

Hamm's Redevelopment Updates

Housing and Redevelopment Authority
February 11, 2025



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MINNESOTA

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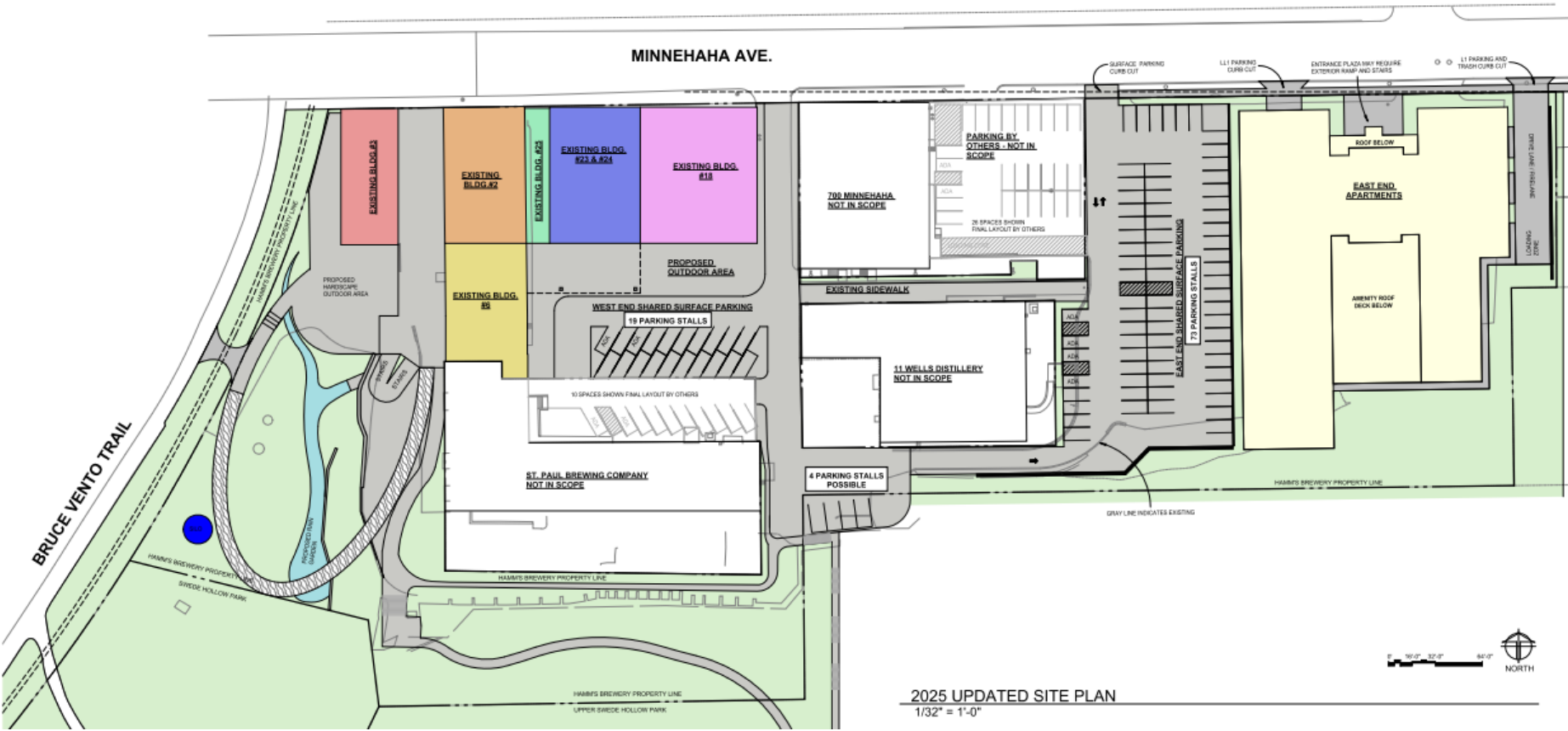


