



ST. FRANCIS ECONOMIC DEVELOPMENT AUTHORITY
St. Francis City Hall, 23340 Cree Street NW
Wednesday, November 30, 2022 at 6:00 PM

AGENDA

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. APPROVAL OF MINUTES**

A. Minutes

- 4. APPROVAL OF AGENDA**
- 5. NEW BUSINESS**

A. Selection of President and Vice President for 2022

B. Annual Report of 2021

C. Property Concept Discussion

D. City Facility Update

- 6. MEMBER REPORTS**

- 7. ADJOURNMENT**

Council Member Muehlbauer will be attending via Zoom from:
5223 S Priest Dr Tempe AZ 85283

Join Zoom Meeting

<https://us02web.zoom.us/j/89599137073?pwd=dDVXV2tLaVd5NmZwMlExdjcxblR6UT09>

Meeting ID: 895 9913 7073

Passcode: gMch74

One tap mobile

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+1 564 217 2000 US

+1 669 444 9171 US

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+1 689 278 1000 US

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Find your local number: <https://us02web.zoom.us/j/8bOyYMaI0H>

CITY OF ST. FRANCIS
ST. FRANCIS, MN
ANOKA COUNTY

ECONOMIC DEVELOPMENT AUTHORITY MEETING MINUTES

For: August 9, 2021 at 5:30 PM
23340 Cree Street NW
City of St. Francis Conference Room

1. Call to Order: EDA called to order at 5:36pm
2. Roll Call
Present: Steve Feldman, Joe Muehlbauer, Brenda Pavelich-Beck, MaraLynn Kubacki. Steve Feldman
Also Present: Executive Director Kate Thunstrom
Absent: None
3. Election of President and Vice President
Nomination for Mike Rodger to be President
Motion: Feldman
Second: Muehlbauer
Motion Carried 5-0

Nomination for Steve Feldman for Vice President
Motion: Rodger
Second: Kubacki
Motion Carried 5-0
4. Approve Minutes of September 28, 2020
Motion: Feldman
Second: Muehlbauer
Motion Carried: 5-0
5. Approval of the Agenda
Motion: Pavelich-Beck
Second: Kubacki
Motion Carried: 5-0
6. New Business
 - A. Annual Report
Motion: Kubacki
Second: Muehlbauer

Motion Carried: 5-0

B. Acquisition of City Owned Property

Motion: Feldman

Second: Pavelich-Beck

Motion Carried: 5-0

C. EDA Future Goals

a. Discussion and ideas included

- Chamber not aggressive enough, what are they doing
- Industrial park brings jobs, the future of that space and idea
- Broadband, needs to be pulled throughout city
- If we don't take care of existing businesses, we won't get new ones
- Ideas 1A & #2, would like to start with these.
- Don't want another vacant building sitting empty for years
- Want the EDA not to become a hand out but instead to be a helping hand
- EDA project priorities should step through: Acquire, create districts then do loans / once cash builds up, revolve
- Business Retention & Expansion –currently reactive not proactive. Need to get a handle on that.
- Meet with businesses and ask what can we do together to meet future goals on both sides
- Ask businesses what can we offer – cost or location issues
- Need to address the aesthetics and the look & feel of the city
- Start working with community groups and promoting them as the city has low crime, 24/7 PD and fire
- Promote that we have affordable housing in the area
- How do we support the increase of population to get business? Large retail or Family restaurant – not a bar.
- Need to get away from Small town thinking with big city growth needs
- Issues with aesthetics and the overall condition of Bridge Street, Rum River Inn and the hardware store
- Are there things we can do to update local business as some are beyond repair. Would be nice to have another restaurant to support something locally. Always leaving to find what we need.
- How do we get to the small town like and feel of Anoka or Stillwater
- Residents would like a community center, new city hall & fire station. There is nothing for kids to do in town.
- Reach out to YMCA to incorporate with City hall being developed
- Should city provide all of these things? Where is our role in all of this?
- An activity such as a Go-Cart place, or other to bring in people and keep people busy. Kids see it as nothing to do here. Parks had amenities are slim and there are many things STF doesn't have.
- Buy Hardware store? Start with Business

- Start with a survey, get them thinking about it, then move to meetings.
- EDA is responsible to help move goals / bring it to the next level.
- Thunstrom clarified the EDA ideas and activities to pursue
 1. Marketing
 2. Broadband
 3. Business retention (moving or expanding)
 - Start with a survey then move to in person meetings.
 4. Look and feel of the city
 5. Musa expansion
 6. Affordable Housing
 7. Give life (Rum / Hardware store / Patriot lanes)
 8. Hwy 47 update to corridor
 9. Events
 10. Traffic Count
- 7. Member Reports
 - Muehlbauer: None
 - Kubacki: None
 - Feldman: Liquor Expansion November 5th / week of events
 - Pavelich-Beck: Ambassador Blvd, any idea when opening?
 - Rodger: None
- 8. Motion to Adjourn @ 7:12 by Muehlbauer
 - Second: Pavelich-Beck
 - Motion Carried: 5-0

ANNUAL REPORT 2021



Respectfully Submitted

By

Kate Thunstrom, Executive Director

Economic Development Authority Annual Report for 2021

SFEDA Commission Members for 2021 included:

MaraLynn Kubacki, Term: 2019-2024

Brenda Pavelich-Bech, Term 2017 to 2022

Mike Rodger, Term: 2017 to 2022

Councilmember Joe Muehlbauer

Councilmember Steve Feldman

Staff support provided by Kate Thunstrom, EDA Executive Director

The Economic Development Authority had one meeting in 2021.

The meeting was held on August 9, 2021

At the August 9th meeting, the EDA was called together for the purpose of reviewing and approving an acquisition of real property from the City. For the purposes of performance agreements upon property that the city sells for the intent to develop, the EDA is the strongest authority to hold projects accountable.

The group also discussed future goals to be considered further by the EDA. The EDA struggles with funding so many of the goals are to be aware of for opportunities or resources that may become available.

2021 Financial

Fund Balance on January 1, 2021 \$70,602

Fund Balance on December 31, 2021 \$41,946

Major expenditures were the demolition costs for 3772 Bridge Street.

