

Arcade Street Small Area Plan



ARCADE STREET

SMALL AREA PLAN

Public Hearing Draft

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Section 1: Key Recommendations

The goal of the Arcade Street Small Area Plan is a revitalized thoroughfare with commercial and light industrial businesses, as well as housing, that can capitalize on the street's assets as part of a regional corridor and in close proximity to downtown Saint Paul. To that end, the plan includes strategies to focus community-oriented commercial at two key intersections and to encourage new development and redevelopment between the intersections with destination commercial, including office, as well as offices, institutions, light industry and housing.

Major Recommendations

Focus community-oriented commercial areas at two major intersections.

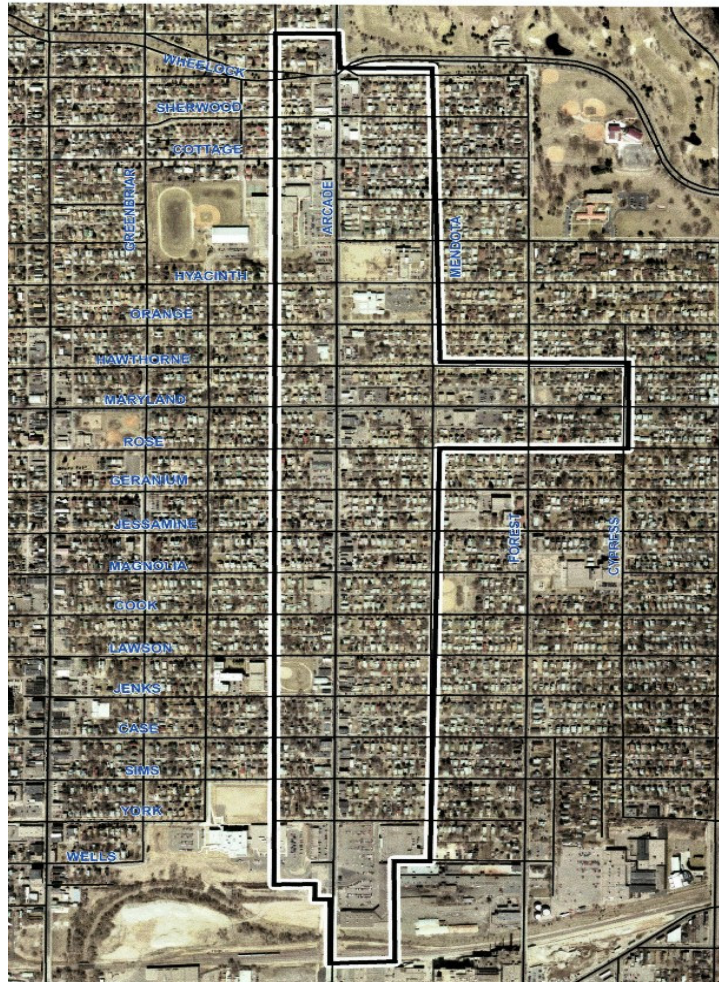
Traffic volumes are sufficiently high at the Arcade/Maryland and Arcade/Phalen intersections to support retail businesses that provide goods and services for the surrounding neighborhoods. These intersections have the potential to be pedestrian-friendly areas.

Encourage new development and redevelopment between the Maryland and Phalen intersections, as well as north of Maryland, with the following uses: destination commercial businesses, offices, institutions, light industry and multiple-family housing.

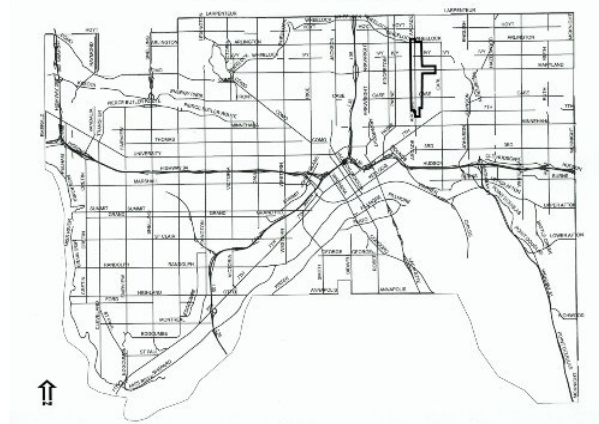
These uses, either in standalone buildings or in mixed-use projects, can utilize Arcade Street's major assets – proximity to major transportation corridors, such as Phalen Boulevard and Interstate 35E, and proximity to downtown Saint Paul.

Foster high-quality design of buildings, sites and public spaces that will be aesthetically pleasing and contribute to making the area feel safe.

ARCADE STREET



ARCADE STREET - VICINITY MAP



Section 2: Introduction and Framework

A Street in Transition

Two factors shape Arcade Street. It is part of a regional transportation network and it is centrally located near downtown Saint Paul. Both have contributed to Arcade's vitality through the years.

Arcade has become a flagging commercial street, however. Substantial changes began as large manufacturing plants closed or significantly curtailed their operations, affecting smaller businesses on the East Side and resulting in a loss of jobs for residents in adjacent neighborhoods.

The regional transportation network and the proximity to downtown are assets that can be used to revitalize Arcade Street.

History and Trends

There was a time when Arcade Street was a bustling, vibrant and viable commercial thoroughfare. It was a major north-south federal highway on the East Side of Saint Paul prior to the construction of Interstate 35E. Major industrial employers anchored the southern end of the street, where it intersects with East Seventh Street, providing incomes for many East Side residents and fostering small businesses along Arcade Street and other East Side commercial streets.

Changes during the last two decades, notably the loss of manufacturing employment, significantly altered the shape and pace of commercial activity on Arcade Street. Arcade Street is still a regional corridor, although most north-south traffic now travels on I-35E. Moreover, it lacks the coherent identity needed as a foundation for economic vitality. A combination of neighborhood and destination businesses are scattered along Arcade Street between the East Seventh/Arcade intersection and Wheelock Parkway, interspersed with institutional uses and older housing, creating a somewhat discontinuous appearance. Some businesses are marginal, located in buildings that are deteriorating, and many of the properties are underutilized. Several parcels and buildings are vacant.

Issues and Challenges

Arcade Street's economic vitality has been compromised by several factors. There is an abundance of commercial space on the East Side, and other commercial streets are in a better position to capitalize on the potential for economic activity. Payne Avenue, for example, has undergone a renaissance in recent years as a Mainstreet program has renovated buildings and nurtured local businesses. East Seventh Street is the major thoroughfare into the East Side from downtown Saint Paul.

One of the few supermarkets on the East Side is located at Seeger Square. Since the completion of Phalen Boulevard and with Seeger Square's close proximity to the East Seventh/Arcade commercial node, the shopping center is less oriented to the commercial activity on Arcade Street.

Moreover, while the City's *Land Use Plan* identifies Arcade, between Sims and Magnolia Avenues, as a "pedestrian neighborhood commercial center," the street's linear configuration makes the creation of a walkable retail area difficult.

Restoring Arcade Street as a viable corridor will necessitate using its assets – a regional corridor in proximity to downtown Saint Paul – and, at the same time, taking advantage of developments that have transpired in the last decade, including the construction of Phalen Boulevard and

development in the Phalen Corridor, as well as the revitalization of commercial retail along Payne Avenue and East Seventh Street.

The challenge is determining the niche that Arcade Street fills, given its juxtaposition to these other elements.

The Study Area

The study area includes both sides of Arcade Street between Nevada Avenue on the north and the Arcade bridge on the south, as well as Maryland Avenue between Weide Street on the west and Forest Street on the east. **The aerial map and vicinity map are on page 2.**

Goal of the Small Area Plan

The Arcade Street Small Area Plan responds to the changes that occurred during the last two decades by repositioning the street's economic activity to take advantage of its key assets – a part of a regional corridor that is near downtown Saint Paul.

The goal of the plan is the revitalization of a key thoroughfare by the rehabilitation or redevelopment of properties with land uses that are better able to capitalize on these assets.

The Vision for Arcade Street: Creating a Niche Based on Location

Arcade Street's unique location in the city and region provides a foundation for revitalization. Arcade is a state highway and a major north-south corridor, carrying almost 15,000 vehicles each day on the segment north of the Arcade Bridge. There is access to Arcade from Phalen Boulevard, a major east-west thoroughfare that is connected to Interstate 35E. It is close to the employment center in downtown Saint Paul.

A combination of focused retail areas oriented to the community, housing, as well as such destinations as institutions and job-rich businesses will create a niche that uses Arcade's location to its benefit. Businesses and institutions on Arcade will broaden the employment base that was established at Williams Hill and Westminster Junction. A retail area concentrated at two major intersections will be able to take advantage of the traffic and will complement the existing retail areas on Payne Avenue and at the East Seventh/Arcade node.

Themes

The vision for Arcade Street reflects several themes.