Hamm's Brewery Redevelopment Project Updates

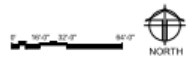
- East End Redesign
- Minnesota Housing Financing
- Historic District Designation
- Next Steps



Site Plan adjusted to provide more surface parking



2025 UPDATED SITE PLAN
1/32" = 1'-0"





Proposed Historic District



- Contributing resource to historic district
- Non-contributing addition or resource to historic district
- ▭ District boundaries
- ## Resource number



Historic Designation Process

- Theodore Hamm Brewing Company Historic District will be considered by the State Historic Preservation Board (SHPRB) for nomination to the National Register of Historic Places
- National district designation will give access to **\$30 million** of State and Federal historic tax credits, a critical funding tool for the redevelopment
- Only projects using historic tax credits must meet historic design standards
- The City of Saint Paul Heritage Preservation Commission (HPC) voted unanimously in support of the nomination on February 10, 2025
- SHPRB meets February 18, 2025
 - Objections from a majority of private property owners/entities can block the designation



Purpose of Parking Analysis

- Consider the transit-oriented nature of the site:
 - Multiple bus stops very nearby
 - Direct adjacency and connections to the regional trails and regional bikeway systems
 - Walkability to adjacent neighborhoods and new residences on the site
 - Potential street parking, overflow parking availability and possible shared use with adjacent privately owned surface parking lots
- Determine, when taken together, the degree to which the multiple modes of transportation and parking will serve the existing businesses as well as the planned development and possible future expansions of existing businesses.



Transit Oriented Development Site

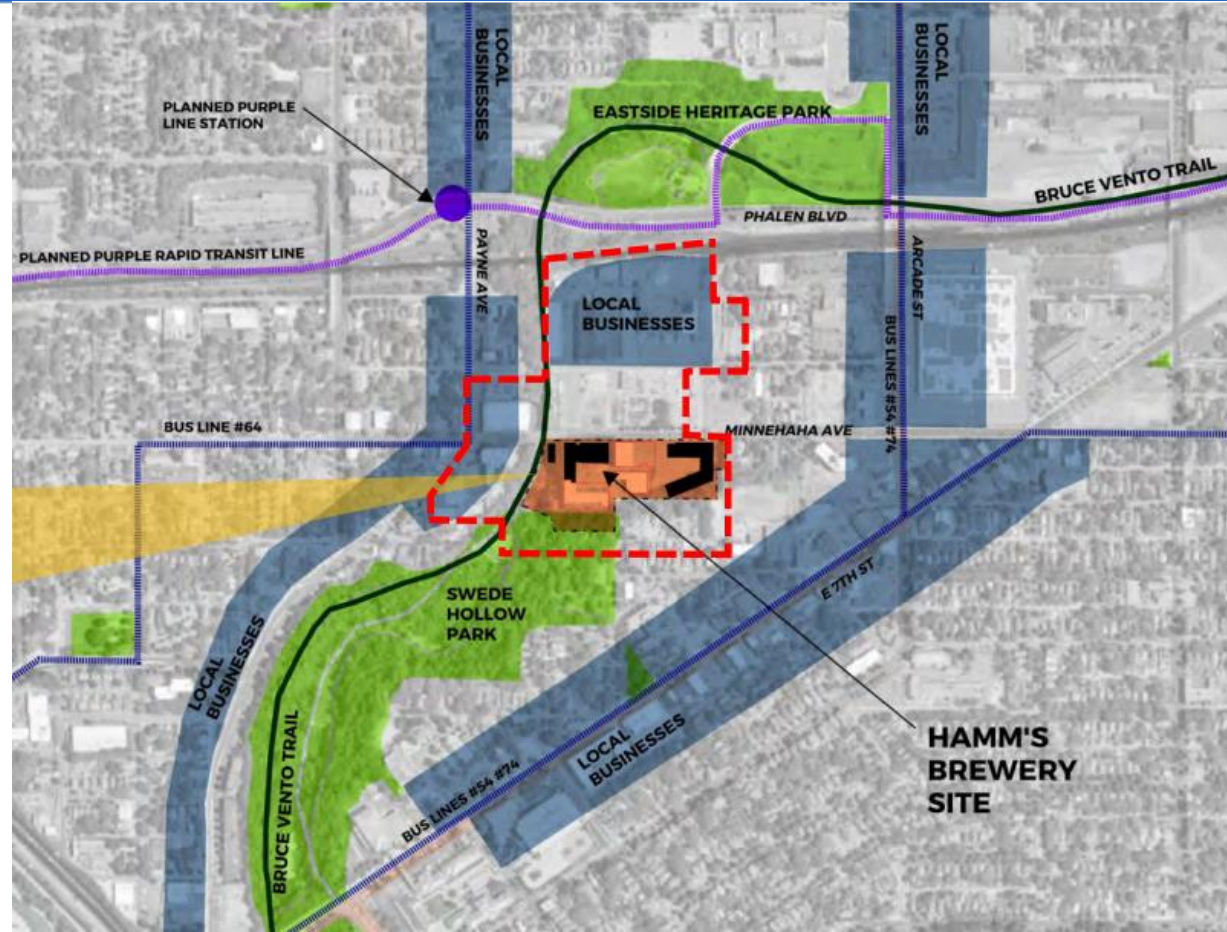
The site is well served by transit and pedestrian infrastructure, with stops on Minnehaha at both Payne and Arcade





