City of St. James

Land Use Plan

2023

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Introduction

The City of St. James is experiencing significant changes, including population growth, demographic shifts, cultural diversity, and evolving demands for commercial and industrial spaces. However, the Land Use Plan, last updated in 2000, no longer reflects the current conditions and needs of our evolving city. To address these challenges and seize opportunities, city leaders have recognized the need for strategic planning.

The purpose of this Land Use Plan Update is to identify and revise long-term goals and implementation strategies that will empower St. James to make informed decisions concerning future growth and development. By proactively addressing these transformative forces, the city aims to ensure a sustainable and prosperous future.

The primary objective of the Land Use Plan Update is to provide a valuable tool for guiding the future of St. James. Incorporating public engagement processes, survey analysis, and input from the steering committee, the update will identify both current and future needs of the city. It will encompass various elements, including the Land Use Map, Future Land Use Map, and goals with policies for economic development, sustainability, growth and development, infrastructure, transportation, housing, and parks and recreation.

By adopting and implementing this updated Land Use Plan, St. James can create a thriving and resilient community that balances economic growth, social equity, and the needs of its residents. The plan serves as a roadmap to ensure that the city continues to be a great place to live, work, and play for generations to come.

Background

Located centrally within Watonwan County, approximately 125 miles southwest of the Minneapolis-Saint Paul metropolitan area, St. James is surrounded by other cities such as Madelia, Butterfield, Lewisville, Odin, Ormsby, Darfur, and LaSalle. Watonwan County itself occupies a prime position in southern central Minnesota, around 30 miles north of the Iowa border and 90 miles east of the South Dakota border.

The region is renowned for its rich and fertile farmland, making agriculture a vital industry in southern Minnesota. The area produces significant agricultural products, including corn, soybeans, cattle, hogs, and turkeys, with specialty crops gaining importance. Despite a decline in the number of farmers, agriculture and value-added agricultural industries continue to play a crucial role in the local economy.

In terms of transportation, U.S. Highway 60 serves as a significant east-west link within Watonwan County, connecting it to the Twin Cities, Mankato, Sioux Falls, and Omaha. The region also relies on Minnesota Highway #4, a vital north-south route passing through St. James, along with Minnesota Highway #30, a key east-west route.

St. James has historical ties to railroads, and its location was influenced by their presence. The city boasts a large switching yard and serves as a major agricultural shipping point for the surrounding region. Farmers from nearby areas utilize St. James as a hub for shipping their products to various destinations worldwide through the railroad.

The city is graced by the presence of St. James Lake on its southwest edge, providing not only aesthetic beauty but also recreational opportunities. The lake is enhanced by two parks and plans for a recreational trail. Previous dredging operations have deepened the lake, improved fish habitat and enhanced its visual appeal.

The topography of the St. James area is characterized by a flat to gently rolling landscape. Elevations range from 1,050 feet in the northeastern part of town to 1,100 feet in the southwestern corner. While there are no significant elevation changes posing limitations to development, proper attention is required for drainage in low spots as development progresses.

The city boasts several appealing qualities, including below-state-average home purchase and rental prices, with a significant 75% of residents owning their homes. The job market is diverse, evenly split between blue-collar and white-collar employment, resulting in a commendably low unemployment rate compared to the state and national averages. However, it's worth noting that there is a lower per capita income than the state average and a majority of education at the high-school level.

Key Facts

St. James City, MN
Geography: Place

KEY FACTS

4,736
Population

40.9
Median Age

2.5
Average Household Size

$52,877
Median Household Income

EDUCATION

16%
No High School Diploma

48%
High School Graduate

22%
Some College

14%
Bachelor's/Grad/Prof Degree

Housing Stats

$100,101
2022 Median Home Value

$7,824
2022 Average Spent on Mortgage & Basics

$453
2016-20 Median Contract Rent (ACS)

2016-2020 Transportation to Work, Age 16+ (ACS)

77%
Drove Alone

10%
Carpooled

2%
Public Transportation

0%
Bicycled

9%
Walked

Employment

White Collar **43%**

Blue Collar **44%**

Services **13%**

Renters

1.2%
Unemployment Rate

31%
2016-2020 Renter Households (ACS)

BUSINESS

231
Total Businesses

2,968
Total Employees

INCOME

$27,459
Per Capita Income

$113,444
Median Net Worth

4

Land Use

The map section of the Land Use Plan plays a crucial role in visually communicating the plan's vision and strategies. These maps effectively depict the intended future development patterns for the community, conveying spatial information in a graphic and understandable way.

In this section, a variety of influential maps illustrate the current distribution of land use and infrastructure within the city. These visual representations showcase residential areas, commercial zones, industrial districts, open spaces, natural resources, transportation corridors, and other elements shaping the urban landscape.

Existing land use maps provide an accurate snapshot of the community's current state, facilitating assessments of different land uses and informing decisions regarding future development. On the other hand, future land use maps offer insight into the community's aspirations and growth goals. These maps consider projected population changes, economic factors, and environmental considerations to guide the allocation of land for residential, commercial, industrial, recreational, and open space purposes. They serve as a visual roadmap for the desired character and development of the city in the future.

Thematic maps within this section include transportation networks, infrastructure systems, environmental features, parks, recreational areas, and other spatial information relevant to community development.

By visually representing the data and strategies outlined in the Land Use Plan, these maps aim to foster a shared understanding among stakeholders, residents, and decision-makers. They provide a common reference point for guiding future land use decisions, zoning regulations, and development policies, ensuring a cohesive and well-planned development for the community.

Land Use Categories

Agricultural

Agricultural land use involves the cultivation of crops, raising livestock, and other farming activities. It is focused on the efficient use of land resources to produce food, feed, fiber, and fuel. Agricultural areas support sustainable food production, preserve rural economies, and contribute to environmental stewardship. Regulations ensure proper management and protection of natural resources.

Commercial

Commercial land use suggests areas of land that are primarily used for business activities, such as retail, office, and service-oriented businesses. These areas often have a mix of different types of businesses, including retail stores, restaurants, banks, medical clinics, and professional services firms. Commercial land use plays an important role in supporting local and regional economies, providing jobs and income for workers, and offering a range of goods and services to local communities.