A full report is included in the City of St. Francis financial statements

**EDA COMMISSION
AGENDA REPORT**

TO: St. Francis Economic Development Authority
FROM: Kate Thunstrom, EDA Executive Director
SUBJECT: Development Concept
DATE: 11-30-2022

ITEMS TO BE DISCUSSED:

The EDA acquired properties at 3731, 3765 and 3757 Bridge Street as redevelopment opportunities. This was an effort to remove distressed properties and create economic development opportunities for new business and housing.

Staff has been working with various developers on concepts that support the city goals as identified in the St. Francis Forward, Bridge Street Design Standards and the Comprehensive plan. To further assist in the development of this area, the City acquired and demolished a property along Ambassador to create a second road access point. This allows the 3731 property to have a higher density and meet City Code.

As seen on the attached image of the area, the two light blue parcels are owned by the City one being the point in which the development will intersect with Ambassador Blvd. The green areas are owned by the EDA with the 3765/3757 properties designated as commercial space. The 3731 and blue property to the north is designated for housing.

Tonight, the EDA is being asked to review and comment on a proposed concept that includes housing and commercial space. If this concept has the support of the EDA staff will continue to work with the developer with the comments received and begin the process of creating a Letter of Intent to provide the developer access to complete needed site and land use requirements.

ATTACHMENTS:

- Site Image
- Concept Design from Blue Waters Company
- Project Narrative
- Brewery Design
- Townhomes Design

[illegible]

1:1,572

Agenda Item # 5C.

C:\Users\mpjoh\Johnson Engineering Group\Proposals\2022 Proposals\37 BlueWaters St.Francis SP100\CD\Concept St. Francis\0101.dwg 4/11 PM 2022

ROADWAY, SIDEWALK, AND DRIVEWAY NOTES:

- ALL ROADWAYS ARE 32' FROM BACK OF CURB TO BACK OF CURB UNLESS SPECIFICALLY NOTED BELOW
- ALL SIDEWALK WIDTHS ARE 8' WIDE UNLESS SPECIFICALLY NOTED BELOW
- ALL DRIVEWAYS TO TOWNHOUSES ARE 24' IN LENGTH x 16' WIDE

100 0 50 100

GRAPHIC SCALE IN FEET

REV	REVISION DESCRIPTION	DWN	APP	REV DATE

JEG JOHNSON
ENGINEERING
GROUP

PO Box 384
Windom, MN 56101
(507) 832-8450

DWN BY
MPJ

CHK'D

APP'D

DWG DATE
10/12/2022

SCALE
1"=100'

PROJECT
3731 Bridge Street
St. Francis

CLIENT
BlueWaters Companies, Inc
17029 Vickers Street NE
Ham Lake, MN 55304

SHEET
TITLE
Concept Plan

PROJECT NO.
0093-01

SHEET NO.
Concept-1B

REV. NO.
10



November 9, 2022

City of St. Francis
Economic Development Authority
23340 Cree Street
St. Francis, MN 55070

Project Property Address: 3731 Bridge Street Site, Redevelopment

Colette Baumgardner, Community Development Director, sent us an email not too long ago that stated the following: **“As you know, Bridge Street is an area of the city where the City Council and EDA have some big hopes and visions. This commercial corner sets the tone for Bridge Street redevelopment and the “downtown” feel. The [St. Francis Forward plan](#) has good imagery and guidance for the commercial and residential development in the urban area of the city. We also have a [Bridge Street Design guidelines](#) document to highlight some of the vision for Bridge Street.”**

Colette didn’t know that BlueWaters had been devouring these documents over the period of several months already.

BlueWaters is listing a few things from these City Documents, listed above, that have helped BlueWaters set their vision to not only pursue different projects along Bridge Street but in other areas of St. Francis, including the fact that BlueWaters has been exploring building their corporate office here in St. Francis over the past many months.

ST Francis Forward (re)Development Plans for the city of St. Francis October 2017

The purpose of this study is to develop a plan for the future development and redevelopment of the core of St. Francis.

Establish “springboard” project ideas for key sites most ready for redevelopment or new development.

-Project ideas can help stimulate developers and see what a site could be. By preliminarily vetting them for financial and physical feasibility, there is a level of reassurance to the private sector that a project can be done.

- By incorporating project ideas into a city’s policy documents, developers know the City is willing and enthusiastic about supporting new projects.

The Downtown area, along Bridge Street, could include a civic campus including various uses, to draw more visitation and activity to the district. Retail redevelopment along Bridge Street would also build the retail base in Downtown and establish it as a more prominent district in Anoka County.



We at BlueWaters believe that the information that you are about to see, and the information contained in this narrative give rise to a project that is a 'springboard' redevelopment that has stimulated us to see what a site could be. We think that this presentation could be the 'anchor' project at the start of the West Bridge Street Corridor starting the boom of activity along Bridge Street. Other developers might start taking more serious notice as to what they could participate in.

Here are a few quotes from documents that the city has published for developers like BlueWaters to read and to pay attention to so that they, and us, can get the Vision for what these documents are attempting to convey:

"Our vision for St. Francis is an active small town on the Rum River, enjoying a high quality of life that meets the day to day needs of residents, workers, and visitors."

"CHARACTER/FORM

We will create buildings and public spaces that contribute to a high-quality small-town character and the sense that St. Francis is an important local destination."

"How-To: Achieving the Vision

The vision will take time, perseverance, hard work, cooperation, and tough decisions. But if it was easy, it would be done already..."

"ST. FRANCIS ECONOMIC DEVELOPMENT AUTHORITY (EDA)

"The EDA has the potential to acquire parcels in the study area with potential for redevelopment and to sell these properties to prospective developers or entities from the private sector who can complete redevelopment projects."

"The EDA will increase its efforts to promote existing businesses in the study area and to recruit new businesses and developers to the redevelopment area."

"The EDA has the potential to serve as a limited financial partner, along with the private sector, in individual redevelopment projects."

"The EDA has the potential to issue revenue bonds, general obligation bonds, or other credit enhancements or guarantees, to support redevelopment projects."

"WORKING WITH DEVELOPERS"



“The City should work with developers to craft effective marketing messages for individual projects that articulate the positive aspects of particular projects along with the benefits of locating in St. Francis.”

“ANNUAL DOWNTOWN PLAN REVIEW”

“Every year, the city should revisit the St. Francis Forward plan to measure and celebrate progress, set goals for the next year, and evaluate what changes need to be made.”

“This will help keep the plan alive and everyone responsible for its implementation.”