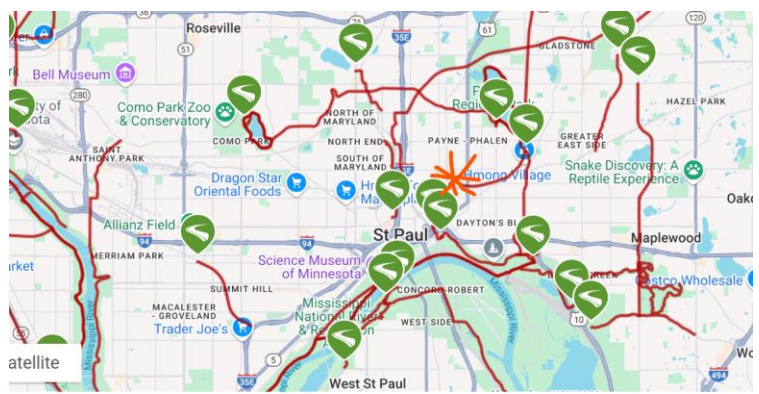
Connection to Bruce Vento Trail and extensive regional trails network

- The site is directly adjacent to Bruce Vento Trail, which will serve both the business and the new housing units.
- This regional trail runs for 8.3 miles and links the White Bear Lake area with the Bruce Vento Nature Sanctuary.
- The trail also connects to the Gateway State Trail, the Lake Phalen Trail, the Johnson Parkway Regional Trail and the Indian Mounds Trail.





Parking Analysis



The long-range plan for Swede Hollow Park identifies a connection from the bikeway on Margaret Street to the Bruce Vento Regional Trail.

LEGEND

- Property Line
- Sewer Easement
- Park Access
- Proposed East Access Route
- Proposed North Access Route
- Future Bikeway
- Existing Trail
- Proposed Boardwalk
- Proposed Pedestrian Trail
- Proposed Trail Improvement
- Proposed Site Furnishings
- Existing Park Light
- Proposed Emergency Call Box
- Proposed Park Light
- Existing Park Signage
- Proposed Interpretive Sign
- Proposed Park Sign
- Proposed Wayfinding Sign
- Existing Public Art
- Proposed Public Art

Wood Land Garden

- + Destination point
- + Interpretation of garden
- + Currently maintained by Friends of Swede Hollow (F)

Proposed Shared Path

- + Lighted paved path
- + Potential future federal funding
- + Easement required with Housing Redevelopment Au
- + Connects to regional trail, Minnehaha St., & future bi