Industrial

Industrial land use refers to areas of land that are used for manufacturing, processing, and other heavy commercial activities. These areas typically have large factories, warehouses, and other industrial facilities that are designed to support the production and distribution of goods and materials. In order to accommodate the specialized needs of industrial operations, industrial land use often requires access to a range of infrastructure and utilities, including reliable transportation networks, robust energy and water supplies, and high-speed telecommunications. Industrial land use plays a crucial role in supporting economic growth and development, providing jobs and opportunities for local communities, and contributing to the production and distribution of goods and services that are essential to our daily lives.

Parks and Open Space

Parkland is an area of land set aside for recreational and leisure activities, such as picnicking, hiking, biking, and sports. Parks can vary in size from small urban parks to vast national parks and wilderness areas. Parks are typically characterized by their natural features, such as trees, grassy areas, and bodies of water. They may also contain man-made features, such as playgrounds, picnic shelters, and sports fields. Parks are often designed to provide a range of amenities and services for visitors, including restrooms, parking areas, and visitor centers. Parks play an important role in supporting the physical and mental health of local communities, providing spaces for people to relax and enjoy nature, and promoting physical activity and social connections. Additionally, parks can help to preserve biodiversity, protect natural resources, and support environmental education and research.

Low Density Residential

Low density residential land use refers to areas of land that are primarily used for single-family homes or other low-density housing, such as townhouses or duplexes. These areas are typically characterized by spacious yards, low-rise buildings, and a relatively low population density compared to other types of residential areas. These areas typically have less traffic and noise pollution and are often surrounded by natural features, such as parks and open spaces. Low density residential land use plays an important role in providing housing options for families and individuals, as well as promoting community connections and social interactions.

Medium Density Residential

Medium density residential land use refers to areas of land that are primarily used for multi-family dwellings, such as apartments, condominiums, or townhouses. These areas are typically characterized by taller buildings and a higher population density compared to low density residential areas, while still maintaining some of the features of single-family residential areas. Medium density residential areas are often located in suburban or urban areas, and can provide more affordable housing options and a greater variety of housing types than low density residential areas. These areas often have access to public transportation and are located close to commercial areas and other amenities.

High Density Residential

High Density Residential land use refers to areas of land that are primarily used for multi-family dwellings, such as high-rise apartment buildings or condominiums. These areas are characterized by tall buildings, a high population density, and often a lack of open spaces or green areas. High Density Residential areas are typically located in urban areas, close to employment centers and other amenities, and can provide convenient access to public transportation. This type of land use can also provide higher densities and affordable housing options compared to low density or medium density residential areas.

Mixed Use

Mixed use land use refers to areas of land that are designed for a variety of different activities and purposes, including commercial, residential, and institutional uses. These areas are often characterized by a diverse range of buildings and uses that are integrated into a single neighborhood or district. Mixed use land use plays an important role in promoting sustainable development and creating vibrant, livable communities. Additionally, these areas can contribute to the local economy by providing a variety of job opportunities in different sectors, such as retail, services, and residential construction. Effective planning and management are critical to ensuring that the benefits of mixed use land use are realized while minimizing potential negative impacts.

City Owned

City-owned land use refers to the management and utilization of land owned by a St. James. These lands can include public parks, recreational facilities, government buildings, infrastructure, and vacant lots. The purpose of city-owned land is to provide essential public services, promote community development, and enhance the quality of life for residents. The management of city-owned land involves maintaining and improving existing infrastructure, creating public spaces, and implementing regulations and policies to guide development activities in alignment with the city's goals and objectives.

Shoreland Overlay

Shoreland overlay land use refers to designated areas adjacent to bodies of water, like lakes or rivers, with specific regulations to protect water quality, preserve habitats, and ensure compatible development. These areas offer a range of activities, including residential, commercial, and recreational options. Examples include boating, fishing, swimming, lakefront properties, and marinas. St. James defines shoreland as land located within the following distances from public waters: 1,000 feet from the ordinary high-water level of a lake, pond, or flowage; 300 feet from a river or stream; or the landward extent of a floodplain designated by ordinance on a river or stream, whichever is greater.

Future Annexation

Future annexation areas are parcels of land that St. James may incorporate into its jurisdiction. They are strategically chosen for future growth and development, following the city's vision and goals. The land use in these areas is carefully planned, zoned, and serviced to accommodate residential, commercial, or industrial developments. The city assumes responsibility for providing essential services as these areas are annexed. Planning ensures orderly growth and aligns with the city's comprehensive plan and zoning ordinances.

Road Classifications

State Highway

A state highway is a major road maintained by MnDOT. It serves as a primary transportation route, connecting cities and regions within Minnesota. State highways typically have multiple lanes, controlled intersections, and higher speed limits. They are designed to handle high volumes of traffic and facilitate long-distance travel.

County Road

A county road is a road that is owned and maintained by the county government. These roads primarily serve the transportation needs of the local county area. County roads vary in size and capacity depending on their location and function. They generally connect smaller towns, rural areas, and provide access to local amenities. County roads may have fewer lanes, lower speed limits, and less traffic compared to state highways.

Local Road

A local road is a road primarily used for local traffic within a neighborhood or community. It is typically owned and maintained by St. James. Local roads are designed to provide access to residential areas, schools, parks, and local businesses. They usually have lower traffic volumes, lower speed limits, and fewer lanes compared to state highways and county roads. Local roads prioritize safety and convenience for local residents and are an essential part of the local transportation network.

Goals, Policies and Maps

Goals, policies, and maps play a pivotal role in a land use plan as they provide a clear direction and framework for shaping the future of a community. These goals, policies, and maps are carefully developed to align with the community's vision, values, and aspirations. By including them in the land use plan, decision-makers and stakeholders can establish a shared vision and common objectives for guiding land use decisions, development regulations, and infrastructure investments.

By adhering to these goals, policies, and maps, the land use plan ensures that land is allocated appropriately, development is well-managed, and resources are utilized efficiently. They provide a framework for decision-making processes, zoning regulations, and development guidelines, fostering a consistent and coherent approach to land use.

The following goals, policies, and maps can promote inclusivity and equity by addressing affordable housing, access to amenities, and encouraging economic development. They can also support environmental stewardship by promoting sustainable practices, conserving natural resources, and protecting sensitive areas.

Ultimately, the goals, policies, and maps within the land use plan shape the future of the community by setting a roadmap for growth, development, and preservation. They provide a foundation for decision-making, fostering a cohesive and inclusive community that reflects the values and aspirations of its residents, while ensuring the responsible use of land and resources for generations to come.

Sustainability and Resilience Goals and Policies

Goal 1: Be proactive to promote sustainable practices, reduce carbon emissions, and improve the quality of life for residents.