“TAX ABATEMENT”

“The City of St. Francis may consider offering tax abatements for economic development within the study area.”

“Minnesota statutes allow abatements to be used for the following purposes, related to the redevelopment plan:

General economic development

Construction of public facilities or infrastructure (such as streets or roads)

Redevelopment of blighted areas

Providing access to services for residents (including housing and retail)

The City (and EDA) may grant abatements no longer than 15 years in length, although the term can be extended to 20 years if only two of the three political subdivisions (city/town, county, and school district) grant an abatement.

The total amount of property taxes abated may not exceed the larger of 10 percent of the net tax capacity of the political subdivision, or \$200,000.”

“BUSINESS SUBSIDIES”

“The City of St. Francis along with the St. Francis Economic Development Authority (EDA) may, from time to time, consider offering subsidies to businesses in accordance with the City of St. Francis Business Subsidy Policy (2016) and complying with Minnesota Statutes, Sections 116J.993-116J.995 as amended.

The City has established the following criteria for considering business subsidies (although meeting criteria does not guarantee a business subsidy will be granted)”



“Increase in Tax Base”

“Job Creation

Creates an Increase in Average Wages

Economic or Redevelopment goals, including blight removal, providing goods and services not currently available, utilizing public infrastructure improvements, and/or adding to a critical mass of commercial or industrial development.”

“Residential Infill”

“Adding residents to the core areas of St. Francis will assist the community’s overall efforts over the next several years.

New residents provide spending to support existing and new businesses in the community, including grocery stores and other retail shops.

New residential construction would provide additional property tax revenue to the city to fund various projects.

Furthermore, the City currently has significant utility capacity, and the addition of more residential customers could help the City pay for previously completed utility improvements (including the new wastewater treatment plant).

In addition, adding more residents in the core areas of the city would add to the overall level of vitality and activity in the Downtown area and along Highway 47, and would allow the city to add residents without incurring significant expenses related to the extension of major roads and utilities into new growth areas.

As illustrated in the graphics, residential infill could occur in various locations throughout the core of St. Francis. The areas on either side of Ambassador Drive, toward Highway 47, could include lower density single family houses. Areas west of Highway 47 and north of city hall could include medium density homes (such as townhomes).

The Middle School campus could be developed into a mixture of apartment units and medium density housing (townhomes).

The area between the existing Anoka County Library and the high school campus could primarily include medium density residential, as well as a few apartments.



Areas to the east along Bridge Street would likely develop as higher density housing, including potentially senior housing.

An infill area located north of Bridge Street and east of Ambassador Blvd could be developed with traditional single-family homes.

The City of St. Francis has already experienced an increased interest in residential development in 2017, as the local housing market has continued to recover.

The city should leverage the increasing strength of the local market to help encourage development of the various infill areas in St. Francis as residential, where appropriate.”

BlueWaters is using the words that the city and its planners have spent a lot of time thinking about and creating documents that can set a fire under developers and builders such as BlueWaters. We are not thinking of what to say or how to say anything in why we are here communicating to those of you at the Economic Development Authority, we will let your own determined efforts to communicate through these couple of documents come back to you in your own words to affirm that the time and effort in going through this process has at least one developer who believes in these words and wants to partner up with St. Francis and improve the City, draw people to the City, and give them a place to call home, a place to eat or drink at a GREAT BREWERY if possible.

Don Patnode, BlueWaters Founder and President, and I have 67 years of construction and development experience between us. We have worked together on several projects throughout the years since 2005.

We have years of experience dealing with City projects and have experience in purchasing property for private developing.

We came to St. Francis looking for a property with a pole barn on it to purchase so that we could have a place to store some equipment. That was about a year ago now. That search turned into the relationship that we have now with the City Staff at St. Francis and coming to present our ideas for this re-development project.

We started exploring your website, looking at city owned properties. We ran across the page that said: Housing Redevelopment Site, the city is looking for a housing development for a dense townhome or multifamily project. For Sale. Incentives: YES.

Developers love to see the words Incentives!! We want to explore what those might be for this project.

With reference to the planning and design that we have undertaken to get to this stage, where you are reading about this project or listening to one of us from BlueWaters attempt to explain it to you, I want to highlight some of the factors that have weighed into coming to the table today to make a



presentation. Our engineers and other development partners that we use on projects have spent a lot of time going through several different concepts. We have spent probably too many hours with City Staff talking about this project or meeting about this project, and yes, spending a little bit of money getting to where we are today.

Listed below are actual copies of some of the communications between our Architect, Keith Nichols, our engineering firm, (Johnson Engineering Group), led by Mike Johnson, and myself, Greg Chaffin. This information is being provided to help you understand how we went through the design documents the city has provided and have attempted to meet those requirements.

“Mike Johnson: I think eventually both of the east/west roads for the middle townhouses would connect up to the west North-South road as Keith mentioned below or at least that was my plan originally, however, it looks like from the last updated concept plan that the west north south road where these east/west roads would connect into is not going to be built until a later date/phase and for now was only going to be installed to the temporary cul-de-sac that I have called out. I can show it as connecting into it though if you want to show them our plan for a full build out.

Greg Chaffin: Yes, show both of these phases on the plan somehow so that the city understands from your drawings that we see this project being developed in phases by what the city has as their plan.”

We have shared some of the following items out of the city provided documents:

“Streetscape & Public Realm Developing an attractive and safe streetscape for downtown St. Francis will help spur development and demonstrate a commitment to investing in the area on the part of the city.

More importantly, it will facilitate the safe movement of people around downtown and make it a more enjoyable place to spend time and money.

Bridge Street: Could build off of what has been started with the round-a-bout reconstruction and enhanced.

Bridge Street Extension: Creating a safe street will be paramount.

The design should also be an extension of other Bridge Street elements to achieve a consistent “destination downtown” appearance.

Access In order to provide a more unified face to Bridge Street, as well as allow traffic to flow more smoothly, access to private parking lots should, when possible, occur via public side streets. This will also help provide a more logical entrance to rear and side loaded parking. Where side streets and



backage roads are not feasible, utilize existing curb cuts, or coordinate to share access points with adjacent property owners.”

“The city currently utilizes a number of different fixtures. As lights are replaced the city will use one of three fixtures, based on the location and context of the light.