- Community-oriented retail areas at intersections with high traffic volumes. Two intersections with sufficient traffic to support a cluster of retail stores that serve the nearby neighborhoods are Phalen/Arcade and Maryland/Arcade. These clusters will be pedestrian-friendly retail commercial areas.
- Destination uses that take advantage of Arcade Street's location within the region. The long stretch of Arcade Street between the Phalen and Maryland intersections, as well as the segment north of the Maryland intersection, are more appropriate for institutions, destination commercial businesses, offices, clean light industrial businesses and housing. These destination uses could be either standalone developments or mixed-use projects
- Design for buildings, sites and public spaces. High-quality design is aesthetically pleasing to residents, employees and customers. Moreover, it contributes to making an area feel safe.

Planning Process

The Planning Commission on October 5, 2001, initiated preparation of the small area plan and a 40-acre zoning study for the study area. A community-based task force comprised of representatives of the district council, business owners and representatives of community organizations and institutions was formed to prepare the small area plan and consider zoning options. Zone changes recommended in the 40-acre study were adopted by the City Council and signed by the Mayor; they became effective in December 2003. The Planning Commission held a public hearing on the summary of the Arcade Street Small Area Plan on TO BE COMPLETED and recommended adoption of the plan summary on TO BE COMPLETED. The City Council adopted the plan summary on TO BE COMPLETED.

Section 3: Strategies

3.1 Land Use

The land use pattern on Arcade Street evolved during the years when the East Side was a base for large manufacturers and the smaller industrial firms that complemented them. The East Side was a prosperous working-class community sustained by these large and small industrial businesses and, in turn, supported neighborhood retail stores. Then, as now, Arcade was a major thoroughfare in a regional transportation network.

Beginning in 1975, when the existing citywide zoning configuration was established, properties on Arcade Street were in the B3 district. The B3 district permits diversified and fairly intensive land uses along major thoroughfares; it is intended to be located adjacent to commercial districts with neighborhood- and community-oriented businesses.

In subsequent years, however, the rationale for a B3 district along Arcade Street was often questioned and challenged. The adopted Land Use Plan identifies Arcade Street, between Sims and Magnolia Avenues, as a “pedestrian neighborhood commercial center.” However, many commercial businesses are scattered beyond that area, giving the street a discontinuous appearance. Moreover, once I-35E was constructed, regional traffic along Arcade declined significantly, with a resulting decline in retail business customers. There has been a high number of vacant commercial buildings and a preponderance of marginal businesses along Arcade; this is arguably connected to an excess of retail commercial space on this street and the near East Side, where there is more retail space than can be sustained by the income of residents from the nearby neighborhoods. Lastly, residents and community organizations criticized the appearance of the numerous auto-related businesses and their impact on adjacent neighborhoods.

The 40-Acre Study, initiated at the same time as the small area plan, was concluded prior to the expiration of a moratorium on zoning approvals and building permits for commercially-zoned properties on Arcade. The 40-Acre Study concluded that TN (Traditional Neighborhood) zoning would appropriately address the issues raised about B3 zoning; specifically, TN zoning:

- Encourages mixed use development, with the most common combination likely to be developed being ground-floor commercial and housing in the upper floors.
- Permits housing.
- Does not permit auto related uses, such as service stations and auto repair shops.

The 40-Acre Study recommended B2 zoning for the majority of properties at the Arcade-Maryland intersection.

Adopted by the City Council and signed by the Mayor, TN and B2 zoning on Arcade Street became effective December 20, 2003. **The map of existing zoning is on page 8.**

TN zoning establishes a framework for future development on Arcade Street. TN zoning is inherently flexible, permitting a wide range of uses that can be combined in ways that can capitalize on an area such as Arcade Street. Future land uses on Arcade should not be viewed in isolation but in context. It is one of three community commercial streets on the near East Side; Payne Avenue and East Seventh Street, where the revitalization process was underway when planning for Arcade began, are more likely to capture a greater share of disposable income of residents in the community. The development of institutions and destination commercial businesses, uses already established on Arcade, become more attractive because of its proximity to Phalen Boulevard. Housing is also an attractive option because of Arcade’s central location in the city.

The proposed land uses are within the framework established by TN zoning. While virtually the entire stretch of Arcade Street is zoned for mixed-use development, **the map on page 10 depicts a configuration of proposed land uses** intended to take advantage of Arcade’s assets,

including proximity to Phalen Boulevard, proximity to downtown Saint Paul, long-standing institutional uses and solid community commercial nodes at the Maryland intersection and north of the Arcade bridge.

This configuration of land uses reflects a major shift from the historical identity and character of Arcade Street. Instead of a retail commercial street on a major state thoroughfare that, at one time, was the entrance to major industrial manufacturers, Arcade Street is envisioned to be a community thoroughfare where destination businesses and institutions can thrive. The strategies in the Arcade Small Area Plan are intended to achieve that vision.

Strategies

Community Commercial Nodes

- 3.1.1** Concentrate community-oriented commercial uses in two areas – the Arcade/Maryland intersection and along Arcade between Case and the Arcade bridge. Encourage businesses that provide goods and services to residents to locate in these commercial nodes; discourage passive uses from locating in these areas.

Community commercial businesses already exist in both areas, where, because of their location, vehicular traffic is heavy. The Seeger Square shopping center anchors the southern end of Arcade and is adjacent to the East Seventh/Arcade commercial node. The two blocks north of Seeger Square include community commercial enterprises that serve residents. A national pharmaceutical company recently constructed a store on the southwest corner of Arcade and Maryland.

Arcade competes for the disposable income of East Side residents with Payne Avenue, where there are established retail stores, and East Seventh Street, which is the major thoroughfare from downtown Saint Paul into the East Side. The large traffic volumes through the Arcade/Maryland intersection and on Arcade near Phalen Boulevard and East Seventh Street have the potential to support retail businesses in these locations.

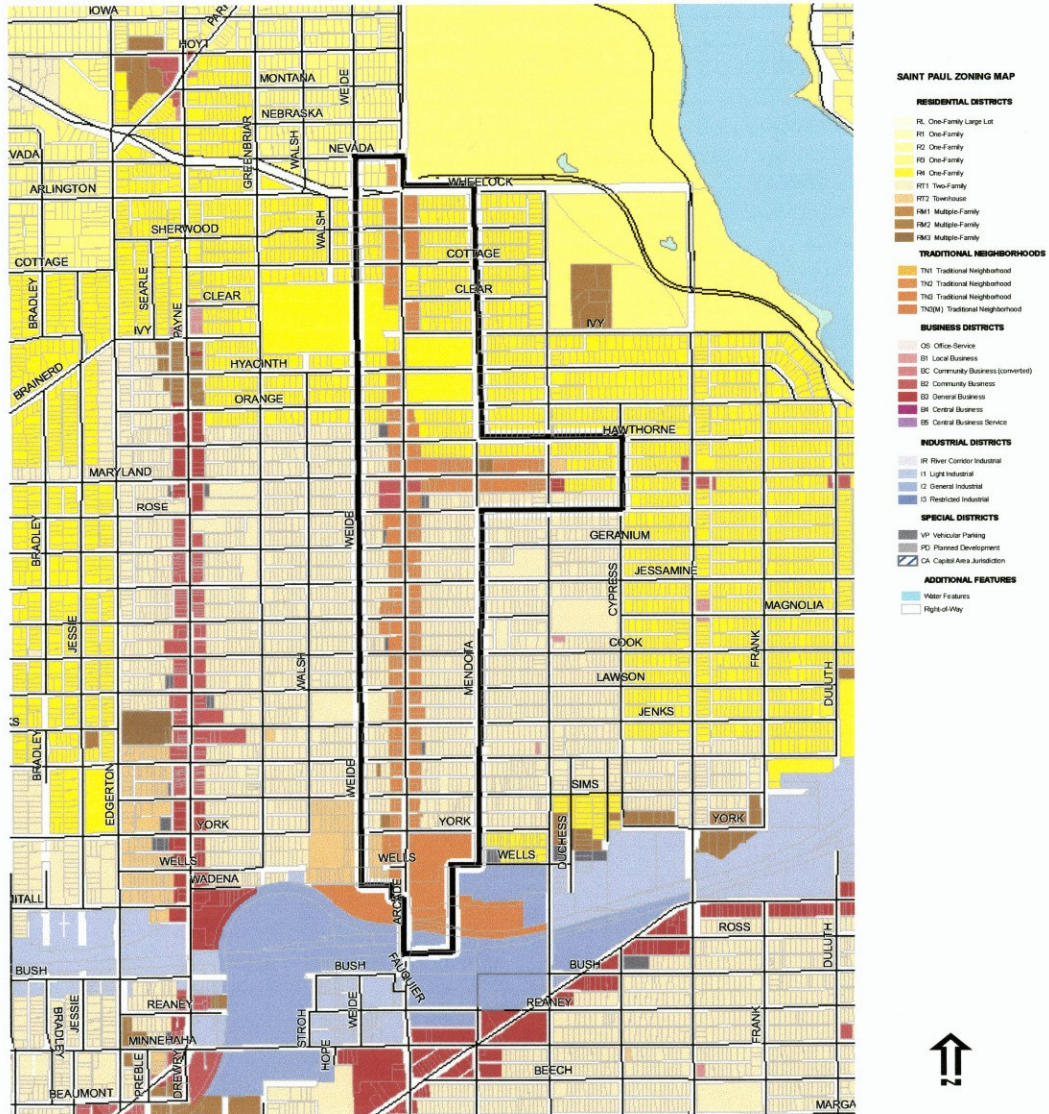
- 3.1.2** Collaborate with the owners of Seeger Square shopping center to secure and maintain tenants that serve the needs of community residents for goods and services and that contribute to an economically vibrant commercial node at the intersection of Arcade Street and Phalen Boulevard.