Improve Existing Parking Lot

- + Mill & Overlay
- + 5 parking stalls; ADA parking stall

Picnic Area

- + 7 picnic tables
- + 1 ADA picnic table

Improve Path Network

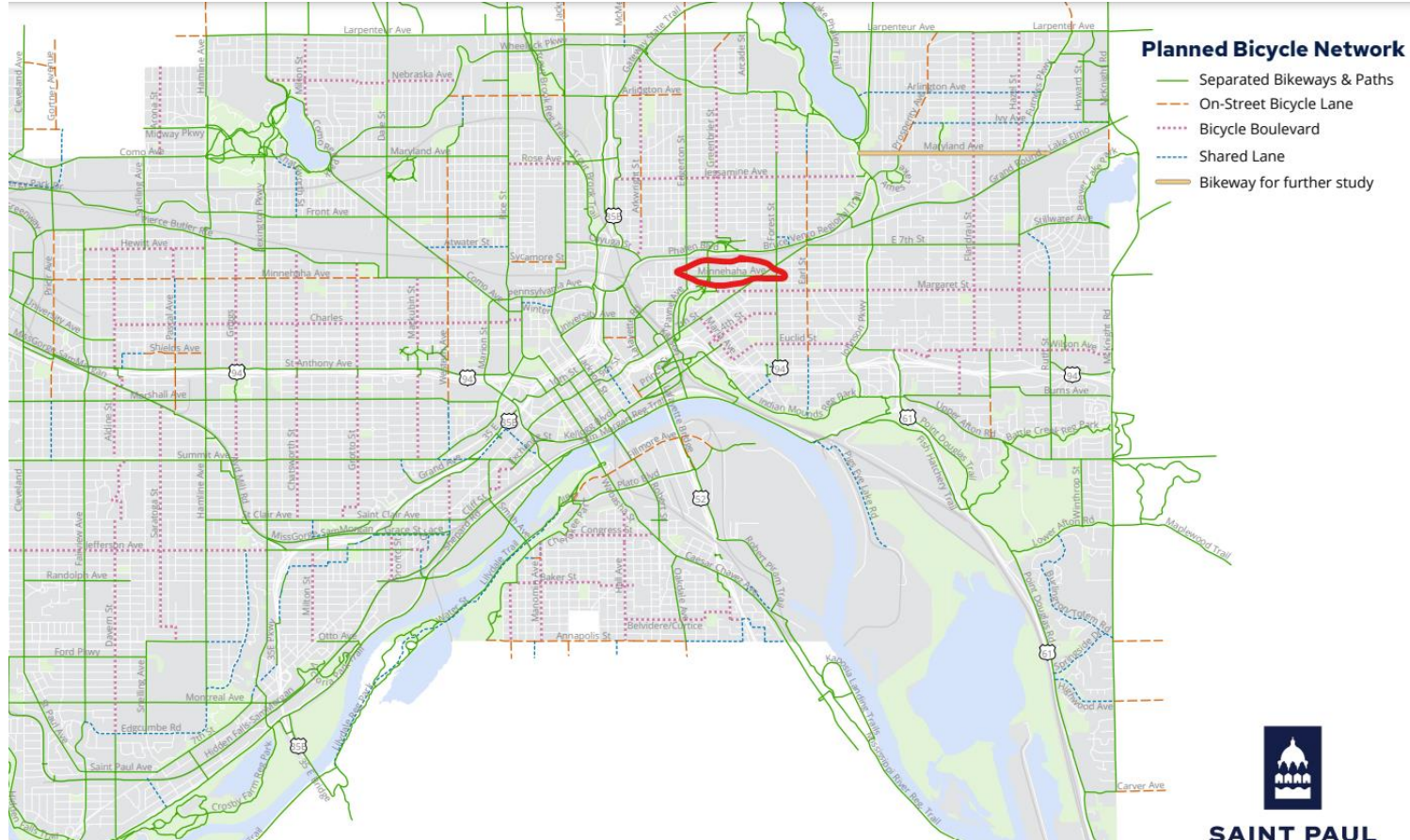
New Sidewalk

Map labels: Saint Paul Brewery, BEECH, MARGARET ST., DELLWOOD PLACE, MAURY ST.