Policy 1.1: Promote renewable energy: Promote the adoption of renewable energy sources such as solar, wind, and biomass. This could include providing incentives for residents and businesses to install renewable energy systems, developing community solar programs, and promoting energy efficiency. St. James could utilize the large east/west oriented lots to suit solar fields.

Policy 1.2: Reduce waste: Develop strategies to reduce waste and promote recycling practices, including implementing composting programs, promoting waste reduction and reuse, and partnering with local businesses to reduce waste.

Policy 1.3: Utilize energy efficient resources and building practices. Reduce energy consumption and lower carbon emissions by incorporating energy efficient resources, such as appliances, lighting, and building materials, into St. James' daily operations and infrastructure. Promote and educate the community on the advantages of reducing utility costs with green building design.

Policy 1.4: Promote sustainable transportation: Develop strategies to promote sustainable transportation practices, including improving pedestrian and cycling infrastructure, promoting public transportation, and encourage carpooling and the use of electric vehicles.

Policy 1.5: Develop community partnerships: Develop partnerships with local businesses, community organizations, and other stakeholders to support sustainability initiatives, increase awareness of sustainability issues, and secure funding for sustainability programs and infrastructure.

Policy 1.6: Educate and engage residents: Foster education and engagement programs to increase awareness of sustainability issues and encourage residents to adopt sustainable practices. This could include hosting community events, providing educational resources, and working with local schools to promote sustainability education.

Goal 2: Increase access to electric vehicle (EV) charging stations, with the aim of promoting the adoption of electric vehicles and reducing greenhouse gas emissions from transportation.

Policy 2.1: Conduct an assessment of charging needs: Conduct an assessment of the current and future demand for EV charging stations in the area, including identifying potential charging locations and analyzing the needs of different types of EV owners.

Policy 2.2: Install charging stations: Encourage installation of a variety of EV charging stations at strategic locations throughout the town, such as parking lots, retail shops, and public buildings. This could include partnering with private businesses to install charging stations on their property and securing grants and other funding to cover the cost of installation.

Policy 2.3: Promote EV adoption: Implement a marketing and outreach campaign to promote the locations of the charging station to increase visitors, the benefits of EV ownership and increase demand for EV charging stations. This could include hosting events, distributing educational materials, and working with local dealerships to promote EV sales.

Policy 2.4: Ensure accessibility and affordability: Ensure that EV charging stations are accessible and affordable for all residents, regardless of income or location. This could include providing incentives for low-income residents to purchase or lease EVs and developing programs to install charging stations in low-income and underserved areas.

Policy 2.5: Provide ongoing maintenance and support: Provide ongoing maintenance and support for EV charging stations, including regular inspections, repairs, and upgrades as needed. This will help to ensure that the charging stations remain functional and efficient, and that EV owners have a reliable and convenient charging experience.
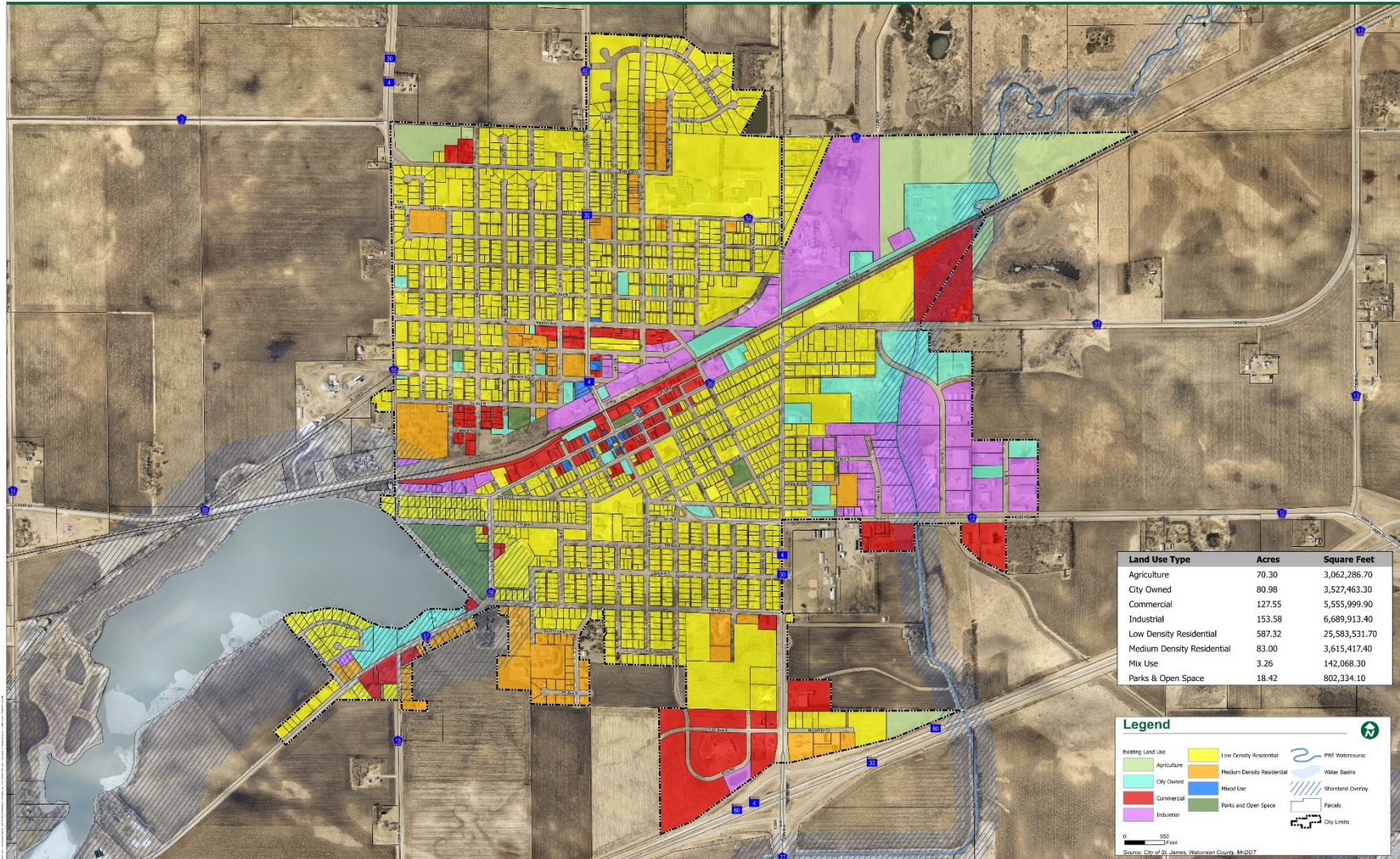
Goal 3: Foster a resilient community by strengthening human capital and enhancing community well-being.