Seeger Square was developed in the late 1980s on the site where Whirlpool once manufactured refrigeration appliances and equipment. Seeger Square includes two parts, a larger, L-shaped center in two buildings on the east side of Arcade with an asphalt surface parking lot between the storefronts and the street and a smaller strip mall on the west side of Arcade. Though plagued at times with vacancies, the shopping center in early 2006 was almost fully leased. The economic vitality of the commercial area south of Case Avenue is closely linked to a strong shopping center at the Phalen Boulevard intersection.

- 3.1.3** Study rezoning of parcels in the Arcade/Maryland node to advance redevelopment goals and opportunities.

At the conclusion of the 40-Acre Study, almost all parcels in the study area were rezoned to TN2. The exception was parcels on the southwest and southeast corners of the Arcade/Maryland intersection, which were rezoned to B2. Since then, the southwest corner was redeveloped with a pharmacy. Rezoning these parcels should be consistent with the goals in this plan, capitalizing on redevelopment opportunities that arise.

City of Saint Paul Existing Zoning



Redevelopment for Destination Businesses, Offices, Institutions and Light Industry

Strategies 3.1.4 through 3.1.7 together define an approach that is intended to utilize Arcade Street as a major East Side street that is linked to the regional transportation network. These strategies recognize that Arcade, apart from the nodes at Maryland and Phalen, arguably cannot function as a commercial street in the same way as Payne and East Seventh. A combination of factors – location in the city, the amount of disposable income and momentum – have given Payne and East Seventh an advantage in attracting customers, whether they are from nearby neighborhoods or from elsewhere in the city. Many retail businesses on Arcade have floundered through the years or have closed soon after opening. Nonetheless, Arcade is able to capitalize on such successes as the development of institutions and the vitality of several destination businesses that have operated for several years. That is the intention of these strategies.

- 3.1.4** Conduct a condition survey of buildings on Arcade Street and Maryland Avenue. The survey will assess the following elements of a building: foundation walls; walls; roof; windows and doors; eaves and overhangs; gutters and downspouts; chimneys; electrical service; porches and balconies; pavement, stoops and walls; façade and signage.

The condition survey will identify buildings that can be used effectively for the types of projects described in this plan. Conversely, the condition survey will be used to determine, with some specificity, how many buildings on Arcade are deteriorating or are suffering from deferred maintenance, as well as buildings that are obsolete and nonfunctional.

Façade improvements involving public funds should be undertaken only on buildings that are structurally sound and functional and that meet the objectives of this plan.

The condition survey will be conducted with the assistance of the Department of License, Inspections and Environmental Protections (LIEP), which monitors code violations.

- 3.1.5** Identify opportunity sites that could be assembled for redevelopment projects; a site assembly program will provide parcels of sufficient size to develop the types of projects identified in this plan.

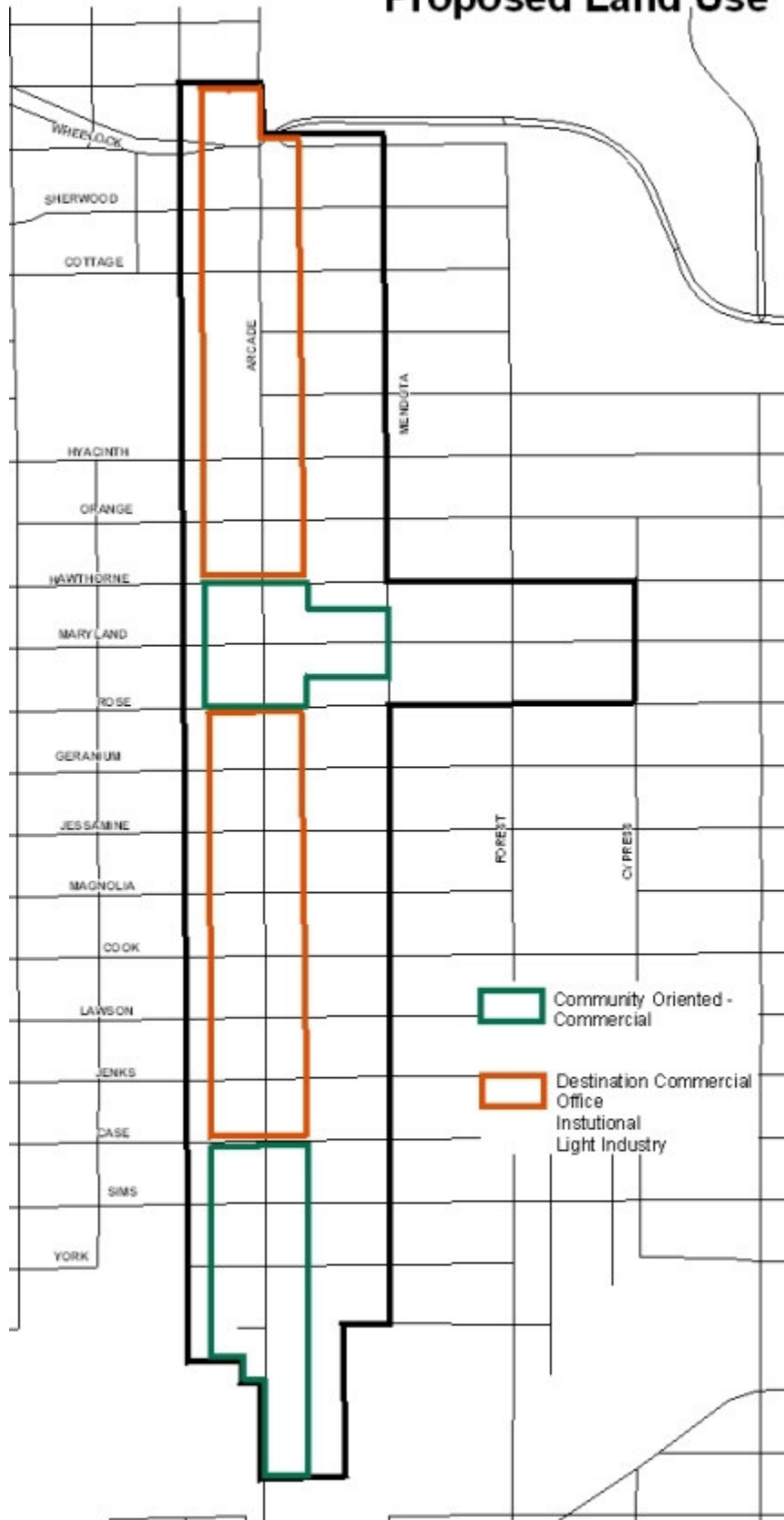
There are properties on Arcade Street that are not being used for the long term benefit of the community. Businesses on Arcade at one time complemented the manufacturing base on the East Side. With the erosion of large scale manufacturing, smaller businesses languished or closed, often to be replaced by marginal businesses that did not necessarily serve community residents. Some parcels are vacant. **A map depicting general locations of opportunity sites is on page 11.**

Moreover, many buildings are deteriorating or suffer from deferred maintenance. More relevant to revitalization of the street, many are obsolete or nonfunctional. They cannot be used effectively for the types of projects identified in this plan.