Included in 2024 Saint Paul Bicycle Plan:

Minnehaha between Payne and Arcade is planned for a complete street reconstruction and addition of separated bikeway, connecting to an extensive bicycle network.





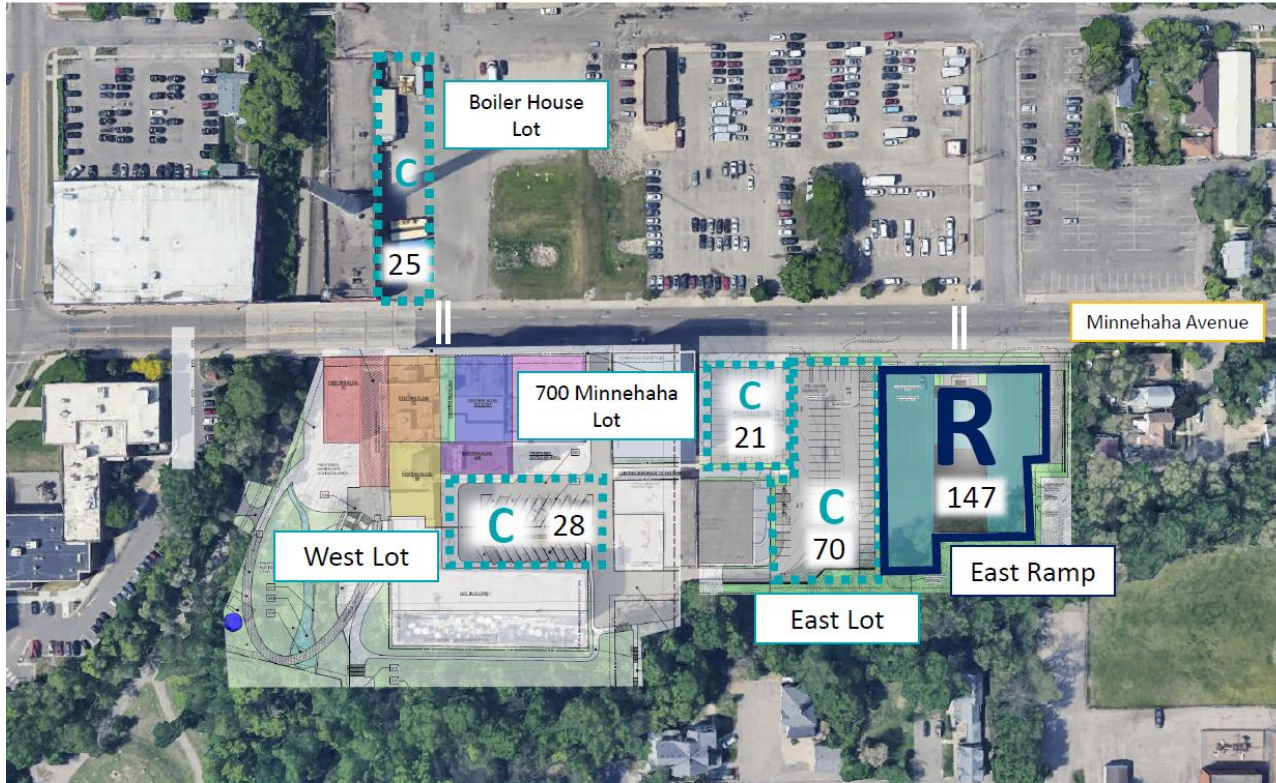
Transit Oriented Development Grant

- The Hamm's Brewery East End project was recently awarded a \$1.5 million Livable Communities Transit Oriented Development Grant, which supports mixed-use development near high-frequency transit routes.
- The grants support dense and diverse developments that emphasize pedestrian activity, support multi-modal transportation options, and increase transit ridership.