Policy 3.1: Enhance access to educational opportunities and lifelong learning: Collaborate with local educational institutions, nonprofits, and businesses to develop programs that promote continuous learning and skill development. This includes providing scholarships, vocational training, and adult education programs to ensure residents have the necessary knowledge and skills for employment in a changing economy.

Policy 3.2: Support community health and well-being: Establish initiatives that prioritize physical and mental health, including access to quality healthcare services, mental health resources, and recreational facilities. Encourage partnerships between healthcare providers, community organizations, and local government to promote wellness programs, preventive care, and healthy lifestyle choices. Foster a sense of community by organizing events and activities that promote social interaction, connection, and support networks among residents.

Existing Land Use

The existing land use map provides a detailed and accurate representation of the current land use patterns and distribution within the community. This visual depiction showcases the spatial organization of residential, commercial, industrial, and recreational areas, as well as open spaces and natural resources. By studying this map, a comprehensive assessment of the city's present condition becomes possible, enabling the identification of opportunities to improve and optimize land use for future development. The largest existing land use category is low density residential, and the smallest is mixed use, while Commercial use is centralized downtown along 1st Avenue S.

ST. JAMES
Land Use Plan
City of St. James
Existing Land Use
July 2023
BOLTON & MENK

Land Use Type	Acres	Square Feet
Agriculture	70.30	3,062,286.70
City Owned	80.98	3,527,463.30
Commercial	127.55	5,555,999.90
Industrial	153.58	6,689,913.40
Low Density Residential	587.32	25,583,531.70
Medium Density Residential	83.00	3,615,417.40
Mix Use	3.26	142,068.30
Parks & Open Space	18.42	802,334.10

Legend

Existing Land Use
- Agriculture
- City Owned
- Commercial
- Industrial
- Low Density Residential
- Medium Density Residential
- Mixed Use
- Parks and Open Space
- PWI Watercourse
- Water Basins
- Shortland Overlay
- Parcels
- City Limits

Source: City of St. James, Watonwan County, MnDOT

Growth and Development Goals and Policies

Goal 1: Ensure land is available for industrial and commercial development, supporting the growth and diversification of the local economy.

Policy 1.1: Conduct a land use analysis: Conduct a land use analysis to identify areas of the community that are suitable for industrial development and commercial business infill. This analysis should take into consideration factors such as access to transportation infrastructure, proximity to workforce and markets, and environmental considerations.

Policy 1.2: Partner with landowners: Partner with landowners to ensure that land is available for industrial development. This could include working with landowners to sell or lease land for industrial use or working with them to develop partnerships with developers and other stakeholders.

Policy 1.3: Secure funding: Secure funding for infrastructure improvements that will be necessary to support industrial development and commercial businesses, such as road improvements or utility upgrades.

Policy 1.4: Market available land: Market available land to potential industrial and commercial tenants, including businesses that are looking to expand or relocate. This could include attending trade shows or partnering with economic development organizations to attract businesses to the community.

Goal 2: Obtain larger parcels of land that can be used for community and economic development.

Policy 2.1: Identify target areas: Identify and prioritize target areas where larger parcels of land are available for acquisition. This could include undeveloped land or underutilized properties that are suitable for community development.

Policy 2.2: Establish partnerships: Establish partnerships with local organizations, landowners, and developers to identify opportunities for land acquisition and development. This could include partnerships with affordable housing developers, park and recreation agencies, or commercial developers.
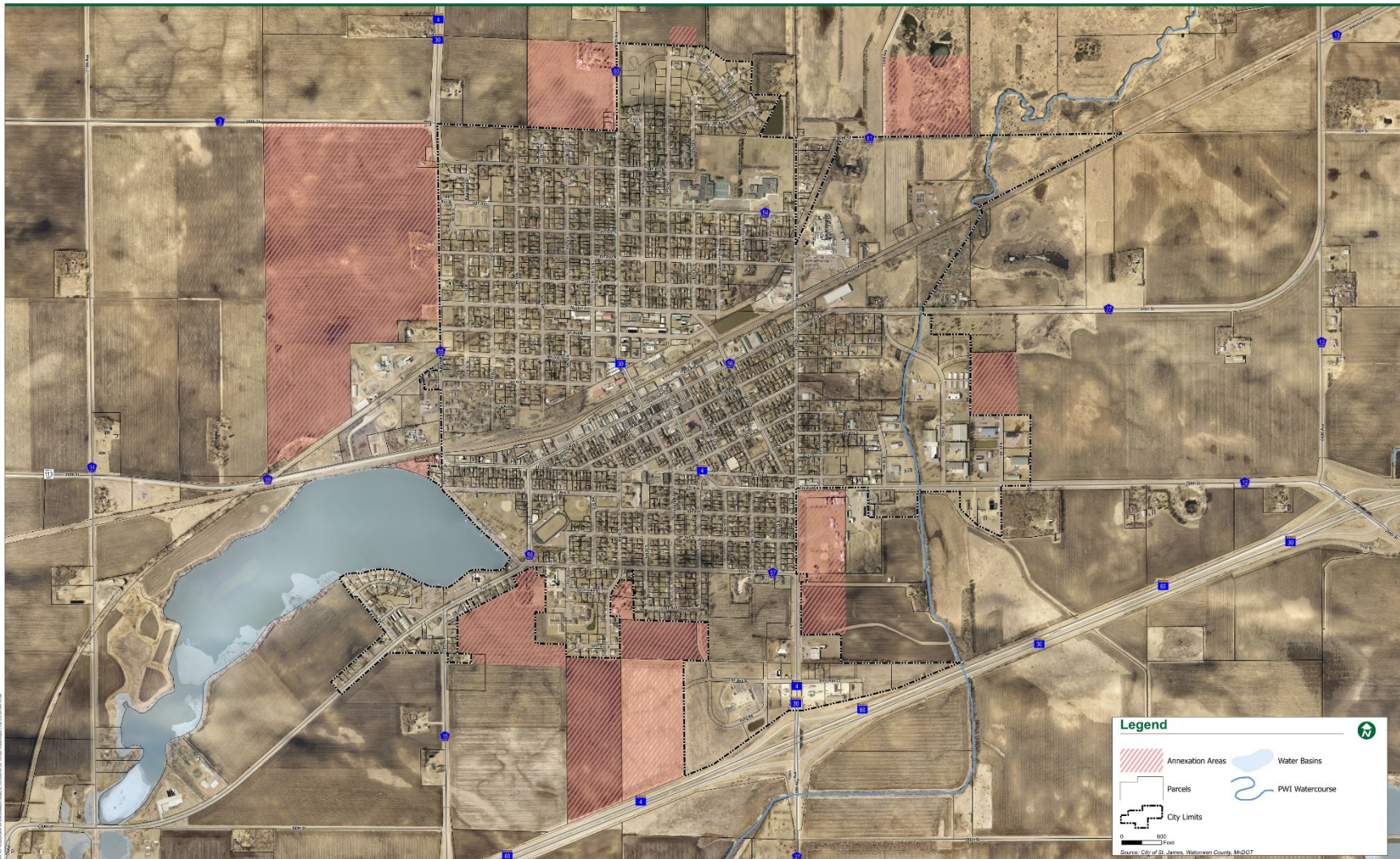
Policy 2.3: Secure funding: Secure funding for land acquisition and development, which could include grants, loans, or bond measures. It may also be possible to leverage public-private partnerships to fund land acquisition and development.