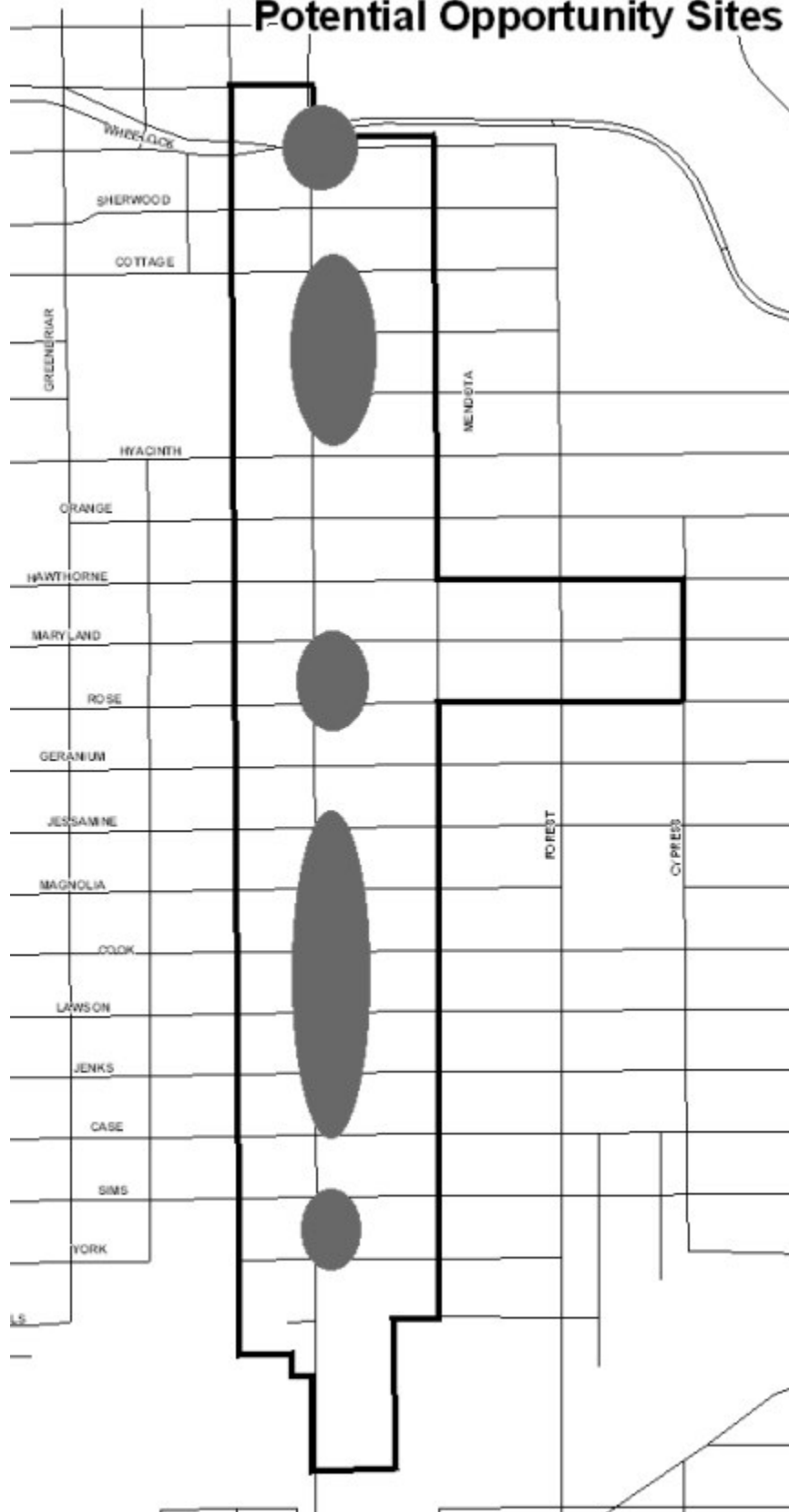
An identified opportunity site may have any permitted use. If a site is identified as an opportunity site, it does not necessarily mean that it will be rezoned.

- 3.1.6** Encourage the redevelopment of properties on opportunity sites on Arcade Street between Rose and Case Avenues and between Hawthorne and Nevada Avenues, as well as on Maryland Avenue east of Arcade Street. Redevelopment will include any of the following land uses, either singly or in combination: light industry with a high job component; housing; institutions; and, destination businesses, including commercial offices.

Proposed Land Use



Potential Opportunity Sites



Arcade is part of the Phalen Corridor, where the focus during the last two decades has been the creation of employment centers to replace the numbers of jobs lost when major manufacturing firms and smaller businesses closed as the industrial economy changed.

Although Arcade has been perceived for many decades as a commercial corridor, it has not performed successfully as such since the demise of the manufacturing base of the East Side began. The development of alternative land uses needing a location on a commercial corridor and able to capitalize on Arcade's unique location in the city is intended to return the street to stability and vitality. Light industry will provide jobs; multiple-family housing will add a new housing type to the mix already found on the East Side; people from elsewhere in the city and the region will patronize institutions and destination businesses. Moreover, these alternative land uses will not compete with the retail centers on Payne Avenue and East Seventh Street.

Segments of Arcade lend themselves to redevelopment with these types of land uses, primarily because of the numbers of underutilized properties that are contiguous to each other. A land assembly program, as described in Strategy 3.1.5, would facilitate the development of these projects.

- 3.1.7** Prepare a redevelopment strategy that will provide deeper parcels for the development of buildings to house destination business, light industry, institutions and multiple-family housing.

Most parcels along the Arcade Street frontage between Case and Rose Avenues, and between Hawthorne and Nevada Avenues, are approximately 100 feet deep. This depth is insufficient to meet the typical requirements, for example, of new light industry or new multiple-family housing. The acquisition of property immediately to the rear of the existing Arcade block face will provide additional land for the development of the projects described in Strategy 3.1.6. **The map on page 12 depicts properties, with building footprints, on Arcade and adjacent side streets that are zoned TN2.**

Parking

- 3.1.8** Develop a parking strategy that provides for the needs of commercial, institutional and light industrial businesses.

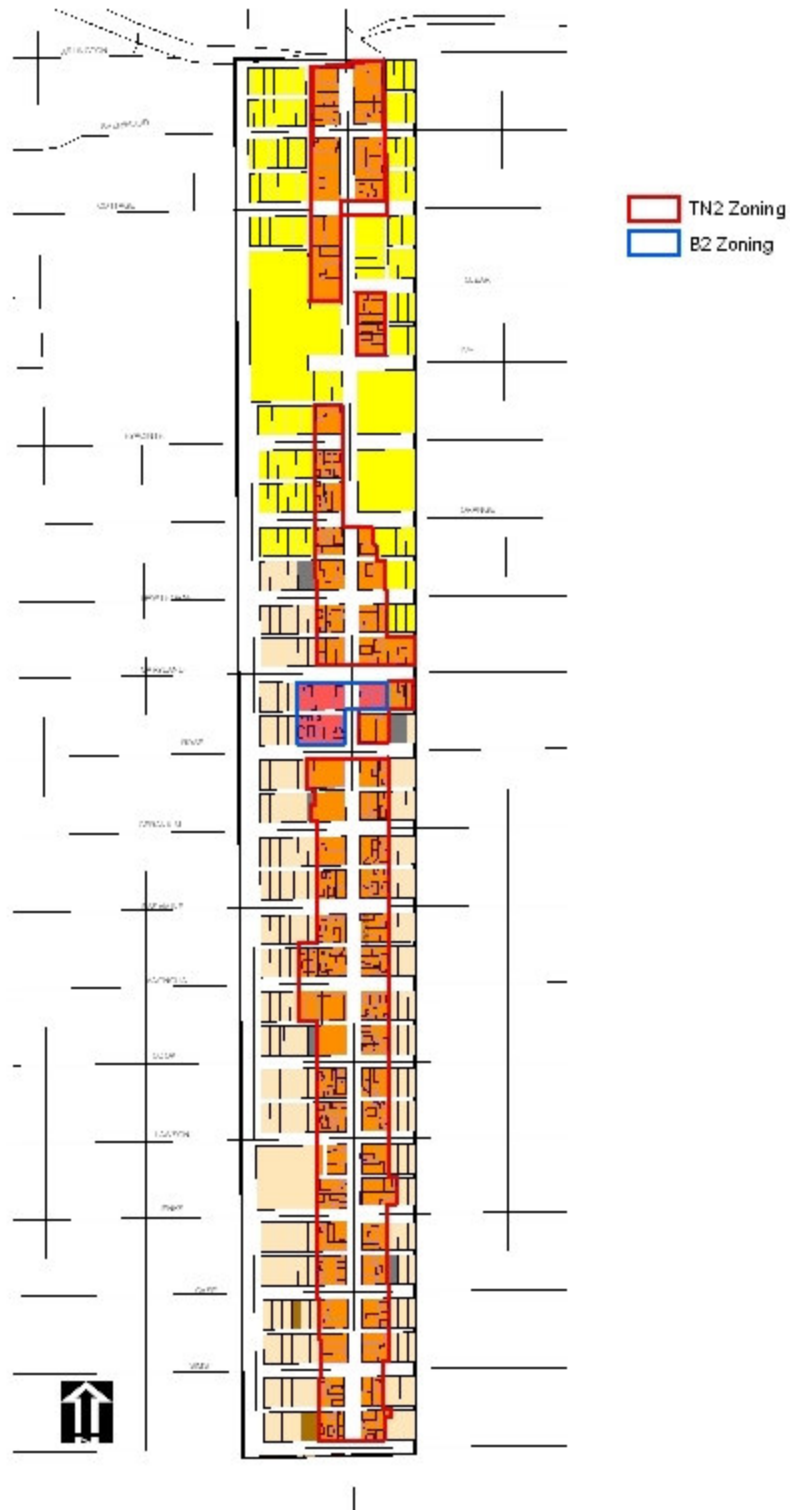
Merchants have said there is insufficient parking for their customers. For most businesses, only on-street parking is available. A few businesses have parking lots adjacent to their buildings, but the lots are small because parcels on Arcade are shallow. As a result, there is often encroachment of customer and employee parking on adjacent residential streets.

A parking strategy will assess not only the needs of individual establishments but also those located in the same block face or adjacent block faces. The strategy will include, but not be limited to, providing parking for businesses at the time of redevelopment or rehabilitation. Such parking will be designed to be consistent with the design standards of the Traditional Neighborhood district.

- 3.1.9** Create parking at the rear of buildings along Arcade Street by acquiring parcels behind the commercial frontage, up to 120 feet, and demolishing the buildings on the parcels. Install buffers between the parking areas and the adjoining residential areas that include landscaping and possibly low walls.