PROPOSED PARKING SUPPLY



R = Reserved for residents and residential visitors

C = Commercial parking

Total Reserved Residential:
147 parking spaces

Total Shared Commercial:
144 parking spaces



Proposed Parking Supply

Parking Location	Planned Parking Supply
West Lot	28
700 Minnehaha Lot	21
East Lot	70
Boiler House Lot	25
On-site Commercial Parking subtotal	144
Nearby street parking	30
Commercial Parking (On-site & On-street)	174
East Ramp (reserved residential)	147
Site Total & On-street	321

- The 147-space parking ramp will be reserved for residents and their visitors. We assume that parking will be managed such that residential parking demand will be self-contained within the parking ramp.
- Outside of the ramp, 144 surface lot spaces will be available for commercial parkers, including customers and employees.
 - The Boiler House Lot is not currently used for customer/employee parking. This analysis assumes that the lot will be available for future public parking.
- Currently, Minnehaha Avenue has approximately 60 on-street spaces (between the Bruce Vento Trail bridge and Hope Street).
 - Saint Paul Public Works is anticipating reconstructing Minnehaha Avenue in 2027, which would connect the site to the city's bikeway network but will likely result in a loss of some on-street parking (exact configuration TBD). This study assumes 30 on-street spaces will be within a five-minute walkshed of the site.



Scenario A: Proposed JB Vang Development and Existing Businesses

Scenario A Development Program

Building	Shared Parking Model Use Type	Density (sq. ft. / units)	
688, 700, & 704 Minnehaha (Existing Use, 2024)			
St. Paul Brewing	Fine/Casual Dining	10,044	Sq. ft. GLA
St. Paul Brewing - Outdoor patio	Brewery Tap Room	9,707	Sq. ft. GFA
704 Minnehaha (11 Wells Distillery)	Brewery Tap Room	6,400	Sq. ft. GFA
700 Minnehaha	Warehouse	10,000	Sq. ft. GFA
JB Vang Redevelopment			
Total residential ¹	Studio Apartments	5	units ²
	1- bed apartments	101	units ²
	2- bed apartments	68	units ²
	3- bed apartments	20	units ²
	4- bed apartments	10	units ²
Building 2, 6, 23 Marketplace	Retail (<400 ksf)	24,440	Sq. ft. GLA ³
Building 3 Marketplace	Retail (<400 ksf)	2,500	Sq. ft. GLA ³

Scenario A assumes the existing use (2024) of the 688, 700, and 704 Minnehaha sites, as described in Section 1.

204 total units

Notes:

¹ Residential units assumed to be affordable at 30% - 60% AMI, per JB Vang 10/11/2024.

² From JB Vang, 10/11/2024.

³ From City of St. Paul HRA, 2/05/2025.



Scenario A: Proposed JB Vang Development and Existing Businesses

Projected Peak Parking Need

Assumes full build-out of proposed JB Vang redevelopment and the existing use of Saint Paul Brewing / 688 Minnehaha building, the 700 Minnehaha building, and the 704 Minnehaha building (11 Wells Distillery). Assumes the parking ramp will be reserved for residents and their visitors.

Peak Month: **June**

Peak Time: **Weekend Evening**

- Walker projects that Saint Paul Brewing, 704 Minnehaha, and 700 Minnehaha will need **161 parking spaces** at peak time. ¹
- Walker projects that the JB Vang commercial redevelopment component will need **41 spaces** at peak time.
- Walker understands that actions will be taken to manage parking so that residential demand, including residential visitors, will be self-contained in the East Ramp.
- **Key Finding:** Walker projects a need for **202 parking spaces** to accommodate employee and customer parking demand for commercial uses. There is a projected **deficit** of **28 spaces** for commercial uses (202 - 174 spaces).

