly.

In November 2001, the Minneapolis Planning Commission approved the zoning applications submitted by the developers. That decision was upheld

by the City Council, with my support, when project opponents appealed it to the Council. These decisions were based on the determination that the developers had met the legal requirements to receive approval.

This past fall, however, the developers requested \$500,000 in tax increment financing for the project. Several council members and I did not feel the project met the legal requirements to receive such funding. Therefore, the request was denied. The project has since received additional funding from the State and County to cover this gap.

Construction has not yet begun on this project. When it does, we will notify residents in the area. We also continue to update the web page that we maintain on this project. It can be found on the ward website in the “Current Ward Issues” section.

LASR-CC

The debate over the Boulevard triggered interest in the future development of Lyndale Avenue south of Minnehaha Creek. This issue had been debated in the late 1990s during the “Gateway” proposal, but since that plan did not garner neighborhood support the City did not act on it.

Therefore, in late 2001, a number of residents from Kenny, Lynnhurst, Tangletown, and Windom (the four neighborhoods share this area) came together to begin a discussion. They named themselves Lyndale Avenue South Renewal—Creek to Crosstown.

During the Winter and Spring of 2002, they held two meetings for residents to hear their ideas for the avenue. Over 100 residents attended each meeting. The ideas from each meeting reflected the other and gave LASR-CC excellent guidance to move forward. The themes that emerged were:

- Connect green spaces
- Facilitate pedestrian and auto use
- Promote neighborhood businesses

With the goals in hand, LASR-CC formed three committees to work on each of these goals. They are:

- Planning and Urban Design
- Transportation and Safety
- Neighborhood Business Development

Each committee is working on a number of ideas to shape the future of the area. As their work takes shape, they will communicate it to the community.

LASR-CC is looking for volunteers. If you are interested, contact the ward office and we can put you in touch with LASR-CC.

This effort is very exciting and has received attention for its strong cross-neighborhood cooperation. I encourage Kenny and Lynnhurst residents to stay informed and involved. To learn more about this exciting effort, please visit the “Current Ward Issues” section of the ward website.

Redesign of the Avenue

In the mid-1990s, a group of residents who live along Lyndale Avenue from 25th Street to Highway 62 studied how to improve the traffic and livability on Lyndale. In 1997, the Lyndale Avenue Task Force issued a report outlining a new design for the street.

Since then, the County and City have worked with the task force to implement many of the report’s ideas. Earlier this year, the County unveiled its plans to redesign Lyndale from Lake to 56th Streets. The plan includes changes in lanes, medians, and wider sidewalks. The construction to bring this plan to fruition is scheduled to run from 2005 to 2007.

We expect to hold community meetings about the project later in 2003. We will also post a project page on the ward website later this year.

The Flight of the Gypsy Moths

In August 2001, the Minnesota Department of Agriculture (MDA) detected the largest - and first urban - infestation of gypsy moths ever found in Minnesota. The establishment and spread of the moths could have devastated the state's tree population.

Gypsy moths are a European species first brought to the United States in the late 19th century. The moth caterpillars can decimate tree populations by eating their leaves. They are slowly spreading west from the East Coast. Since they have not arrived naturally in Minnesota, the MDA believes the 13th Ward infestation occurred after a truck inadvertently carried some moths into the area. The MDA believes that if it can eradicate small periodic infestations of moths, the

moths will not become established in Minnesota for 10 to 15 years.

To prevent the spread, as soon as the infestation was discovered, the MDA informed residents of the problem and how they could help prevent the spread. After a yard to yard investigation revealed the true size of the infestation, a quarantine was imposed on parts of Armatage, Fulton, Kenny, and Lynnhurst. From October 2001 until June 2002, no wood products or yard items—such as lawn furniture—were allowed to leave the area unless the MDA had inspected them or the City removed them during dedicated removal efforts. In May 2002, the MDA sprayed the quarantined area twice with a natural bacterium that is only harmful to certain moths and butterflies. The quarantine was then

lifted. A moth trapping program this past fall confirmed that the eradication was successful as no moths were found.

The eradication of this threat was a cooperative effort among residents and the city, county, state, and federal governments.