Policy 2.4: Conduct due diligence: Conduct due diligence on potential land acquisitions to ensure that the properties are suitable for community development and that there are no major environmental or legal issues that could impact the acquisition.

Annexation

The annexation map highlights the areas that may be considered for future expansion and incorporation into the community. The map delineates the boundaries of adjacent lands that could be annexed, considering factors such as growth projections, infrastructure availability, and compatibility with existing land uses. This map helps St. James plan for potential annexation and ensure a harmonious and sustainable integration of new areas into the city. Annexation will help promote access to quality healthcare services, mental health resources, and recreational facilities. St. James is prioritizing annexation of the land north of St. James Lake and west of the current city boundary for an industrial land use due to the availability of utilities and proximity to the transportation infrastructure.

Land Use Plan
City of St. James

Annexation
June 2023

BOLTON & MENK

Legend

Annexation Areas

Parcels

City Limits

Water Basins

PWI Watercourse

0   600
Feet

Source: City of St. James, Watonwan County, MnDOT

Infrastructure Goals and Policies

Goal 1: Ensure that the community has adequate public facilities and utilities to support the needs of residents and businesses.

Policy 1.1: Conduct a public facility needs assessment: Conduct a needs assessment to identify the public facilities and utilities that are necessary to support the needs of the community. This assessment should take into consideration factors such as population growth, economic development, and infrastructure aging.

Policy 1.2: Update the capital improvement plan: Update the capital improvement plan to outline the necessary upgrades, repairs, and expansions to public facilities and utilities, as well as the funding sources for these improvements and the timelines associated.

Policy 1.3: Partner with stakeholders: Partner with stakeholders, such as utility providers and other public agencies, to ensure that improvements to public facilities and utilities are coordinated and efficient.

Policy 1.4: Implement improvements: Implement improvements to public facilities and utilities according to the capital improvement plan. This may include upgrades to roads, water and sewer systems, parks, public buildings, broadband, and other facilities.

Policy 1.5: Showcase broadband as a necessary utility: Recognize the essential role of broadband in today's society, encourage infrastructure to ensure universal access to high-speed internet connectivity.

Policy 1.6: Monitor progress: Regularly monitor progress towards the goal of ensuring adequate public facilities and utilities, tracking the completion of capital improvement projects and the impact on the community.

Goal 2: Implement reconstruction projects that address aging infrastructure in the community.

Policy 2.1: Conduct an infrastructure assessment: Conduct an assessment of the community's infrastructure to identify areas where aging infrastructure is a concern. This could include roads, bridges, water and sewer systems, and other public facilities.

Policy 2.2: Prioritize projects: Prioritize reconstruction projects based on the severity of the aging infrastructure, the potential impact on the community, and the availability of funding.
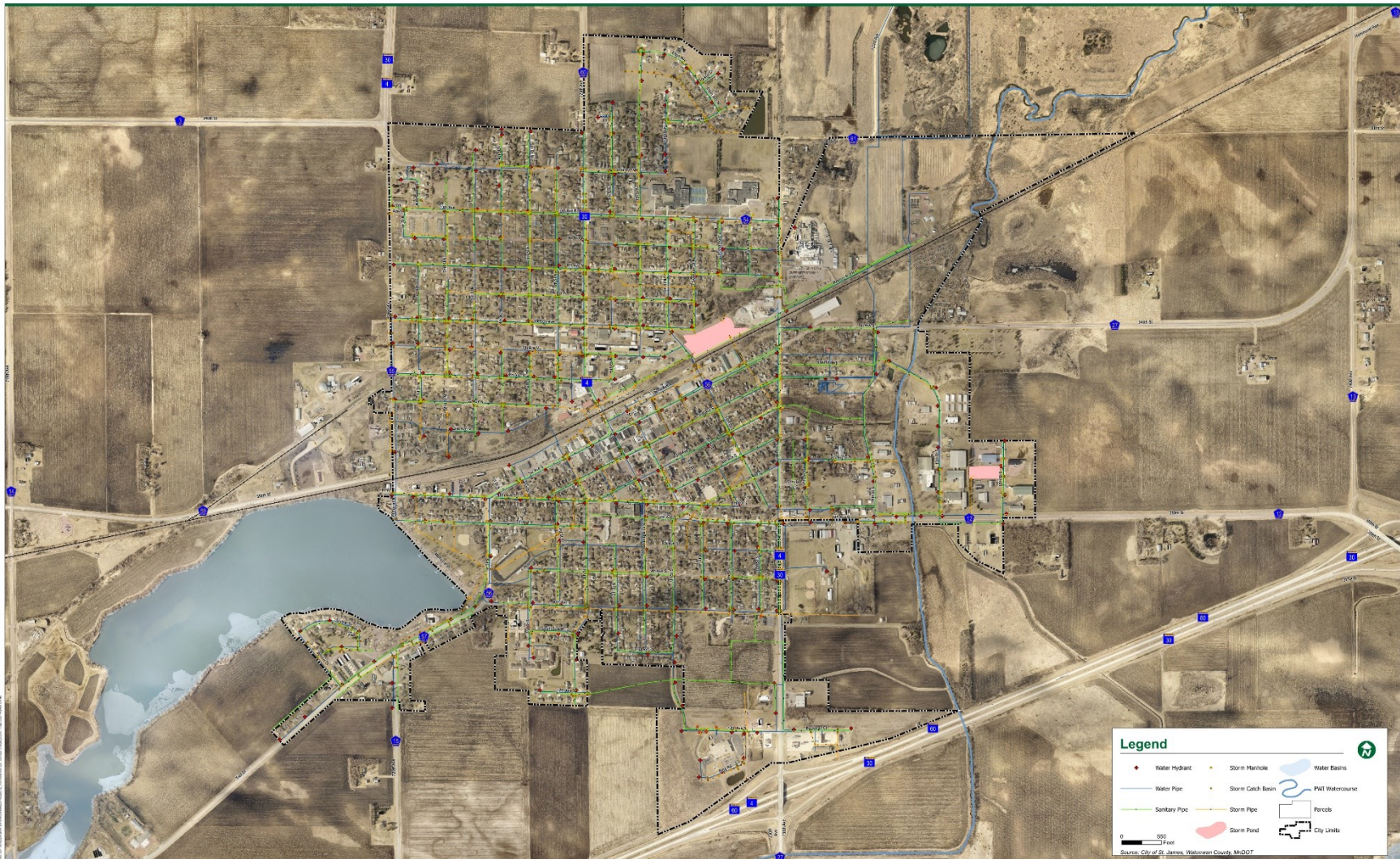
Policy 2.3: Secure funding: Secure funding for necessary infrastructure improvements, which could include grants, loans, or bond measures. It may also be possible to leverage public-private partnerships to fund these improvements.