Peak Parking Need, by Destination

Destination	On-site Parking Supply (spaces)	Parking Demand (spaces)
Commercial (688, 700, 704 Minnehaha)	-	161
Commercial (JB Vang's redevelopment)	-	41
Total commercial	174	202
Residential	147 (reserved)	133
Site Total	321	335



Scenario B: Proposed JB Vang Development and Existing Businesses with possible expansions

Scenario B Development Program

Building	Shared Parking Model Use Type	Density (sq. ft. / units) EXISTING (2024)		Density (sq. ft. / units) PLANNED	
688, 700, & 704 Minnehaha					
St Paul Brewery	Fine/Casual Dining	10,044	Sq. ft. GLA	10,044	Sq. ft. GLA
St Paul Brewery - Outdoor patio	Brewery Tap Room	9,707	Sq. ft. GFA	9,707	Sq. ft. GFA
St Paul Brewery - Entertainment space	Adult Active Entertainment	-	-	11,690	Sq. ft. GFA ¹
St. Paul Brewery - Event space	Event Venue	-	-	8,573	Sq. ft. GFA ¹
704 Minnehaha (11 Wells Distillery)	Brewery Tap Room	6,400	Sq. ft. GFA	12,800	Sq. ft. GFA ²
700 Minnehaha	Warehouse	10,000	Sq. ft. GFA	62,500	Sq. ft. GFA ³
JB Vang Redevelopment					
Total residential (affordable housing)	Studio Apartments	-	-	5	units
	1- bed apartments	-	-	101	units
	2- bed apartments	-	-	68	units
	3- bed apartments	-	-	20	units
	4- bed apartments	-	-	10	units
Building 2, 6, 23 Marketplace	Retail (<400 ksf)	-	-	24,440	Sq. ft. GLA
Building 3 Marketplace	Retail (<400 ksf)	-	-	2,500	Sq. ft. GLA

Notes:

¹ From Amy Brendmoen Strategies, 1/6/2025.

² Assumes active use of floors 1 and 2, based on February 2025 liquor license application for floor 1.

³ Assumes use of the entire building for warehousing purposes, based on architectural drawings from AWH Architects, dated 1/11/2024.



Scenario B: Proposed JB Vang Development and Existing Businesses with possible expansions

Projected Peak Parking Need

Assumes full build-out of proposed JB Vang redevelopment and proposed expansion of the Saint Paul Brewing / 688 Minnehaha building, the 700 Minnehaha building, and the 704 Minnehaha building (former 11 Wells Distillery). Assumes the parking ramp will be reserved for residents and their visitors.

Peak Month: **June**

Peak Time: **Weekend Evening**

- Walker projects that the expanded Saint Paul Brewing, 704 Minnehaha, and 700 Minnehaha will need **308 parking spaces** at peak time.
- Walker projects that the JB Vang commercial redevelopment component will require **41 spaces** at peak time.
- Walker understands that actions will be taken to manage parking so that residential demand, including residential visitors, will be self-contained in the East Ramp.
- Key Finding:** Walker projects a need for **349 parking spaces** to accommodate employee and customer parking demand for commercial uses. There is a projected **deficit** of **175 spaces** for commercial uses (349 - 174 spaces).