We want to thank all the residents who obeyed the quarantine, alerted the MDA to issues that are unique to urban infestations, and helped prevent the spread of this pest. We also want to thank the Minnesota Department of Agriculture, the U.S. Department of Agriculture, and the U.S. Forest Service for their hard work in eradicating the problem as well as Minneapolis Public Works and Hennepin County for coordinating the removal of potentially infested material from the quarantine area.

Thanks for Calling

Each year, over 1100 residents contact me by mail, email or telephone to request help or guidance, or to discuss and give us ideas about particular issues

These contacts are an important part of our work. They help us understand people's views and needs, and they give us an opportunity to make residents aware of the re-

sources they have available from their City or other organizations.

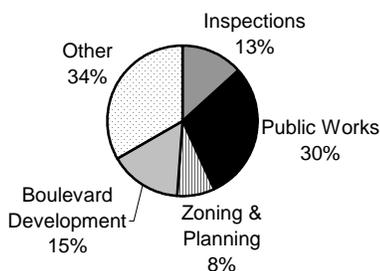
In 2001, four types of call constituted 66% of all calls. Thirty percent were about Public Works issues such as snow plowing, garbage service, street repairs, and traffic. The second largest block of calls concerned the Boulevard development, followed by Inspections issues, such as yard maintenance, illegally parked cars, and housing.

Through mid-December, 2002 calls focused again on Public Works followed by Licensing and Inspections issues (Regulatory Services). This year, for the first time, we received a significant number of calls about the Police and Fire Departments. In both cases, the calls focused on particular issues—the status of Chief Olson last winter and the reallocation of fire equipment at the 54th and Nicollet fire station this

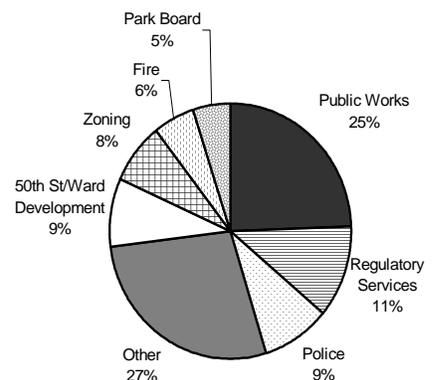
fall. The charts break down the types of calls we have received over the last two years

We enjoy hearing from constituents. So next time you have a question—whether it be about a public hearing notice or a pothole, give us a call!

2001 Calls



2002 Calls



Ward 13 is Growing

On April 12, following the establishment of new congressional and legislative boundaries, the Minneapolis Redistricting Commission approved new council ward and park district boundaries.

Residents voted in these new districts in the November congressional, legislative, and county elections. The new ward and park district boundaries will take effect in the next city election cycle in 2005.

Minneapolis remains in the 5th Congressional district. Most of the current ward – West Calhoun, Linden Hills, Fulton, and part of Lynnhurst – is in legislative district 60B. Armatage and Kenny

and the balance of Lynnhurst are in legislative district 63A.

The entire ward is now in the 3rd County Commission district — parts of Armatage and Fulton had previously been in the 6th district. The whole ward is in Park District 6. West Calhoun was previously in District 4.

Under the new ward boundaries, Ward 13 will grow. A few blocks of Lynnhurst north of 50th Street and east of Colfax previously in Ward 11 will join 13 as will East Harriet/Farmstead south of 42nd Street.

By City Charter, ward boundaries are re-drawn after each US Census. The popu-

lation of the City is divided by 13 to arrive at an average population. Ward boundaries are then adjusted so that each ward is within 5% of the average.

The average population was calculated to be 29,432. With redistricting, Ward 13 will be 2.4% above the average with 30,139 people.

Due to the new boundaries, several election precincts moved. Many residents had to vote in new voting locations. Fortunately, the transition went quite smoothly. We want to thank everyone who had to change precincts.

Don't Miss Breakfast!

Want to Talk or learn about a city or ward issue?

Then, come to the Ward breakfast.

Each month, I host a breakfast for residents to discuss what's on their minds. It's a lively discussion about City issues and life.

January 22, 2003 at 8:00 am will be our last breakfast on the 4th Wednesday of the month.