The acquisition of property behind the existing commercial frontage should be one element of the broader parking strategy described in Strategy 3.1.8. To avoid a piecemeal result, any acquisition of properties should consider the entire commercial block face and all the businesses or institutions located there. **See map on page 13.**

Commercial Properties on Arcade and Side Streets



Rehabilitation

- 3.1.10** Continue the façade improvement program, targeting commercial and institutional uses that are consistent with the land use strategies in this plan. If possible, concentrate rehabilitation loans within single blocks to achieve a greater aesthetic and economic impact.

The façade improvement program is operated by the East Side Neighborhood Development Company and the Payne Arcade Business Association and is funded by federal Community Development Block Grant funds; business owners match the grant, generally on a 1:1 basis. Approximately \$80,000 in CDBG funds have been used for façade improvements on five Arcade Street buildings since 2000.

- 3.1.11** Rehabilitate historic buildings in ways that preserves their historic integrity while, at the same time, allows them to function as integral parts of Arcade Street.

There are 27 properties, **listed in Appendix E and depicted on the map on page 37**, included on either the State Historic Preservation Office inventory or the *2001 Saint Paul Historic Context Study: Neighborhood Commercial Centers, 1874-1960*. None are currently listed on the National Register of Historic Places or are part of a local historic district. Nonetheless, their historic character contributes to the overall integrity and sense of place for the neighborhood and should be preserved. Any rehabilitation or renovation should be done in a manner that respects the original design intent and preserves the character-defining features of the building.

3.2 Economic Development

Economic development strategies focus on how businesses, property owners, community organizations and government agencies can implement the land use strategies in this plan by taking advantage of Arcade's assets – proximity to Phalen Boulevard and downtown Saint Paul, the presence of long-standing institutional uses and solid community commercial nodes at the Maryland and Phalen intersections.

The strategies reflect a shift from the historical identity and character of Arcade Street from retail businesses on a state highway that served major industrial manufacturers to a community thoroughfare where destination businesses and institutions can be a foundation for future economic development.

Moreover, the strategies assume that economic development on Arcade should be assessed in a context that also includes Payne Avenue and East Seventh Street. Commercial revitalization was underway on Payne and East Seventh when planning for Arcade began; for that reason, those business districts are more likely to capture a greater share of disposable income of East Side residents.

Strategies

- 3.2.1** Establish a working committee to direct a program for the strengthening of the Arcade Street business area, including redevelopment of properties consistent with the strategies in this plan.

The Arcade commercial corridor has declined during the last 20 years: Buildings are deteriorating. Facades appear unkempt and are not aesthetically pleasing.

Moreover, businesses turn over fairly often, so there are always vacant storefronts. The variety of businesses has narrowed, so many goods and services needed by residents are not available. Destination business, light industry and institutions have the potential to thrive on Arcade, but they need to be encouraged to locate on the street.

The numbers of businesses operated by recent immigrants has increased. The businesses serve both the growing ethnic communities on the East Side and customers elsewhere in the city and the region. This energetic entrepreneurial spirit should be nurtured.

- 3.2.2** Encourage the development of destination businesses, including commercial offices.

- 3.2.3** Encourage the development of institutional uses.

- 3.2.4** Collaborate with the Port Authority to encourage the development of job-rich light industry.

Destination businesses and institutions will benefit from Arcade Street's location, a major thoroughfare that is both an integral part of the transportation network on the East Side, including its ready access to the regional highway system.

Existing destination businesses and institutions have been established, some for many years. This includes public schools, such as Johnson High School and the Johnson Achievement Plus School. The East YMCA and the Hmong American Partnership constructed major facilities in recent years. Other social service and fraternal organizations are on Arcade. There are a variety of destination businesses, including, for example, printers, florists, veterinarians and dental clinics.

Efforts to strengthen Arcade Street will include strategies to encourage additional destination businesses and institutions to locate there, particularly as described in Strategy 3.1.6.

3.2.5 Prepare a marketing program that is intended to broaden the customer base of businesses.

As the dynamics of commerce on the East Side changes – with redevelopment along Phalen Boulevard and the revitalization of Payne and East Seventh already underway – Arcade needs to be presented to potential customers, particularly customers of destination businesses, in ways that use its assets.

3.2.6 Work with community organizations and public agencies to strengthen businesses where English is not the predominant language so that their customer base is broadened. Programs could include, but need not be limited to, English as a second language, entrepreneurial skills and marketing techniques.

The East Side is increasingly diverse, with large populations of new immigrants, primarily Hmong, Hispanic and Somali. Many recent immigrants have opened businesses. This diversity enriches the community. At the same time, however, their customer base is relatively narrow because not all business owners are sufficiently proficient in English to serve the broader community. In addition, many lack basic, or sophisticated, business skills.

3.2.7 Support the retention of core neighborhood-oriented businesses at the community commercial nodes of Arcade/Maryland and on Arcade between Case and the Arcade bridge.

The sale of essential goods and services provides a foundation for a commercial area that serves the nearby community. If community residents are attracted to a nearby commercial area for essential goods, there is a greater likelihood they will also patronize establishments for discretionary purchases.

3.2.8 Collaborate with the owners of Seeger Square in efforts to revitalize its buildings and site and to strengthen its mix of tenants, as well as to retain a supermarket in the center. Rehabilitation and renovation projects at the shopping center should be consistent with the design standards of the TN district and this plan.

Seeger Square is in a pivotal location along Arcade Street, at the juncture of Phalen Boulevard and immediately north of the Arcade/East Seventh intersection. It anchors the community commercial node. Thus, its tenant mix is key to the strength of the node and, at the same time, supports the other community serving businesses between Case and the Arcade bridge. An attractive, aesthetically-pleasing shopping center will be physically integrated into the commercial node.

3.3 Housing

Existing housing on Arcade Street includes single-family houses and apartments on the upper stories of commercial buildings. Much of the single family housing is deteriorating or suffers from deferred maintenance. More importantly, the existing housing is so obsolete and non-functional that rehabilitation will not enable it to compete well on the housing market.

In addition to adding to the city's housing stock, new housing on Arcade Street will help to provide stability for both the other land uses on the street and for the adjacent residential neighborhoods. New multi-family buildings and townhouses can take advantage of the close proximity of the street to downtown Saint Paul and to other cities in the region. Housing as part of a mixed use development, with either destination commercial or institutional uses on the ground floor, will also benefit from Arcade's location near the regional transportation system.

The land use section of this plan and **the map on page 11** identify potential opportunity sites that can be used for new housing, in addition to such uses as destination commercial, office, light industry and institutional.

Strategies

- 3.3.1** Identify specific sites between Nevada and Hawthorne Avenues, and between Rose and Case Avenues, that would be suitable for the development of multiple-family housing, or housing in mixed-use projects with destination commercial or institutional uses on the ground floor.

Arcade Street is flanked on the east and west sides with residential neighborhoods of mostly single-family and duplex housing. The addition of multiple-family housing on Arcade, whether apartments, townhouses or condominium flats, will provide a housing type currently not found in abundance on the near East Side.

- 3.3.2** Develop new housing that provides a balance between rental and ownership units; new housing will include apartments, townhomes or condominiums.

It is widely believed that stability in a residential neighborhood is best achieved when owner-occupied housing units comprise at least 60 percent of the total, with rental units 40 percent of the total. Stability is compromised if the number of rental units exceeds 50 percent of the total.

- 3.3.3** Develop new multiple-family housing that provides a range of price options appealing to a wide spectrum of incomes; multiple-family housing includes apartments, townhomes and condominiums.

- 3.3.4** Ensure that new housing is consistent with the spirit of the of the City's adopted policy for affordability.

The City's adopted policy for housing affordability includes the following guidelines: 10 percent of units developed with the assistance of City funds be affordable to a family earning 50 percent of the metro area median income; 10 percent be affordable to a family earning 30 percent of the metro area median income. Housing that is affordable is a goal. Stability of a community is equally important; that is best achieved when there is a balance between ownership and rental housing that attracts a wide range of incomes. Therefore, the development of housing should reflect the objectives articulated in Strategies 3.3.2, 3.3.3 and 3.3.4.

- 3.3.5** Ensure that new and rehabilitated housing is designed and constructed according to Traditional Neighborhood design and dimension standards.

3.4 Urban Design: Sites and Buildings

The aesthetics of buildings and the streetscape on Arcade Street have been compromised for several years: Most commercial buildings need some degree of renovation to address both aesthetics and deferred maintenance. Remodeled storefronts do not fit with the historic character of many Arcade Street buildings. Storefront windows are covered with siding or other materials. Signs do not reflect the identity of the current occupant or, if so, are bedraggled. There is little landscaping in front of buildings or on the sidewalks. Street lights are suburban in character, in contrast to the historic character of the street.

High quality design establishes a positive identity and a greater sense of security and safety, as well as affects property values and contributes to attracting a strong customer base.

The TN2 zoning district on Arcade Street became effective in December 2003. This district applies to virtually all the properties on Arcade Street between Wheelock Parkway and the Arcade bridge; the exception is B2 zoning at the Arcade-Maryland intersection. The 40-acre study concluded, following an analysis of the then-current zoning districts and Task Force discussions, that the uses permitted in the TN2 district and the required TN design standards are appropriate for Arcade Street. The TN2 requirements and standards in Sec. 66.331, 66.341 and 66.343 of the Zoning Code will apply to new TN2 development on Arcade Street; Section 66.343 is included in Appendix C for reference.

