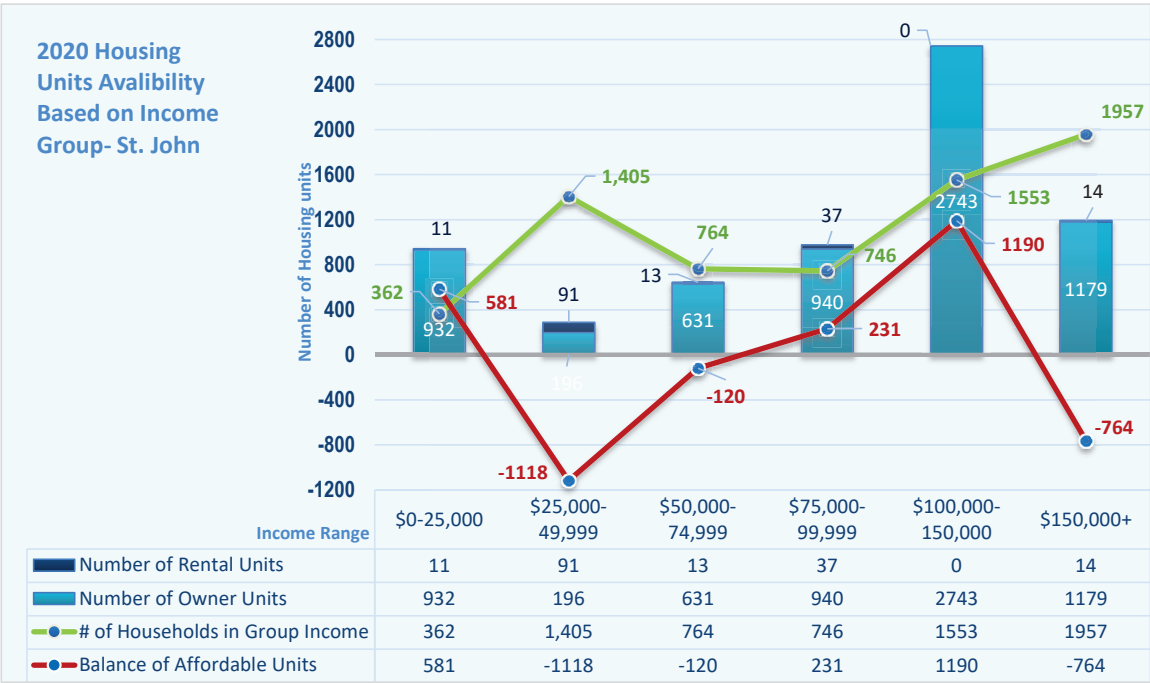


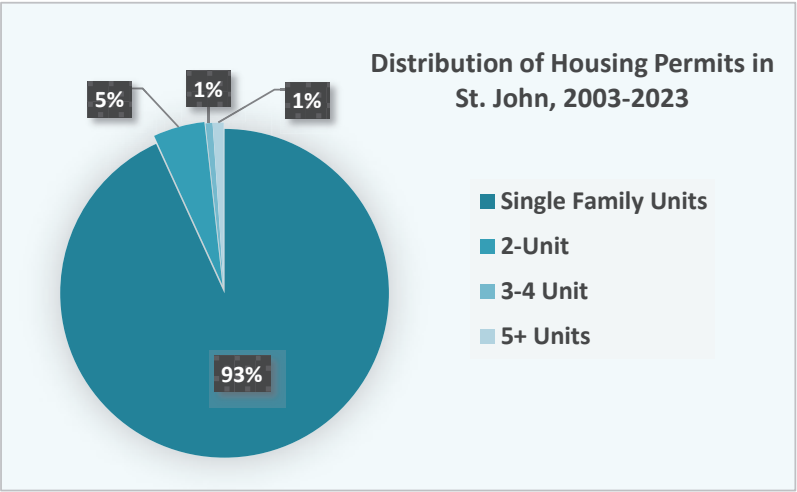
Housing Affordability Analysis for the Town of St. John

Income Range	% of Households	# of Households in Group Income	Affordable Range for Owners	Number of Owner Units	Affordable Range for Renters	Number of Rental Units	Affordable Units per Income Group	Balance of Affordable Units
\$0-25,000	5.33%	362	>\$60,000	932	\$0-499	11	943	581
\$25,000- 49,999	20.70%	1,405	\$60,000- 124,999	196	\$500-999	91	287	-1118
\$50,000-74,999	11.26%	764	\$125,000- 199,999	631	\$1,000-1,499	13	644	-120
\$100,000-150,000	22.88%	1553	\$250,000- 399,999	2743	\$2,000-2,999	-	2743	1190
\$150,000+	28.83%	1957	\$400,000+	1179	\$3000+	14	1193	-764
Total		6,787		6,621		166	6,787	0