Beginning on February, 19, 2003, we will meet the 3rd Wednesday of each month, at Pearson's Restaurant, 50th and Ewing. We begin at 8:00 am. Please come.

Transportation Update

35W/Crosstown Redesign

In 2001, the Legislature halted the redesign of the 35W/Crosstown commons scheduled for August 2001. It was concerned about the closure of Highway 62 for up to four years and the lack of new lanes in the plan.

It directed the Department of Transportation (MnDOT) to re-design the project and return with changes during the 2002 Legislative session. In February, MnDOT presented its revised plan.

The new plan includes a new lane and a high-occupancy vehicle lane. It eliminates extended road closures.

The new design will require the purchase of 12 properties and the budget will be 30-50% higher than the previous plan.

Construction is not scheduled until at least 2005.

When construction approaches, the City will work with MnDOT to determine the impact on the city and take the appropriate steps to mediate the changes and inform residents.

To learn more, please visit the Ward 13 website and/or MnDOT's project website - <http://www.dot.state.mn.us/crosstown>.

Airport Noise

In 2002, the Metropolitan Airports Commission (MAC) voted to expand its noise insulation program to the 60 DNL —this means homes which receive an average of 60 decibels due to airplanes on an annual basis. How-

ever, MAC only allocated \$150 million for the expansion, which likely will not be sufficient. Therefore, homes closest to the 65 DNL (the current program boundary) will be insulated first and the program will work its way out until the funds run out. At that point, it will end.

Under the current boundary, a few homes in eastern Lynnhurst will be eligible for insulation if funding exists. However, MAC is considering redrawing the line in light of the decline in air traffic after September 11th.

Clearly, the City does not support this approach. It believes all 60 DNL homes should be insulated under the existing line.

The New 50th Street

This past Summer saw concrete progress on an issue on which Fulton and Lynnhurst had worked for several years — the test of new traffic patterns on 50th Street.

During the NRP process, both neighborhoods had identified speed and pedestrian safety on 50th Street as top neighborhood concerns.

In the late 1990s, Fulton and Lynnhurst commissioned a traffic study of 50th Street between Lyndale and France Avenues. This stretch was selected because it runs through the two neighborhoods and has higher traffic volumes than to the east or west.

The study operated from the premise that 50th Street is a major through street designed to carry high traffic volumes at 30 miles per hour.

In 1999, after studying traffic volume, speed, and flow, and parking patterns, the consultant issued a report.

The main thrust of the report was that 50th could carry the same volume of traffic in fewer traffic lanes with better flow and reduced speeding. The report also made parking and streetscape suggestions to improve pedestrian comfort.

It was decided to address the road engineering first. Decisions about sidewalks and streetscape cannot be made until it is clear how the street will operate.

The City and County studied the report. Although they agreed with its philosophy, they did not agree with the engineering suggestions. The City and County worked with

the 50th Street task force on a plan that met the goal of the report but with different engineering.

The new plan included reducing 50th to three lanes—one lane in each direction with a center left turn lane. In theory, this plan would facilitate left turns outside of the through lanes—the main cause of bottlenecks—and would inhibit drivers currently speeding and weaving in and out of traffic—the main users of the outside lane.

It was decided to test this plan along a portion of 50th that was both residential and commercial—because of changes being made to parking. Queen to Zenith was selected. Prior to the test, a parking survey was conducted in the commercial node and meetings were held with the business community. Adjacent residents were informed by mail.

Three questions were set for the test:

- Has speeding decreased?
- Has flow improved?
- Have left-turn bottlenecks decreased?

The test ran from late May to late July during which Public Works collected speed, volume, and flow data. Our office received user and resident comments.

According to the objective data, the test was success. All three indicators did decrease—some significantly. For example, the number of speeders went down 12-15%. The comments we received were mixed between 50-50

and 60-40 in favor. The negative comments ranged from dislike of the pattern to concerns about the parking changes. These comments were echoed in an August community meeting.

As a result, in September, County and City staff recommended that the three-lane option be returned to four-lanes for the winter to ensure consistent driving patterns in bad weather.