Policy 2.4: Implement reconstruction projects: Implement reconstruction projects according to the capital improvement plan. This may include upgrades to roads, bridges, water and sewer systems, broadband, and other public facilities.

Infrastructure

The infrastructure map highlights the critical facilities and systems that underpin the community's functionality. It visually presents the key elements, including water supply networks, wastewater treatment facilities, stormwater management systems, utilities, and public services, across St. James. By visualizing this comprehensive infrastructure network, the city can pinpoint areas for improvement, expansion, and integration of sustainable practices to enhance efficiency and bolster the community's resilience. St. James has capacity to support growth in several locations, specifically the south-central portion directly west of the hospital and land west of the existing boundary north of St. James Lake.

Legend

Water Hydrant	Storm Manhole	Water Basins
Water Pipe	Storm Catch Basin	PWI Watercourse
Sanitary Pipe	Storm Pipe	Parcels
	Storm Pond	City Limits

Source: City of St. James, Watonwan County, MnDOT

Transportation Goals and Policies

Goal 1: Improve workforce transportation to increase access to job opportunities and reduce transportation-related costs for employees.

Policy 1.1: Conduct a workforce transportation needs study: Conduct a comprehensive assessment of the current transportation needs of the workforce, including identifying existing transportation options and barriers, and assessing the demand for additional transportation services.

Policy 1.2: Develop tailored transportation solutions: Develop tailored transportation solutions that meet the needs of different workforce groups, such as shift workers, part-time workers, and low-income workers.

Policy 1.3: Improve transportation infrastructure: Improve the transportation infrastructure in the region, including roads, bridges, and implementing bike lanes with adequate safety design where appropriate.

Policy 1.4: Partner with employers: Work with local employers to promote transportation options for their workers, including encouraging using sustainable transportation options such as biking, walking, and public transit. Utilizing the transportation and existing land use map can help provide insight to which employers may be best suited for a partnership.

Policy 1.5: Promote public-private partnerships: Develop public-private partnerships to support transportation initiatives, including seeking funding for transportation infrastructure and programs, and developing innovative transportation solutions.

Goal 2: Enhance multiple modes of transportation with the aim of improving accessibility and promoting sustainability.

Policy 2.1: Maintain a street, sidewalk and traffic count database to inform transportation decisions.

Policy 2.2: Conduct a detailed analysis of the existing transportation system in St. James, identify gaps and inefficiencies, and develop a comprehensive transportation plan that addresses the needs of all stakeholders.

Policy 2.3: Increase attainability and availability to transportation to multi-cultural and underrepresented groups

Policy 2.4: Enhance multimodal transit options: Implement strategies to increase the availability and usage of alternative transportation modes such as biking, walking, and micro-mobility options like scooters or electric bikes. This can be achieved by creating designated bike lanes, pedestrian-friendly infrastructure, and establishing bike-sharing or scooter-sharing programs in collaboration with private entities.

Goal 3: Increase walking as a mode of transportation, with the aim of expanding transportation access and improving community health.

Policy 3.1: Improve pedestrian infrastructure: Enhance the quality and safety of pedestrian infrastructure, including sidewalks, crosswalks, and pedestrian crossings. This could include repairing or building new sidewalks, improving street lighting, and installing pedestrian-friendly features such as benches and shade structures.

Policy 3.2: Promote active transportation: Encourage residents to use walking as a primary mode of transportation by promoting the health benefits of walking, providing incentives for active transportation, and educating residents on the importance of reducing vehicle emissions.

Policy 3.3: Create walkable neighborhoods: Design neighborhoods to be more walkable by improving connectivity between residential areas, schools, parks, and commercial areas. This could include creating safe and direct routes for pedestrians, reducing the number of barriers such as highways and railways, and ensuring that walking paths are accessible to all residents by designing within ADA guidelines.

Policy 3.4: Encourage local businesses to support walking and non-motorized modes of transportation: Encourage local businesses to provide amenities such as bike racks, pedestrian-friendly storefronts, and outdoor seating areas. This could help to create a more vibrant and walkable/bikeable commercial district, encouraging more residents to walk as a primary mode of transportation.

Goal 4: Work with MnDOT to leverage St. James' proximity to Highway 60 to increase transportation access, promote economic development, and improve quality of life for residents.

Policy 4.1: Conduct a transportation analysis: Conduct an analysis of the transportation infrastructure in the area, including the highway and local roads, to identify opportunities for improvement and to determine the transportation needs of residents and businesses.

Policy 4.2: Implement transportation infrastructure improvements: Implement infrastructure improvements such as adding safe bike lanes and constructing pedestrian walkways. These improvements should aim to provide safe and accessible transportation options for residents and businesses.

Goal 5: Enhance local scenic thoroughfares through façade improvements.

Policy 5.1: Introduce a program that offers financial incentives, such as tax breaks or grants, to building owners who invest in façade maintenance, restoration, or beautification projects.