Strategies for building and site design issues, as well as streetscape design, are intended to achieve an appearance that is attractive to pedestrians and motorists, and to residents and business patrons

Strategies

- 3.4.1** Improve public safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles into new residential and commercial developments, as well as in public spaces.
- 3.4.2** Require that projects financed with public funds (i.e., STAR, CDBG, etc.) comply with the design standards in Sec. 66.341 and 66.343.
- 3.4.3** Develop a strategy for an incentive program to restore facades in a manner consistent with design standards in the TN2 district and the design guidelines in this plan; one objective of the strategy should be a program for securing funding for façade restoration.
- 3.4.4** Discourage design elements that are not compatible with the spirit and intention of the design standards in Sec. 66.343 of the Zoning Code. This includes bars on windows or doors and chain link fences, unless they are located at the rear of the building and are not visible from the street.
- 3.4.5** Fencing. Fencing on commercial properties shall be made of wrought iron, if fencing is used in the project. Fence height shall conform to heights required in City code.
- 3.4.6** Signs.
 - Signs should be in scale with a pedestrian environment.
 - Commercial signs shall identify the business and not advertise products.
 - Locate roof signs parallel to the wall of the building.

- Locate wall signs on the bands of building facades (over the entry, over windows or between windows); wall signs should not be used to cover windows or architectural details of the building and should not be painted directly on the wall of the building.
- Use grouped signs to identify multiple businesses in a larger building or contiguous buildings.
- Limit the use of projecting signs to no more than one for every 40 feet of lot frontage.
- Discourage the use of the following signs – portable signs; pole signs; and banners or signs made of canvas, vinyl or other flexible materials attached to the building.

3.4.7 Encourage developers to remove billboards and other large advertising signs located on the tops of buildings and other structures as part of any redevelopment or major renovation.

3.5 Transportation and Streetscape

Arcade Street (TH 61) is a state highway maintained by the Minnesota Department of Transportation (MN-DOT). The City's Department of Public Works has jurisdiction over the sidewalks.

The Metropolitan Council classifies Arcade Street as an A-Minor arterial, intended to provide access to regional highways and to the central business district.

MN-DOT has identified Arcade Street north of East Seventh Street as a turnback candidate; this has yet to be scheduled. A "turnback" is a highway or street under the jurisdiction of the state transportation agency that is to be transferred to a local jurisdiction, such as a city or county. Prior to the transfer, the state transportation agency reconstructs the street; the timing of the turnback is generally contingent on the availability of state highway funds for the reconstruction.

Strategies

3.5.1 Investigate the installation of left turn lanes at the Ivy/Arcade intersection.

Traffic backs up at busy, signalized intersections, particularly during the early morning and late afternoon hours. Installing left turn lanes may alleviate that condition. Farnsworth School and Johnson High School are located adjacent to the Arcade/Ivy intersection.

3.5.2 Investigate the installation of left turn lanes from westbound Wheelock Parkway onto southbound Arcade Street, and from southbound Arcade Street onto westbound Wheelock Parkway.

3.5.3 Develop concept plans for curb, sidewalk, bumpout and street lighting improvements and pursue funding for improvements through the Capital Budget Improvement Process; further investigate whether bumpouts are appropriate, given current traffic flow conditions.

3.5.4 Upgrade the street lighting to twin lantern fixtures.

Lantern style lights are consistent with the historic nature of many of the existing buildings on Arcade Street. The Arcade bridge has lantern style lights.

3.5.5 Collaborate with Metro Transit to upgrade the bus stops on Arcade Street.

Any upgrade of the bus stops should reflect the intent of the TN design guidelines, as listed in Appendix C.

3.6 Public Safety

Reducing crime and the opportunities for crime, as well as changing perceptions of the street as unsafe, are necessary if revitalization of Arcade Street as a fully functioning, vibrant street is to be realized. To achieve this, merchants, patrons and residents from adjacent neighborhoods together need to feel collective responsibility for crime prevention. In addition, design strategies that create defensible spaces and allow for natural surveillance are necessary to diminish the opportunities for crime.

Strategies

- 3.6.1** Improve public safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles into new residential and commercial developments, as well as in public spaces. Projects receiving public funds, either from the City or from community development organizations, will be reviewed for their consistency with CPTED principles.
- 3.6.2** Intensify Saint Paul Police Department crime control and prevention measures; specifically, the program for business owners on measures for providing more secure buildings and operating businesses less vulnerable to criminal activity.
- 3.6.3** Collaborate with taverns and restaurants serving alcoholic beverages to develop a program for dealing with nuisance activities within these establishments, as well as on the street, in the parking lots and on the sidewalks of adjacent neighborhoods.

Section 4: Action Plan

Implementation involves many collaborators. While development, redevelopment or rehabilitation focuses on privately-owned properties or on private businesses, the work of implementation generally involves City departments and community organizations as facilitators.

Implementation of the Arcade Street Small Area Plan will involve the following:

- Payne-Phalen District 5 Planning Council
- East Side Neighborhood Development Company, Inc. (ESNDC)
- Payne Arcade Business Association (PABA)
- Saint Paul Port Authority
- Metro Transit
- Saint Paul Planning and Economic Development Department (PED)
- Saint Paul License, Inspections and Environmental Protection (LIEP)
- Saint Paul Public Works Department
- Saint Paul Police Department

The Payne-Phalen District 5 Planning Council, in addition to its role as an implementor of specific strategies in partnership with other organizations and agencies, is responsible for gathering and facilitating community input.

Strategy Number	Strategy Name	Implementors
Land Use		
3.1.1	Community commercial at two nodes	PED ESNDC PABA District 5
3.1.2	Seeger Square collaboration	PED ESNDC PABA
3.1.3	Rezoning of parcels at Arcade/Maryland	PED District 5
3.1.4	Condition survey of buildings	PED LIEP ESNDC PABA
3.1.5	Identification of opportunity sites	PED ESNDC District 5
3.1.6	Redevelopment of parcels on opportunity sites	PED ESNDC District 5

3.1.7	Deeper parcels for redevelopment sites	PED ESNDC District 5
3.1.8	Parking strategy	ESNDC PABA District 5
3.1.9	Acquisition of parcels for parking	PED ESNDC District 5
3.1.10	Façade improvements	PED ESNDC
3.1.11	Rehabilitation of historic buildings	PED ESNDC LIEP
Economic Development		
3.2.1	Working committee for business programs	ESNDC PABA District 5
3.2.2	Development of destination businesses	ESNDC PED District 5
3.2.3	Development of institutional uses	ESNDC PED District 5
3.2.4	Development of light industry	ESNDC PED Port Authority District 5
3.2.5	Marketing program to broaden customer base	ESNDC PABA District 5
3.2.6	Help for non-English speaking businesses	ESNDC PABA District 5
3.2.7	Retention of core neighborhood businesses	ESNDC PED PABA District 5
3.2.8	Collaboration with Seeger Square owners	ESNDC PED PABA District 5

Housing		
3.3.1	Identification of potential housing sites	PED ESNDC District 5
3.3.2	Balance of rental and ownership units	PED District 5
3.3.3	Range of price options	PED
3.3.4	Consistency with City policy on affordability	PED
3.3.5	Adherence to design standards	PED ESNDC District 5
Urban Design: Sites and Buildings		
3.4.1	Use of CPTED principles in new development	PED ESNDC Police
3.4.2	Compliance on projects with public funding	PED ESNDC
3.4.3	Incentive strategy to restore facades	PED ESNDC
3.4.4	Design elements incompatible with guidelines	PED ESNDC
3.4.5	Fencing	PED ESNDC
3.4.6	Signs	PED ESNDC
3.4.7	Billboards	PED ESNDC
Transportation and Streetscape		
3.5.1	Left turn lanes at Case and Ivy intersections	Public Works District 5
3.5.2	Possible left turn arrow at Wheelock intersection	Public Works District 5
3.5.3	Concept plans for streetscape improvements	Public Works District 5
3.5.4	Upgrade street lights	Public Works District 5

3.5.5	Upgrade Metro Transit bus stops	Public Works PED Metro Transit District 5
Public Safety		
3.6.1	Use of CPTED principles in development and public spaces	PED Police ESNDC District 5
3.6.2	Police assistance to business owners	PED ESNDC Police
3.6.3	Nuisance activities at taverns and restaurants	Police ESNDC PABA District 5

Section 5: Appendices

This section includes appendices on the following topics:

- A. Issues Identified by the Task Force
- B. Demographics
- C. Design
- D. Building Condition Survey
- E. Historic Buildings

Appendix A: Issues Identified by the Task Force

Soon after the Task Force was first formed, members identified the following issues they thought should be the focus of strategies in the Arcade Street Small Area Plan.

Land Use

Auto repair shops. There is a preponderance of auto repair shops, creating several problems, including:

- Vehicle parts are stored outside.
- Vehicles are repaired outside.
- There is insufficient space to store vehicles awaiting repair.
- There are noxious odors and noises

Bars and taverns. Problems associated with bars and taverns include loud and boisterous behavior by patrons once they leave the establishment; trash and litter on the sidewalk, street and parking lot (if there is a parking lot).