The Public Realm | Lighting 4 COBRA

The LED cobra is one of the most effective and safest ways of lighting up an intersection or length of roadway. Micro-lens optic system features 10 LED lights that will provide IESNA Type 3 light distribution. The housing is made of cast aluminum and finished with a gray, polyester powder paint to ensure maximum durability.

Height: 4.84” Width: 10.55” Weight: 12.7 lbs. Color: Gray Watt: 40, 63, 87Max EPA: .45 sq. ft.

Made of: Cast Aluminum IES Lighting

Classification: Typ Acorn Owner: City Spacing: 120’ Where: Bridge St - From Middle School to Zion Pkwy

Articulation

Buildings should be designed to avoid a monolithic presentation, and rather should use articulation to emphasize visual breaks in the parts of the building. This helps break an individual building into a series of coherent experiences that are more to a human scale and create a tempo to the design. This is done with variations in materials, rooflines, windows, and other design elements. Articulation should take place at least every 30-60 feet.

Facade / Details

The first two floors of a building should be designed to add visual interest to the buildings in the primary sightlines of pedestrians. This may be done through the incorporation of detailing such as cornices and door/window moldings and ornamentation. It may also be accomplished through the change of materials and colors. Where buildings are located on a corner and face multiple streets, attention should be paid to all building sides with a public face.

Building Materials: Materials should be high quality and suggest permanence such as brick, wood, stone, and precast concrete.

Sidewalk/Cafe Seating

Sidewalk cafe seating and tables create activity and vitality along the street and are encouraged. Seating and tables should be limited to the area adjacent to the building and must preserve a pedestrian accessible route of at least 6 feet. Chairs and tables should be secured out of the way when



the business is closed. Service of food and beverages should be on private property and alcohol is not permitted to be sold or consumed in the public right-of-way. The City is open to food trucks and prefers they are parked off of the public right-of way (such as in a parking lot) but will consider alternatives on a case-by-case basis.”

Mike Johnson, Johnson Engineering:

“A few things to highlight in your presentation to them (EDA and the City) are below:

- All roadways are 32’ wide from back of curb to back of curb, which meet city ordinances.
- All road rights-of-way are 66’ with one exception, on the southernmost east and west road where it is 63’ (city concept plans showed a 60’ right of way here so this should not be a problem. Minimum based on city ordinances is 60 feet).
- Sidewalk/Bike Lane of 8’ throughout the site except in three locations that are noted on the plans. In addition to this all of the sidewalk paths are interconnected (with street crossings) so one person could walk from one end of the property to the other and get to all of the townhouses and the commercial parking lot.
- From Keith’s (the Architect) comment about the flow of traffic around the commercial lot, I looked at it and thought that it makes the most sense to take out the temporary cul-de-sac and put in the first phase road to at least the middle east-west road. This should reduce congestion in and out of the commercial lot.
- Added in streetlights based on the types in the design guideline. Intersections will have the “Cobra” type light pole and other areas will have the “Acorn” type light poles.
- Provided 25 parking spaces in the parking lot for the commercial lot. I am guessing the parallel parking will be used for the commercial lot so adding those spots provides another 7 for a total of 32 parking spaces for the commercial lot.
- Provided 13 parking spaces for town house visitor parking. Ideally these could also be used for the commercial lot also (further away) but with the interconnecting sidewalks it makes it a possibility.
- All of the townhouse driveways are a minimum of 16’ wide and 24’ length.
- The townhouses site back 7 feet from the right of way which falls into the design guidelines zone.
- The commercial building is set so it is on the right of way line of bridge street as the design guideline wanted
- Added in trees and shrubs throughout the site.
- Along the entrance from Bridge Street, where there is the parallel parking, and also around the commercial building, added in locations for landscaping, plants, and street art.
- I think one of the biggest selling points on the civil portion will be the three rain gardens/bioretenion/infiltration basins that I added in. These not only will be used for storm water treatment for the site, but also will offer locations where landscaping, shrubs, plants, etc. can be placed to improve the aesthetics of the site. These rain gardens were also in the



design guide and would fall under the preferred method of stormwater treatment, as it offers an innovative solution. Rain Gardens/Infiltration Basins Rain gardens are vegetated infiltration areas that allow stormwater to infiltrate back into the ground. These are planted with specific plants that can accommodate both wet and dry conditions.

- In addition to the rain gardens above, I did keep the storm water pond on the lot to the north but changed the note so that it would be secondary option if we can't get enough area from the rain gardens.
- I also set the houses back, following the guidelines, so they have a 24-foot driveway. I am not sure if you want more or less than this? (Greg Chaffin, leave it as drawn)
- For the commercial property, I followed the design guidelines, and was able to get the size of the building to be 65'x144' which gives you 9,360 square feet which is larger than the city concept plan. I figured you would want this square footage as large as possible as you mentioned possibly a brewery or a building with multiple tenets using it. I believe I got one more parking space to fit in there also than what the city concept plan had shown."

Keith Nichols, Architect:

"Key points with reference to the design of the Brewery.

1. I think there are more tables than parking stalls. But that is just my impression without running the real numbers and a site fit plan. (Greg Chaffin will discuss parking later in this document)
2. We should have a service station on the second floor. Speed for wait staff is critical and I don't think we want them spending a large amount of their time going up and down stairs, etc. I think we have a POS station on the first and second floor. Then we have plate runners. I am seeing this more often. You have a wait staff person that takes the order, brings the drinks, checks on you then brings the bill. When the food is ready there is a different person that brings the plate to you.
3. Private dinning / party room on the second floor.
4. Outdoor covered smoking area. Here people can take their drink out with them and still smoke even if it is raining out.
5. Second floor outdoor seating overlooking Bridge Street is above the first-floor open air seating. This allows us to keep the building structure and envelope a little cleaner. Plus, roof tops over enclosed spaces can be a future water issue.
6. Brewery. Centrally located so majority of tables get a view of the operation.
7. Open balconies to below allow patrons larger interior views and interact on game day at the bar area.
8. Due to kitchen hood exhaust etc., that second floor area is just all roofs.
9. Bathrooms on both floors for convenience."



With regards to parking. There is not enough parking to accommodate the building of the Brewery. There is not enough parking in this downtown area to accommodate tourist, shoppers, and other visitors, in our opinion.