Policy 5.2: Encourage façade design guidelines for buildings along Armstrong Boulevard N, Armstrong Boulevard S, 7th Street South, and 1st Avenue South.

Policy 5.3: Launch a public awareness and funding campaign to educate residents, business owners, and visitors about the importance of maintaining building façades in preserving the charm and character of the local scenic thoroughfares.

Recreation and Pedestrian Systems Goals and Policies

Goal 1: Implement new pedestrian facilities, providing safe and available walking routes for residents and visitors in the community.

Policy 1.1: Conduct a pedestrian safety assessment: Conduct a pedestrian safety assessment to identify areas where new facilities are needed and prioritize areas based on the level of need.

Policy 1.2: Establish design guidelines: Establish design guidelines that ensure new pedestrian facilities are safe, accessible, and aesthetically pleasing. This could include guidelines for crosswalk design, sidewalk materials, and lighting.

Policy 1.3: Secure funding: Secure funding for implementing new pedestrian facilities, which could include grants, partnerships with local businesses and residents, or bond measures.

Policy 1.4: Construct new facilities: Encourage construction of new pedestrian facilities, which could include sidewalks, crosswalks, pedestrian signals, and other safety features. The transportation map can act as a current assessment of transportation facilities.

Goal 2: Improve existing pedestrian facilities, making them safer and more available for residents and visitors.

Policy 2.1: Conduct a pedestrian safety audit: Conduct a pedestrian safety audit to identify areas where existing pedestrian facilities need improvement, such as sidewalks, crosswalks, and pedestrian signals.

Policy 2.2: Implement improvements: Implement improvements to existing pedestrian facilities, which could include repairing sidewalks, installing new crosswalks, or adding pedestrian signals.

Policy 2.3: Promote pedestrian safety: Promote pedestrian safety through education campaigns that raise awareness of the importance of pedestrian safety and provide tips for safe walking practices.

Transportation

The city is connected to major destinations through U.S. Highway 60, which serves as an east-west link, and Minnesota Highway 4, a significant north-south route. The city serves as a major agricultural shipping point for the region, providing farmers with access to global markets through rail transport, with the potential to expand existing distribution of products. Highways 4 and 60 provide robust networks and traffic to support commercial and industrial land use. St. James has an expansive sidewalk and trail network to connect residents to commercial land uses and encourage active living. New sidewalk construction can be identified based on the map to support new pedestrian facilities and to further connect the community and make it accessible. The map can be used to identify suitable EV charging stations based on connectivity and proximately to major thoroughfare such as highway 4, 30 and 60 as well as county road 27 to attract traffic inside city limits.

Land Use Plan
City of St. James

ST. JAMES

Transportation
July 2023

BOLTON & MENK

Legend

Source: City of St. James, Watonwan County, MnDOT

Housing Goals and Policies

Goal 1: Increase the availability of multi-family housing in St. James to provide more affordable housing options and promote a more diverse and inclusive community.

Policy 1.1: Identify suitable locations: Identify suitable locations in the town where multi-family housing could be developed, considering factors such as zoning, accessibility to amenities, and infrastructure availability. Near the hospital, the north side of St. James, and northeast of St. James Lake can support multi-family development.

Policy 1.2: Review regulations: Review local regulations to allow for the development of multi-family housing improvements of nonconforming structures. Work with local authorities to amend regulations to encourage multi-family housing development. Amend regulations to allow improvements of nonconforming lots and structures to renew blighted housing.

Policy 1.3: Foster partnerships: Foster partnerships with developers and investors to encourage investment in multi-family housing development in the town. This could include offering incentives for developers, such as tax breaks, reduced infrastructure connection costs, establishment of a land trust or expedited permit processes.

Policy 1.4: Promote mixed-income housing: Promote the development of mixed-income housing to ensure that the town's housing stock is diverse and inclusive. This could include offering subsidies or other incentives to developers who agree to include affordable units in their projects.

Policy 1.5: Engage with the community: Engage with the community to promote the benefits of multi-family housing, address concerns, and gather feedback. This could include hosting public meetings, conducting surveys, and working with local organizations to raise awareness.

Goal 2: Rehabilitate the existing housing stock in St. James, promoting sustainable development and improving housing quality for residents.

Policy 2.1: Conduct a housing needs assessment: Conduct an analysis of the existing housing stock in the town, identifying homes that are in need of rehabilitation and determining the most urgent priorities.

Policy 2.2: Develop a rehabilitation plan: Develop a comprehensive rehabilitation plan that outlines strategies for rehabilitating the identified homes. This plan should include timelines, cost estimates, and strategies for financing rehabilitation projects.

Policy 2.3: Leverage financing options: Leverage financing options, such as grants, loans, and tax incentives, to support rehabilitation projects. This could include working with local and state agencies to secure funding or partnering with private investors to finance rehabilitation projects.

Policy 2.4: Build partnerships: Build partnerships with local organizations, such as non-profits, community groups, housing authorities and job training programs, to help identify eligible homeowners and provide support for the rehabilitation process.

Policy 2.5: Promote sustainable development: Promote sustainable development by incorporating energy-efficient and environmentally friendly features into the rehabilitation process. This could include installing solar panels, improving insulation, and promoting the use of sustainable materials.

Goal 3: Establish public and private partnerships to improve and innovate housing in the community, ensure infill development, and connect developers with shovel ready lots.

Policy 3.1: Identify potential partners: Identify potential public and private partners, including non-profit organizations, developers, and government agencies, that share the goal of elevating housing standards in the community.

Policy 3.2: Foster collaboration: Foster collaboration among partners, working together to identify housing needs and develop strategies for addressing them. This could include joint planning, funding, and project implementation.