Commercial buildings and sites. They appear unkempt or, more seriously, are deteriorating; specifically:

- Building materials not original to the structure; facades painted in gaudy colors.
- Some buildings are not clean. Maintenance at Seeger Square is poor.
- Bars are on the windows and chain link fences surround the buildings.
- Materials are stored outside. Some commercial properties are used solely for storage and not for selling goods and services; this is a warehouse use and not the best use of properties on a commercial street.
- There are fire-damaged properties.
- Parking in parking lots and on the street is limited, so many customers park on nearby residential streets.
- Stores are vacant; often vacant stores are in a blighted condition.

Incompatible land uses. Most businesses abut single-family residential properties, which limits their ability to expand. In addition, most businesses have insufficient parking and any expansion would likely require additional parking spaces. Automotive businesses and industrial-type are not compatible with the residential and small business character of the community; these businesses discharge pollutants and store materials outside.

Public safety

- Traffic is heavy and speeds are too fast. Some drivers are too aggressive.
- A sign is needed to identify the left turn lane at Arcade/Wheelock.
- There is traffic congestion at Arcade/Ivy related to Farnsworth school. The traffic also is potentially hazardous for schoolchildren.
- A higher police presence is needed, particularly a foot patrol. Some residents feel it is unsafe to walk on Arcade south of Maryland and at Seeger Square.
- Some residents worry that pedestrians in the alleys behind Arcade are simply trying to figure out which properties are potential burglary targets.
- Vandalism of both buildings and automobiles parked on the street.
- Pedestrian safety is a concern at two intersections, Arcade/Cottage and Arcade/Clear; this is near Johnson High School.

Aesthetics

This covers, generally, two issues – maintenance of properties and public areas, as well as the presence of litter and junk.

- The street, sidewalks and alleys are in poor condition. The base is missing from much of the alleys and, when it rains, they become muddy and automobiles become stuck in the mud.
- Street lights, while functional, do not complement the historic architecture found on many buildings and are not aesthetically pleasing. Lantern-style lighting is preferable.
- Signs do not have a consistent design and often do not indicate the actual business or building occupants. Many signs, including billboards, are in disrepair and clutter the street. Mobile signs clutter the sidewalk.
- There is litter and trash in the street and on the sidewalks.

Economics

- The mix of businesses is weak.
- The quality of existing stores continues to deteriorate.
- Some goods and services are missing/desired; specifically, coffee shop, movie theater, clothing store, drug store, center for teens to congregate.

Opportunity sites

- Residential units along Arcade to rezoning for commercial or residential
- There are several housing opportunity sites along Arcade Street. There are many properties along the street that could be redeveloped for residential use, especially between the major commercial nodes.

Appendix B: Demographics

The information in this section is from the 2000 Census and was compiled by the Wilder Research Center, part of the Amherst H. Wilder Foundation of Saint Paul. The materials in this appendix, providing details on the highlights below, are available through the research center's website, www.communitydataworks.org.

Arcade Street runs through the Payne Phalen community and, to the south, ends in the Dayton's Bluff community.

Both communities changed significantly during the 1990s.

- They are larger. The population in Payne Phalen grew 18 percent. The growth in Dayton's Bluff was 15 percent. In contrast, Saint Paul grew only 5.5 percent.
- They are younger. In both communities, the numbers of preschoolers and school-age children increased, while the numbers of adults 65 and older decreased.
- They are increasingly communities of color with many recent immigrants. The size of all ethnic groups – Asian, Hispanic African-American and American Indian – became larger. Twenty-one percent of Payne Phalen residents, and 19 percent of Dayton's Bluff residents, were born outside the United States. Many people speak a language other than English at home – 35 percent in Payne Phalen and 28 percent in Dayton's Bluff.

Census figures also provide details about the economic situation in both communities.

- The households in both communities are less affluent than those in Saint Paul. In Payne Phalen, the median household income was \$35,475; in Dayton's Bluff, it was 34,465. The citywide figure was \$38,774.
- The poverty level for individuals in both communities was higher than the citywide figure of 16 percent. In Payne Phalen, 19 percent of individuals were below the poverty level; in Dayton's Bluff, the figure was 21 percent.
- Approximately 65 percent of the residents (16 and older) in both communities were in the workforce.
- In both Payne Phalen and Dayton's Bluff, 19 percent of the households had no vehicle.

Appendix C: Design

The zoning of most of properties on Arcade Street and the portion of Maryland Avenue within the study area is TN2, so new developments will conform to the design standards in the TN2 district.

TN2 Design Standards – Section 66.343 (b) of the Zoning Code

The Traditional Neighborhood District design standards under paragraph (b) below apply to development within TN1-TN3 Traditional Neighborhood Districts. Site plans and other development proposals within Traditional Neighborhood Districts shall be consistent with the applicable design standards unless the applicant can demonstrate that there are circumstances unique to the property that make compliance impractical or unreasonable. In cases where more specific design standards or guidelines have been developed as part of city council-approved master plans, small area plans, or other city-approved plans for specific sites, those shall take precedence.

(b) *Traditional Neighborhood District design standards.*

- (1) *Land use diversity.* In general, it is desirable for each block to include some diversity in housing type, building type, and mix of land uses. Any two abutting block faces shall include more than one land use or building type. (THIS DOES NOT APPLY TO TN2 DISTRICTS.)
- (2) *Similar facing buildings.* Buildings that face each other across a street shall be generally similar in height, scale and articulation.
- (3) *Transitions to lower-density neighborhoods.* Transitions in density or intensity shall be managed through careful attention to building height, scale, massing and solar exposure.
- (4) *Block length.* Block faces in mixed use areas shall typically not exceed four hundred (400) feet. Block faces in residential areas shall typically follow the pattern of neighboring blocks, but shall not exceed six hundred sixty (660) feet, the length of the standard Saint Paul block.
- (5) *Compatible rehabilitation and reuse.* Remodeling, additions or other alterations to existing traditional buildings shall be done in a manner that is compatible with the original scale, massing, detailing and materials of the original building. Original materials shall be retained and preserved to the extent possible.
- (6) *Use established building facade lines.* New buildings shall relate to the established building facade line on the block where they are located. On most nonresidential or mixed use blocks, this is the inside edge of the sidewalk. For corner buildings, each facade that fronts a public street shall maintain the established building facade line. Portions of the facade may be set back a greater distance to emphasize entries or create outdoor seating and gathering areas.
- (7) *Buildings anchor the corner.* New buildings on corner lots shall be oriented to the corner and both public streets.
- (8) *Front yard landscaping.* Front yard areas located between the principal building and the street shall be landscaped. Hard surfaced areas should include amenities such as benches and planters.
- (9) *Building facade continuity.* New buildings along commercial and mixed-use streets shall provide a continuous facade along the street. Where breaks occur, the street edge shall be continued through the use of fencing, low walls and/or landscaping.

- (10) *Building facade articulation – base, middle and top.*
- a. Most traditional buildings in Saint Paul have a strong pattern of base, middle and top, created by variations in detailing, color and materials. New buildings shall respond to this pattern.
 - b. Articulated tops shall be considered in the design of all new buildings. This articulation might consist of pitched roofs, dormers, gable ends, cornice detailing, etc.
 - c. The base of the building shall include elements that relate to the human scale. These should include doors and windows, texture, projections, awnings and canopies, ornament, etc.
- (11) *Building facade articulation – vertical.* Consistent with most traditional buildings in Saint Paul, a building width of forty (40) feet or less is encouraged. New buildings of more than forty (40) feet in width shall be divided into smaller increments, between twenty (20) and forty (40) feet in width, through articulation of the facade. This can be achieved through combinations of the following techniques, and others that may meet the objective.
- a. Facade modulation - stepping back or extending forward a portion of the facade.
 - b. Vertical divisions using different textures or materials (although materials should be drawn from a common palette).
 - c. Division into storefronts, with separate display windows and entrances.
 - d. Variation in roof lines by alternating dormers, stepped roofs, gables, or other roof elements to reinforce the modulation or articulation interval.
 - e. Arcades, awnings, window bays, arched windows and balconies at intervals equal to the articulation interval.
- (12) *Building height – treatment of 1-story buildings.* New buildings of two or more stories are encouraged in TN1 and TN2 Districts, and required in the TN3 District. One-story buildings, where constructed, shall be designed to convey an impression of greater height in relation to the street. This can be achieved through the use of pitched roofs with dormers or gables facing the street, a higher parapet, and/or the use of an intermediate cornice line to separate the ground floor and the upper level.
- (13) *Definition of residential entries.* Porches, steps, pent roofs, roof overhangs, hooded front doors or similar architectural elements shall be used to define all primary residential entrances.
- (14) *Door and window openings – minimum and character.*
- a. For new commercial and civic buildings, windows and doors or openings shall comprise at least fifty (50) percent of the length and at least thirty (30) percent of the area of the ground floor of the primary street facade.
 - b. Windows shall be designed with punched and recessed openings, in order to create a strong rhythm of light and shadow.
 - c. Glass on windows and doors shall be clear or slightly tinted, allowing views into and out of the interior.
 - d. Window shape, size and patterns shall emphasize the intended organization of the facade and the definition of the building.