You will see on the concept photos for the Brewery that there is a parking area with a second floor on it to the north of the Brewery location. This property is currently a single-family home. The Owner of this home had contacted the city to see if they were interested in purchasing this property to help with the vision or plan for the city a couple of months ago. The city asked BlueWaters if we were interested and at that time we said no as we couldn't see how it would benefit us in what our plan was at the time. Well, **now we are interested because there is not enough parking in this downtown area to support the brewery and quite frankly not enough parking to support tourists or shoppers that will be coming from surrounding areas to shop along Bridge Street.**

The Brewery design will accommodate many people and we want to be able to have a place for large groups to hold meetings or events, that type of thing.

Our thoughts are that we would like the EDA and the City to think about purchasing this property as part of this development project so that it can be used for parking to support first the Brewery and as time goes by other tourists or shoppers. BlueWaters would entertain participating in the purchase of this lot as part of the re-development. We would like to suggest that we think about a short-term arrangement for this parking area in that initially we would just surface pave the site for parking to support the Brewery. As the city starts growing with more development along Bridge Street, and the need for additional parking becomes more evident, at that time the city can support the addition of the second level to add almost double the parking at that site. This upper area would then add parking for the general public to use.

A joint-partnership for this property would benefit both the Brewery site but also the city as a whole when traffic begins to pick up in the coming few years. Something to strategize about, and come to a conclusion about purchasing this property, before it is sold to 'others', if it already isn't in process.

If given the opportunity to purchase the property included in this re-development, we would like to go through the due-diligence phase of this project through the Winter months, in anticipation of being able to break ground in the Summer of 2023 to start the work to get the utilities and road infrastructure in place with townhouses started to being built starting in late Fall, 2023.

BlueWaters would usually bear all predevelopment costs relating to this project. All fees or expenses of engineers, architects, financial consultants, attorneys, planning or other consultants or contractors retained by Developer for any study, analysis, evaluation, report, schedule, estimate, environmental review, surveys, planning and/or design activities, drawings, specifications or other activity or matter relating to the Project shall be the sole responsibility of and undertaken at the sole cost and expense of Developer and no such activity or matter shall be deemed to be undertaken for the benefit of, at the



expense of, or in reliance upon the City; but BlueWaters wants to know what the 'Incentives' are that come along with this project.

We appreciate you all taking your time to consider our vision, consider the project by what you see today, consider the attempt that BlueWaters has taken in the last year to be a developer that wants to see St. Francis grow.

One of the things that I have remembered through my life hearing about vision is: Where there is no vision, the people perish. This has been a statement that has been read for hundreds of years but it also pertains to what we are talking about today. Without a vision having been set up by the city over the years, getting that vision out to companies like BlueWaters, we wouldn't be reading this document today, talking about what we do next.

Both of us represented today in this document from BlueWaters are veterans: Don Patnode, Founder/President (Army); Greg Chaffin, Partner, Senior Construction Manager (United States Air Force). We both appreciate being invited to provide you with our thoughts on what we could do with this project to benefit the City of St. Francis and the surrounding communities.

One day, in the not-so-distant future, there will be people coming to visit the Mall of America, and maybe, just maybe, they will have plans to come to that 'St. Francis little town'. 'I hear they have quite a Brewery there with a lot of shops that we have to go visit, see what they have!'