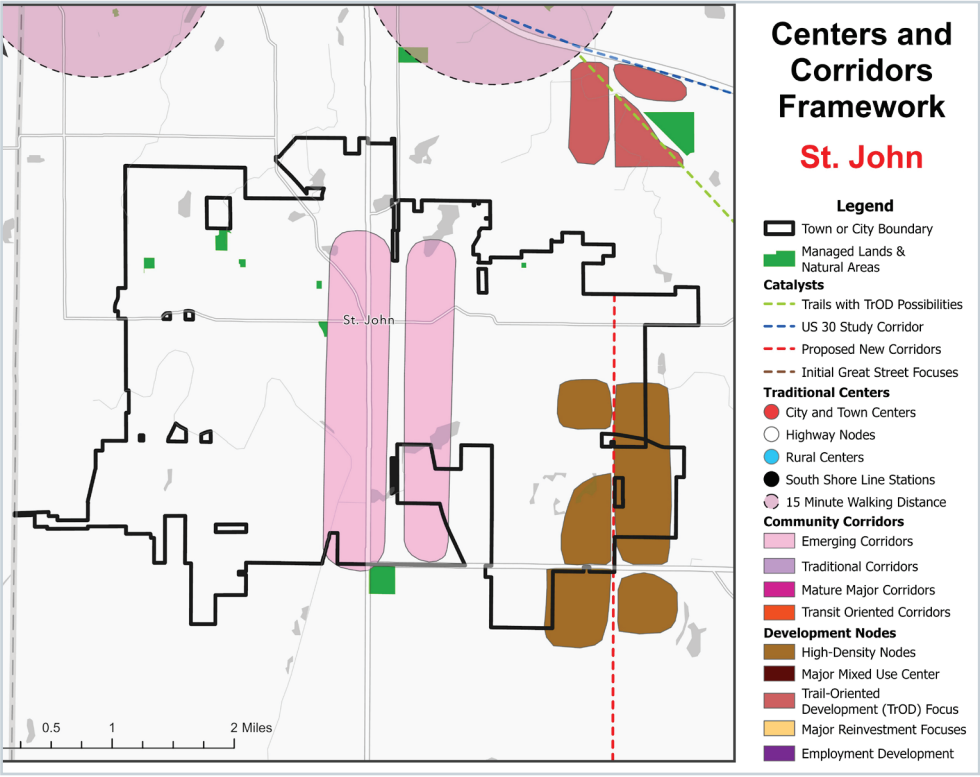
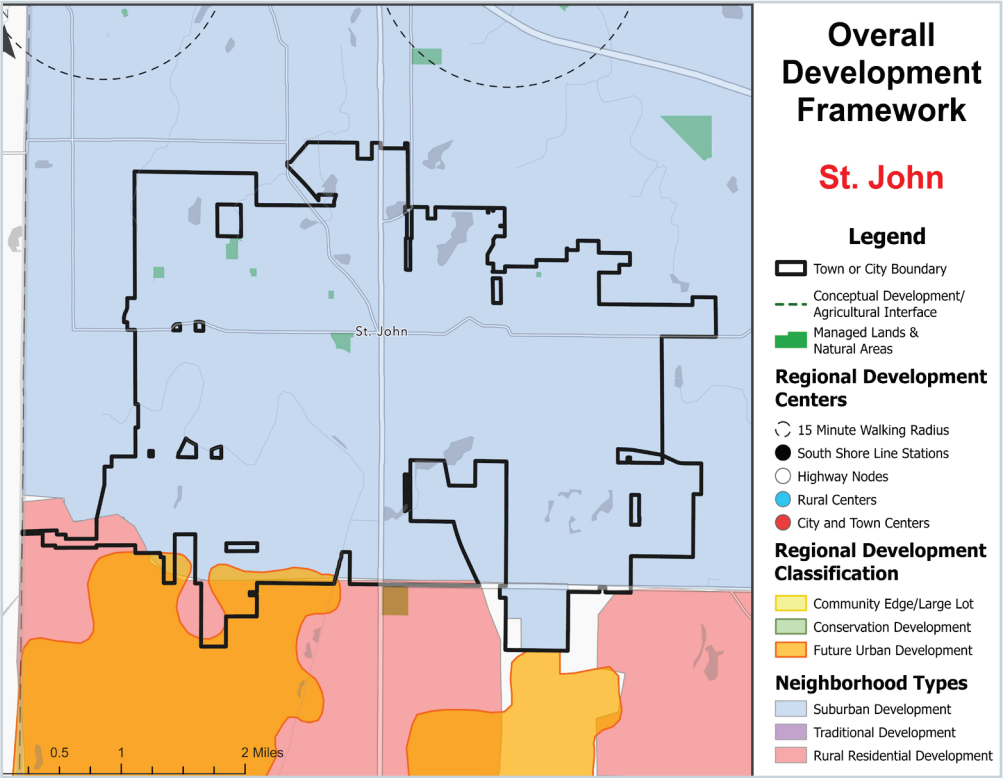


Housing Permits for the Town of St. John 2003-2023

Place Name	Permits 2003-2023 Total units	Single-Family Units	Multifamily Units-Total	2-Unit	3-4 Unit	5+ Units	% of Multi- Family
St. John	5,324	4,960	364	270	37	57	7%



- Traditional development is focused on infill and reinvestment in older urban areas.
- Suburban development has city services, consisting of subdivisions with curvilinear street patterns and single-family homes.
- Future urban development : will gradually expand urban services around current areas. It should avoid large lots and individual wastewater systems, focusing on residential density mixes.
- Conservation development: Preserve environmentally sensitive areas by clustering large lots, using conservation techniques, and considering topographic constraints in rural development.
- Development/Agriculture Interface: Maintain areas south of the green line for agriculture, except if they border rural towns and centers.
- Community edge/large lot development: New low-density developments should focus on infill sites rather than expanding into rural areas to preserve the established residential patterns.



- Traditional Centers: Regional policy must focus on investing in the central commercial and civic districts to maintain their image and appeal. Goals include improving active transportation and encouraging population growth, as well as linking city areas and small towns for mutual benefits.
- Community Corridors: Linear districts, from older to developing areas, are key for commerce and transportation. NWI 2050+ policies seek to balance transportation and development goals.
- Development Nodes: These nodes include the US 30/I-65 district, job centers, trail areas, and transformation zones. Smaller nodes exist in Winfield at 109th and Randolph.
- Catalysts: Advanced planning and execution at these locations allow for medium-density development, creating new roadways, trails, and study corridors that attract investment.