Peak Parking Need, by Destination

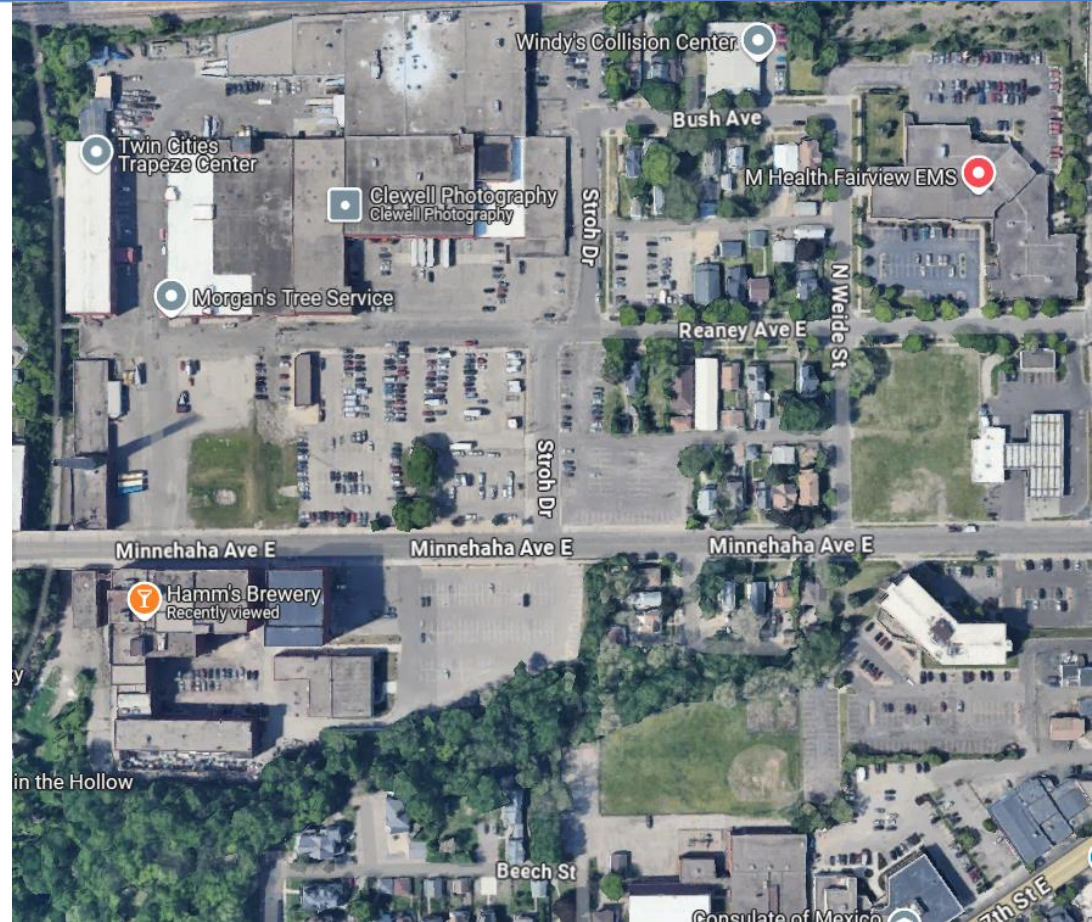
Destination	On-site Parking Supply (spaces)	Parking Demand (spaces)
Commercial (688, 700, 704 Minnehaha)	-	308
Commercial (JB Vang's redevelopment)	-	41
Total commercial	174	349
Residential	147 (reserved)	133
Site Total	321	482



Potential Additional Parking Capacity

While transit-oriented development doesn't anticipate vehicular transportation to be fully accommodated onsite, there are several possible additional options for vehicular parking:

- We are working with Public Works to maximize street parking in the vicinity, taking into consideration the planned separated bikeway along Minnehaha
- A 203-space parking lot located approximately 400 feet from the site which is owned by JB Vang and serves an office building during the weekdays, could be made available as overflow parking for special events in the evenings and on weekends.
- There are multiple privately owned surface parking lots across the street for which businesses could potentially contract to utilize spaces.





Conclusion

- Transit oriented site
 - Multiple bus stops very nearby
 - Direct adjacency and connections to the regional trails and regional bikeway systems
 - Walkability to adjacent neighborhoods and new residences on the site,
 - Potential street parking, overflow parking availability and possible shared use with adjacent privately owned surface parking lots
- With all of this being considered, we believe the amount of resulting surface parking on the site will adequately serve the existing businesses as well as the planned development.
- Any plans for possible future expansion by existing businesses should consider the multi-modal transportation and parking options as design for these potential expansion projects is developed.



Questions?