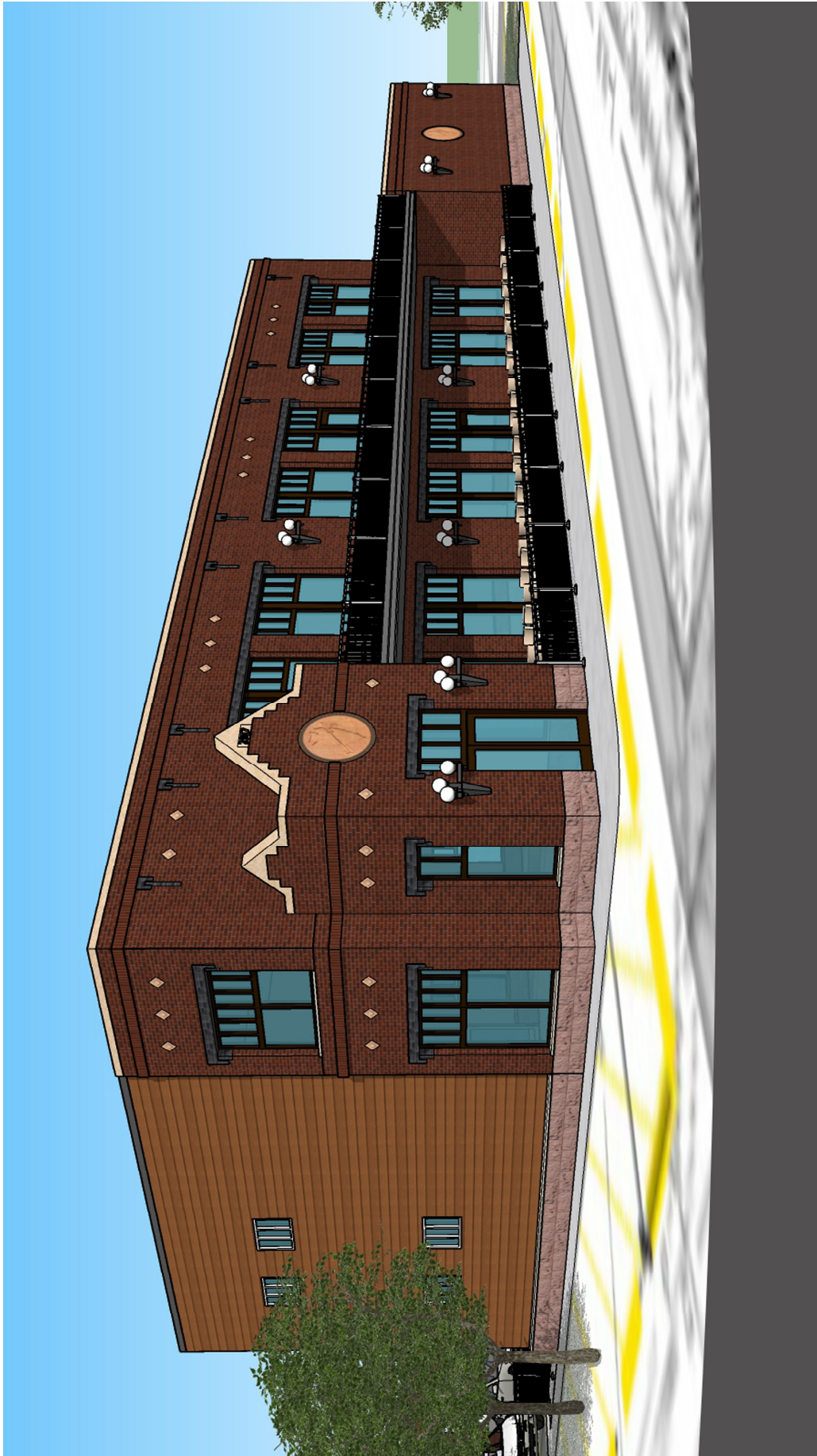
Sincerely,

Greg Chaffin



Brew Pub
Concept Image
Nov. 7, 2022





Brew Pub
 Concept Image
 Nov. 7, 2022

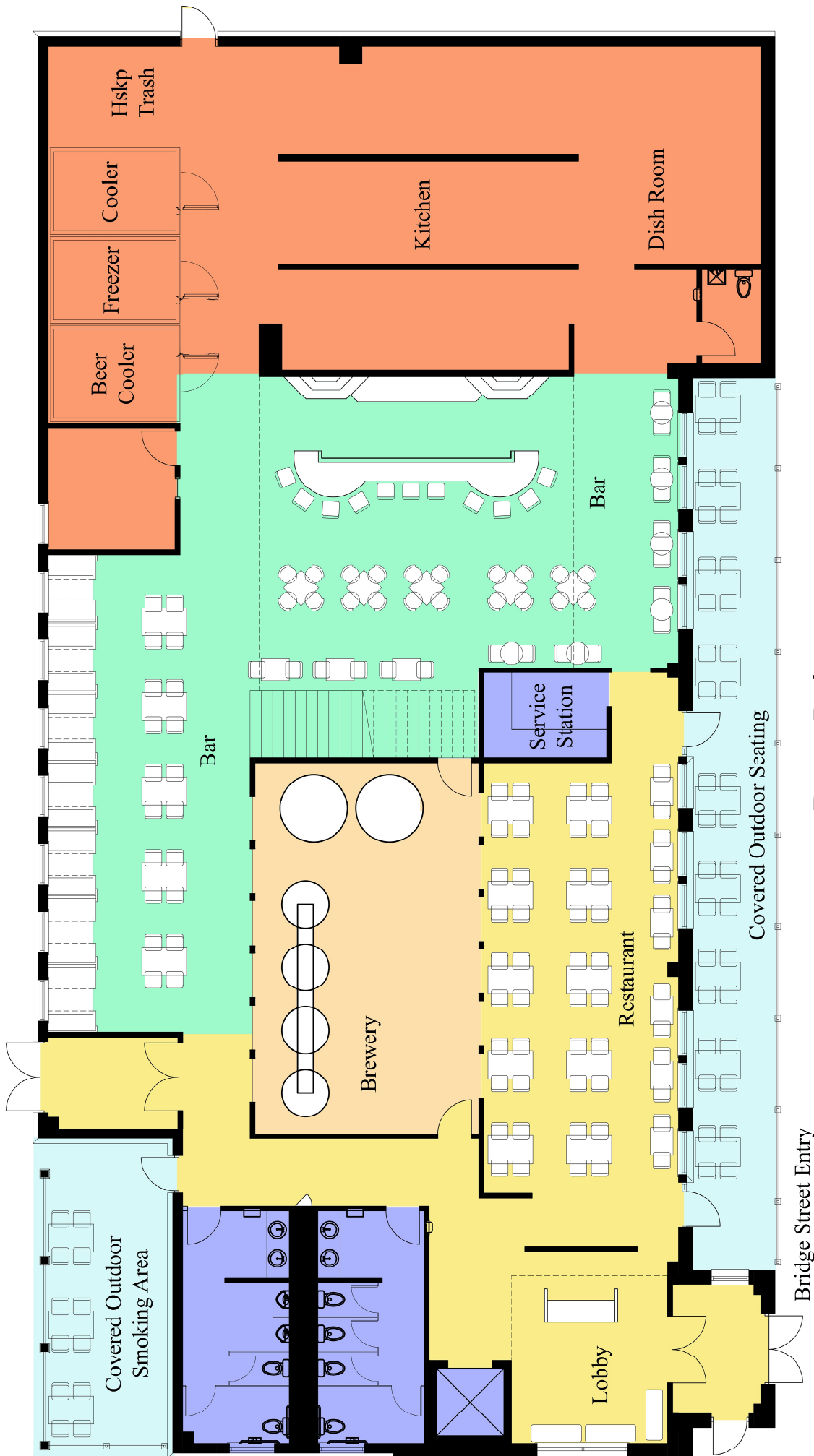