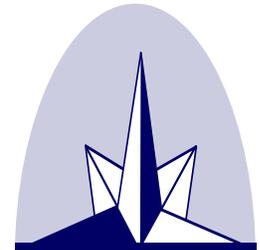
Then, next summer a revised version of the three-lane concept, adjusted due to comments received, will be implemented from Lyndale to France.

To ensure that the best possible plan is implemented, Commissioner Dorfman and I formed an advisory committee of community and business representatives to consult City and County staff as the final plans are designed.

Also, in the Spring, before final implementation, we will host community meetings to inform all residents of the plan.

The striping is the second phase of a three-phase plan. The first phase was the test and the third phase will be reconstruction of the street—including wider boulevards—by the County. The funding for that effort has not yet been identified, so reconstruction is a minimum of five years off.

However, in the meantime, we believe that 50th Street can begin to function better for all its users. To learn more visit the project page on the ward website.



Attention Seniors!

Did you know?

The City has a Senior Ombudsman to assist seniors in their interaction with the City. The Ombudsman can be reached at 612/673-3004.

Each winter, the Ombudsman's office provides a free tax preparation service for seniors.

There is a senior center in the skyway of the Target building at 10th and LaSalle. It is a great place to drop in when downtown. It also offers courses and assistance. In its first year, it served over 13,000 seniors! To learn more call, 612/370-3869.

The Southwest Angle

A Report for Residents of the 13th Ward

Barret W.S. Lane
Council Member, 13th Ward

City Hall, Room 307
350 South 5th Street
Minneapolis, MN 55415

Phone: 612/673-2213
Fax: 612/673-3940
Email: [www.ci.minneapolis.mn.us/contact/
email-form-lane.asp](http://www.ci.minneapolis.mn.us/contact/email-form-lane.asp)
Website: [www.ci.minneapolis.mn.us/council/
ward13](http://www.ci.minneapolis.mn.us/council/ward13)

Drop by the Neighborhood!

Neighborhood associations happily welcome new faces at their meetings. Stop by your neighborhood association's next meeting. Learn what's going on in the community and how you can get involved.

Armatage Neighborhood Association, Armatage Park
3rd Tuesday, every other month, 7:00 pm
For information: 612/668-3206

Fulton Neighborhood Association, Pershing Park
2nd Wednesday of the month, 7:00 pm
For information: 612/922-3106

Kenny Neighborhood Association
Coldwell Banker, 55th and Lyndale
3rd Tuesday of the month, 7:00 pm
For information: 612/392-4477

Linden Hills Neighborhood Council
Linden Hills Park
1st Tuesday of the month, 7:00 pm
For information: 612/926-2906

Lynnhurst Neighborhood Association
Lynnhurst Community Center
2nd Thursday of the month, 7:00 pm
For information: 612/823-5190

West Calhoun Neighborhood Council
Coldwell Banker, Lake Calhoun Executive Center
2nd Tuesday of the month, 7:00 pm
For information: 612/928-3511

Many Thanks

We would like to thank the many residents and organizations who supported the ward these two years by participating on special task forces or providing time, space, or contributions to meetings and events.

Community Task Forces

50th and France Development
Advisory Committee

50th Street Task Force

Fulton Neighborhood Task Force
to Study Flooding

Lyndale Avenue South Renewal -
Creek to Crosstown

Lyndale Avenue Task Force

Penn Avenue Bridge Renovation

Southwest High Parking Task
Force

Organizations and Businesses

Arezzo
Bachman's
Broder's Southside Pasta Bar
Christ the King Church
Coldwell Banker Burnet —
Calhoun Isles Office

Lyndale Avenue Office
Connor's Bakery and
Delicatessen
D'Amico & Sons
Diamond Lake Rental
Dunn Bros.—50th and Xerxes
France 44 Deli
Kowalski's Market
Lutheran Church of the Good
Shepard
Minneapolis Park and Recreation
Board
Armatage Park
Fuller Park
Kenny Park
Linden Hills
Lynnhurst Community Center
Pershing Park
Windom Community Center
Pane Vino Dolce
Pearson's Restaurant
Prima
Southwest High School
Starbucks—54th and Lyndale
St. Luke's Episcopal Church