- (15) *Materials and detailing.*
- a. Nonresidential or mixed use buildings shall be constructed of high-quality materials such as brick, stone, textured cast stone, or tinted masonry units. The following materials are generally not acceptable:
 - unadorned plain or painted concrete block
 - tilt-up concrete panels
 - pre-fabricated steel or sheet metal panels
 - reflective glass
 - aluminum, vinyl, fiberglass, asphalt or fiberboard siding
 - b. All building facades visible from a public street or walkway shall employ materials and design features similar to those of the front facade.
- (16) *Screening of equipment and service areas.* If an outdoor storage, service or loading area is visible from adjacent residential uses or a public street or walkway, it shall be screened by a decorative fence, wall or screen of plant material at least six (6) feet in height. Fences and walls shall be architecturally compatible with the primary structure.
- (17) *Interconnected street and alley network.* The existing street and alley network shall be preserved and extended as part of any new development. If the street network has been interrupted, it shall be restored whenever possible. Cul-de-sac streets are discouraged; crescent-shaped or courtyard street arrangements may be used when street connections are impractical.
- (18) *On-street parking.* Streets shall generally have parking on both sides to buffer pedestrians, calm traffic and supplement off-street parking unless the space is needed to accommodate traffic volume, emergency vehicles, transit or deliveries.
- (19) *Parking location and entrance design.*
- a. Off-street parking shall be provided within a principal structure, underground, or to the rear of buildings to the greatest extent possible. Limited side yard parking may be appropriate. Entrance drives and garage doors for underground or structured parking may face the street, but shall be designed for pedestrian convenience and safety.
 - b. Surface parking shall not be located within thirty (30) feet of a corner. Buildings shall be located to emphasize and “anchor” the corner whenever possible.
- (20) *Residential garage location.* Attached residential garages shall be recessed at least ten (10) feet behind the front facade of the building. Detached residential garages shall be located in the side or rear yard, recessed at least twenty-five (25) feet behind the front facade of the building. When an alley is present, garages shall be located in the rear yard and accessed through the alley.
- (21) *Parking lot lighting.* Pedestrian-scale lighting shall be provided within parking areas. Light standards shall be nine (9) to twelve (12) feet in height and have a downcast glow.
- (22) *Entrance location for transit access.* New and existing retail, office and multifamily housing shall coordinate with the transit agency in locating bus stops and related improvements. Building entrances shall be located to provide easy access to bus stops and shelters.
- (23) *Street trees.* Street trees in the street right-of-way, as prescribed by the City Forester and Section 69.600 of the Subdivision Regulations, and other landscape improvements shall be provided along all streets at regular intervals to help define

the street edge, buffer pedestrians from vehicles, and provide shade. Trees shall be located in a planting strip at least five (5) feet wide between the curb and sidewalk, or in a planter or planting structure of a design acceptable to the City.

- (24) *Sidewalks.* Streets shall be designed with sidewalks on both sides except where they abut a park or other open space. Sidewalk width shall be at least five (5) feet, and six (6) feet or more in areas of high pedestrian activity.

Appendix D:

Building Condition Survey

The purpose of a condition survey is to identify the status of the exterior condition of buildings within the study area.

There are limitations on the use of information gathered in a condition survey. The information is based on observation of exterior physical conditions and does not account for interior conditions that cannot be seen. It is conceivable that structure can have a good exterior condition and have serious deficiencies on the inside. Yet, a survey of exterior conditions is a good indicator of trends in overall conditions in a particular geographic area.

Scores for each of the elements of exterior condition range from 0 to 3, as follows:

- 0 – no faults
- 1 – minor deterioration
- 2 – moderate deterioration
- 3 – major deterioration

Individual scores are multiplied by a factor based on the relative weight of the building element to the condition of the entire structure. For example, elements of foundation walls are multiplied by a factor of 4 because the condition of the foundation is key to the condition of the structure, whereas elements of the façade are multiplied by a factor of 1 because they are less important to the overall condition of the structure. Individual scores are added together to produce a composite score.

The intent of Strategy 3.1.4 is to determine if specific buildings are merely suffering from deferred maintenance or if they are obsolete and nonfunctional and, therefore, cannot be used effectively for the types of projects called for in this plan. Many types of potential businesses, for example, might not be able to prosper if a building could not be outfitted with the technology in use at the beginning of the 21st Century, or if the age of the building has undermined its structural stability.

Parcel Number				Address			
Occupant							
Type of Structure ___ Destination commercial ___ Office ___ Institutional ___ Retail commercial ___ Industrial ___ Residential, single family ___ Residential, multiple family						Composite Score _____	
EXTERIOR BUILDING CONDITIONS ANALYSIS							
1	Foundation Walls	0 1 2 3 x 4	7	Chimneys	0 1 2 3 x 3		
	Cracks			Deteriorated finish			
	Spalling			Cracks			
2	Walls	0 1 2 3 x 4	8	Electrical Service	0 1 2 3 x 3		
	Deteriorated finish			Frayed wiring			
	Cracks/holes			Dangerous location			
	Rot/water damage						
	Bowing		9	Porches & Balconies	0 1 2 3 x 1		
	Missing material			Settling/uneven support			
				Deteriorated finish			
3	Roof	0 1 2 3 x 4		Missing material			
	Bowed						
	Missing/loose material		10	Pavement/Stoops/Walls	0 1 2 3 x 1		
	Badly weathered			Broken/chipped/damaged			
				Settling			
4	Windows & Doors	0 1 2 3 x 2		Missing material			
	Deteriorated finish						
	Missing material		11	Façade/Signage	0 1 2 3 x 1		
	Rot/water damage			Worn finishes			
	Out of plump/inoperable			Missing material			
				Broken lighting			
5	Eaves & Overhangs	0 1 2 3 x 2					
	Rot/water damage						
	Loose/missing material						
	Paint deterioration						
6	Gutters & Downspouts	0 1 2 3 x 1					
	Holes/cracks/seepage						
	Missing/uneven sections						

Appendix E: Historic Buildings

Twenty-seven buildings on Arcade Street and Maryland Avenue have been inventoried and are on file with the State Historic Preservation Office. The Saint Paul Historic Preservation Commission in 2001 commissioned the preparation of six historic context studies. Historic contexts provide frames of reference that establish the relative significance of cultural resources and group information about related types of properties based on a common theme, a defined geographical area or a specific and defined chronological period. Twenty-one commercial buildings on Arcade Street were identified in the *Saint Paul Historic Context Study: Neighborhood Commercial Centers, 1874-1960*.

Currently, none of the buildings have been formally listed on the National Register of Historic Places nor are they designated as a City Heritage Preservation Site.

Address	Name at the time of Inventory	SHPO Inventory Number	2001 Historic Context Study – Commercial Centers
976 Arcade St. N.	Todd on Arcade Beauty Salon	RA-SPC-0085	
991 Arcade St. N.	Arcade Sandwich Shop	RA-SPC-0086	
908 Arcade St. N.	apartment	RA-SPC-0088	
915 Arcade St. N.	commercial building	RA-SPC-0089	yes
926-928 Arcade St. N.	Dayton's Bluff Auto Supply	RA-SPC-0090	
931 Arcade St. N.	Arnold's Barber Shop	RA-SPC-0091	yes
935-937 Arcade St. N.	East Side Gun Shop	RA-SPC-0092	yes
937 Arcade St. N.	Arcade Bar/Arcade Barbershop	RA-SPC-0093	yes
947 Arcade St. N.	commercial building	RA-SPC-0094	yes
950 Arcade St. N.	Arcade OK Hardware	RA-SPC-0095	yes
959 Arcade St. N.	Thompson Block	RA-SPC-0096	yes
962 Arcade St. N.	C&C Ceramic Arts	RA-SPC-0097	yes
965 Arcade St. N.	Cosmopolitan Club	RA-SPC-0098	yes
971 Arcade St. N.	commercial building	RA-SPC-0099	yes
974 Arcade St. N.	General Welding	RA-SPC-0100	yes
992-992 ½ Arcade St. N.	commercial building	RA-SPC-0101	yes
995-995 ½ Arcade St. N.	School of Chung Moo Quan	RA-SPC-0102	yes
1003 Arcade St. N.	Pulaski Hall	RA-SPC-0103	yes
1014 Arcade St. N.	commercial building	RA-SPC-0104	yes
1015-1019 Arcade St. N.	Carpet Shack	RA-SPC-0105	yes
1016 Arcade St. N.	K & W Insurance Agency	RA-SPC-0106	yes
1021 Arcade St. N.	The Bucket	RA-SPC-0107	yes
1081 Arcade St. N.	Arcade Shade Shop	RA-SPC-0108	yes
1107-1109 Arcade St. N.	Bay Stone Carpet & Linoleum	RA-SPC-0109	yes
1110 Arcade St. N.	Frank Szybotha Building	RA-SPC-0110	yes
1290 Arcade St. N.	Farnsworth School	RA-SPC-0111	
802 Maryland Ave. E.	Double-House	RA-SPC-4548	



Section 6: Acknowledgements

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