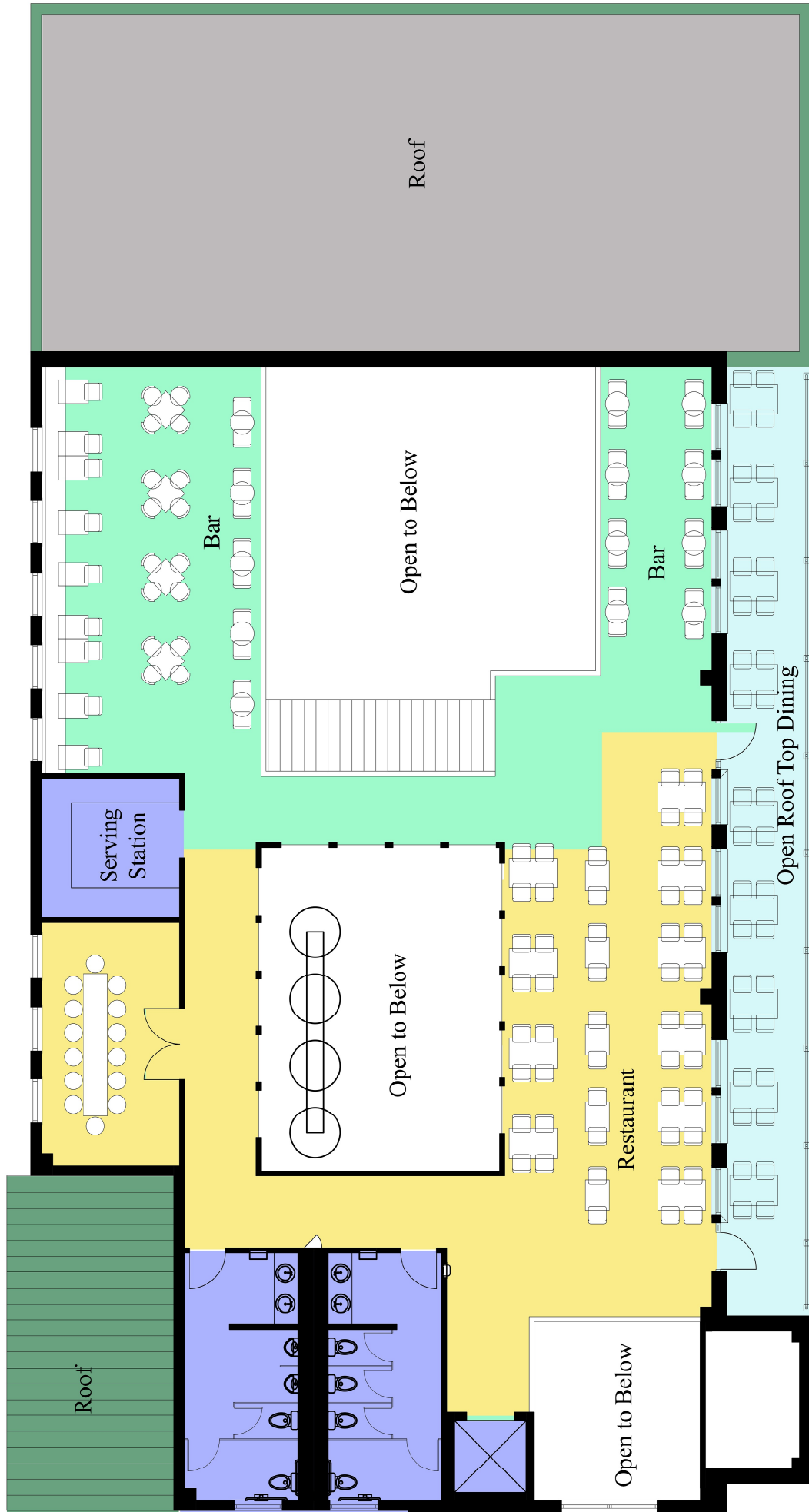


Brew Pub

Concept 1 - First Floor

Oct. 31, 2022



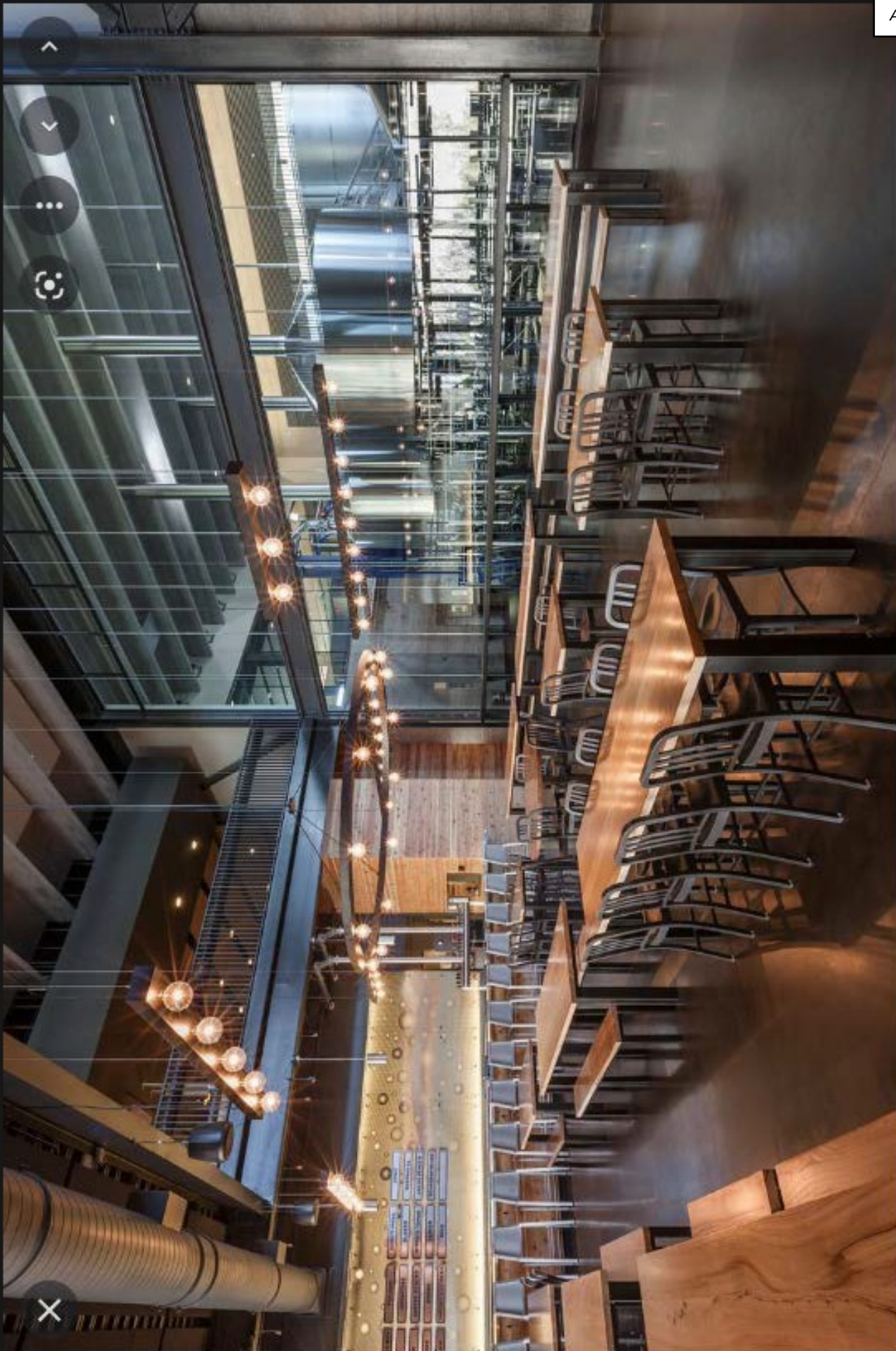



Brew Pub **Concept 1 - Second Floor** Oct. 31, 2022

Agenda Item # 5C.



Visit



 Brewing Industry Guide

Building Your Brand: Taproom and Brewery Design | Brewing Industry Guide

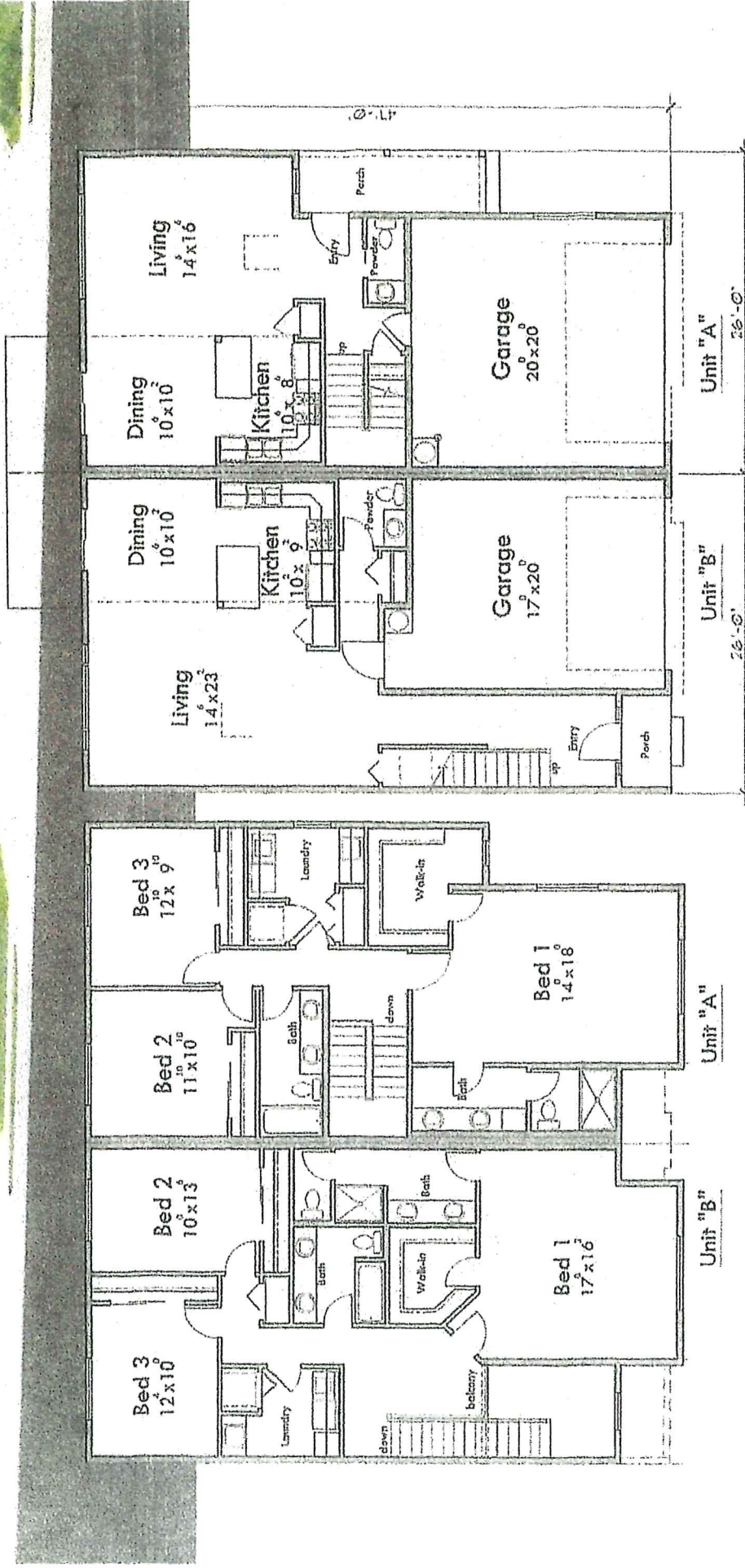
Images may be subject to copyright. Learn More



4-Plex Concept 1

Oct. 19, 2022





PLAN #F-610

Unit "B" Square Footage:

Main Floor: — 814 sq. ft.
 Upper Floor: — 1080 sq. ft.
 Total Living: — 1894 sq. ft.
 Garage — 376 sq. ft.

Unit "A" Square Footage:

Main Floor: — 664 sq. ft.
 Upper Floor: — 1078 sq. ft.
 Total Living: — 1742 sq. ft.
 Garage — 431 sq. ft.



4-Plex Concept 3

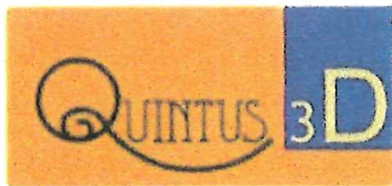
Oct. 19, 2022





4-Plex
Concept 4

Oct. 19, 2022



**EDA COMMISSION
AGENDA REPORT**

TO: St. Francis Economic Development Authority
FROM: Kate Thunstrom, EDA Executive Director
SUBJECT: City Facility Update – Information Only
DATE: 11-30-2022

OVERVIEW

The EDA acquired four properties in 2021 for the purpose of supporting a city facility on Bridge Street. This area along with the existing four City parcels was identified as the future site of redevelopment for a combined City Hall and Fire Station Facility.

In the next six months, this site will be required to undergo several steps planning for the construction of a new building. Items include but are not limited to,

- Preliminary Plat Public Hearing
- Final Plat
- Title change on two of the four properties to the City.

It is our goal to take the two southern properties, 22951 and the small property to its south, and combine those properties into one. They will remain under the ownership of the EDA until it is known what those properties will develop into.

On December 14th, from 4pm to 8pm the City Hall and Fire Station sites will host an open house for interested individuals to visit our sites to understand the need for the new facility.

ATTACHMENTS:

- Site Image
- Exterior Building Renderings

City of St Francis, MN



November 23, 2022

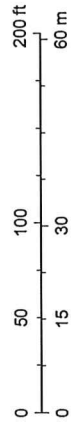
Address Labels

Road Labels

Parcels

St. Francis City Boundary

1:786



Agenda Item # 5D.