Policy 3.3: Promote affordable housing: Promote the development of affordable housing options, including rental and homeownership opportunities, to ensure that all residents have access to safe and affordable housing.
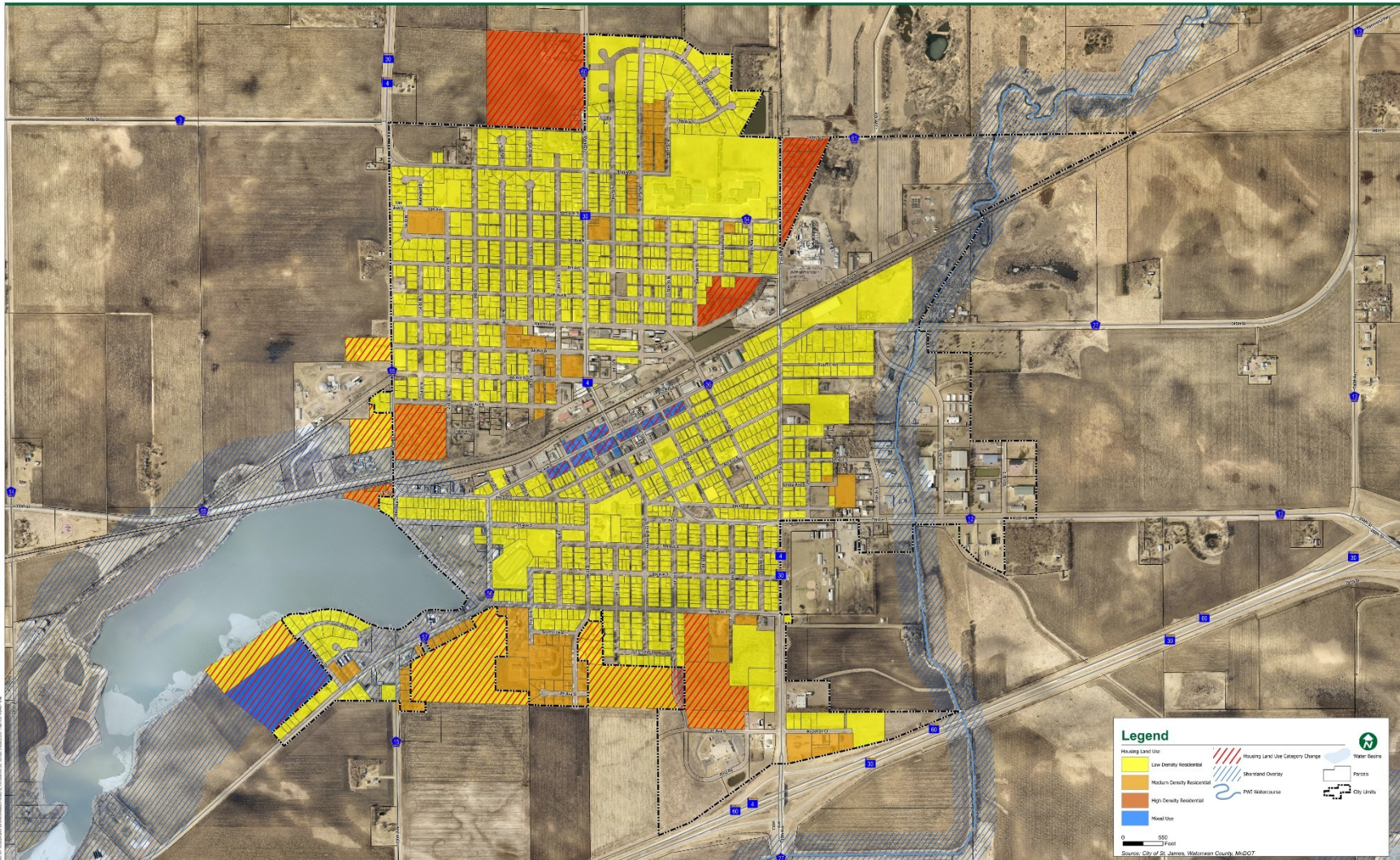
Policy 3.4: Enhance housing quality: Enhance the quality of housing stock in the community through renovation, rehabilitation, and new construction. This could include incorporating energy-efficient and environmentally friendly features into housing development.

Policy 3.5: Improve attainability and availability: Improve housing options for residents with disabilities or special needs, ensuring that housing is safe and accessible for all residents.

Policy 3.6: Consider non-traditional housing options: Consider alternative housing constructions and options such as 3D concrete homes, manufactured homes, tiny homes, and other emerging options.

Housing

The housing map offers a comprehensive view of residential areas throughout the community, including potential locations for future development or increased population densities. The map effectively showcases various housing types, densities, and affordability levels across different neighborhoods. Through careful analysis of this map, St. James can pinpoint opportunities for housing development, address any deficiencies in affordable housing, and ensure fair and inclusive access to housing options for all residents. The housing map introduces a new land use category for High Density Residential to better accommodate workforce and affordable housing.

Land Use Plan
City of St. James

Housing
July 2023

BOLTON & MENK

Legend

Housing Land Use

Low Density Residential
Medium Density Residential
High Density Residential
Mixed Use

Housing Land Use Category Change
Shoreland Overlay
PWI Watercourse

Water Basins
Parcels
City Limits

0   550
Feet

Source: City of St. James, Watonwan County, MnDOT

Economic Development Goals and Policies

Goal 1: Expand industrial land and businesses in the community, promoting economic growth and job creation.

Policy 1.1: Identify suitable locations: Identify suitable locations for industrial land expansion, taking into consideration factors such as proximity to transportation, availability of utilities, and zoning regulations. The northwest edge of St. James has been identified for annexation of industrial land.

Policy 1.2: Develop infrastructure: Develop necessary infrastructure, such as roads, utilities, and drainage systems, to support industrial land expansion.

Policy 1.3: Encourage façade improvements and wayfinding signage in English and Spanish to support aesthetics and local businesses along Armstrong Boulevard N, Armstrong Boulevard S, 7th Street South, and 1st Avenue South.

Policy 1.4: Streamline permitting processes: Streamline permitting processes to make it easier for businesses to establish themselves in the community. This could include establishing a one-stop shop for permit applications and reducing the time it takes to receive permits.

Policy 1.5: Market the community: Market the community as an attractive location for businesses, highlighting St. James' unique features and competitive advantages.

Policy 1.6: Foster partnerships: Foster partnerships between local businesses, government agencies, multicultural organizations, and economic development organizations to support industrial land expansion and job creation. This could include offering incentives to businesses that establish themselves in the community or providing training and support for local entrepreneurs.

Goal 2: Revitalize and retain commercial businesses, promoting a vibrant and thriving local economy.

Policy 2.1: Conduct a commercial inventory: Conduct an inventory of existing commercial businesses in the community. Downtown has been identified as a centralized commercial corridor.

Policy 2.2: Develop a revitalization plan: Develop a comprehensive revitalization plan that outlines strategies for supporting existing businesses and attracting new ones. This plan should include timelines, cost estimates, and strategies for financing revitalization projects.

Policy 2.3: Promote local shopping: Promote local shopping by encouraging residents to support local businesses through targeted marketing campaigns and community events. The mixed use land use category will help support local shopping by allowing residents to be in proximity to goods and services.
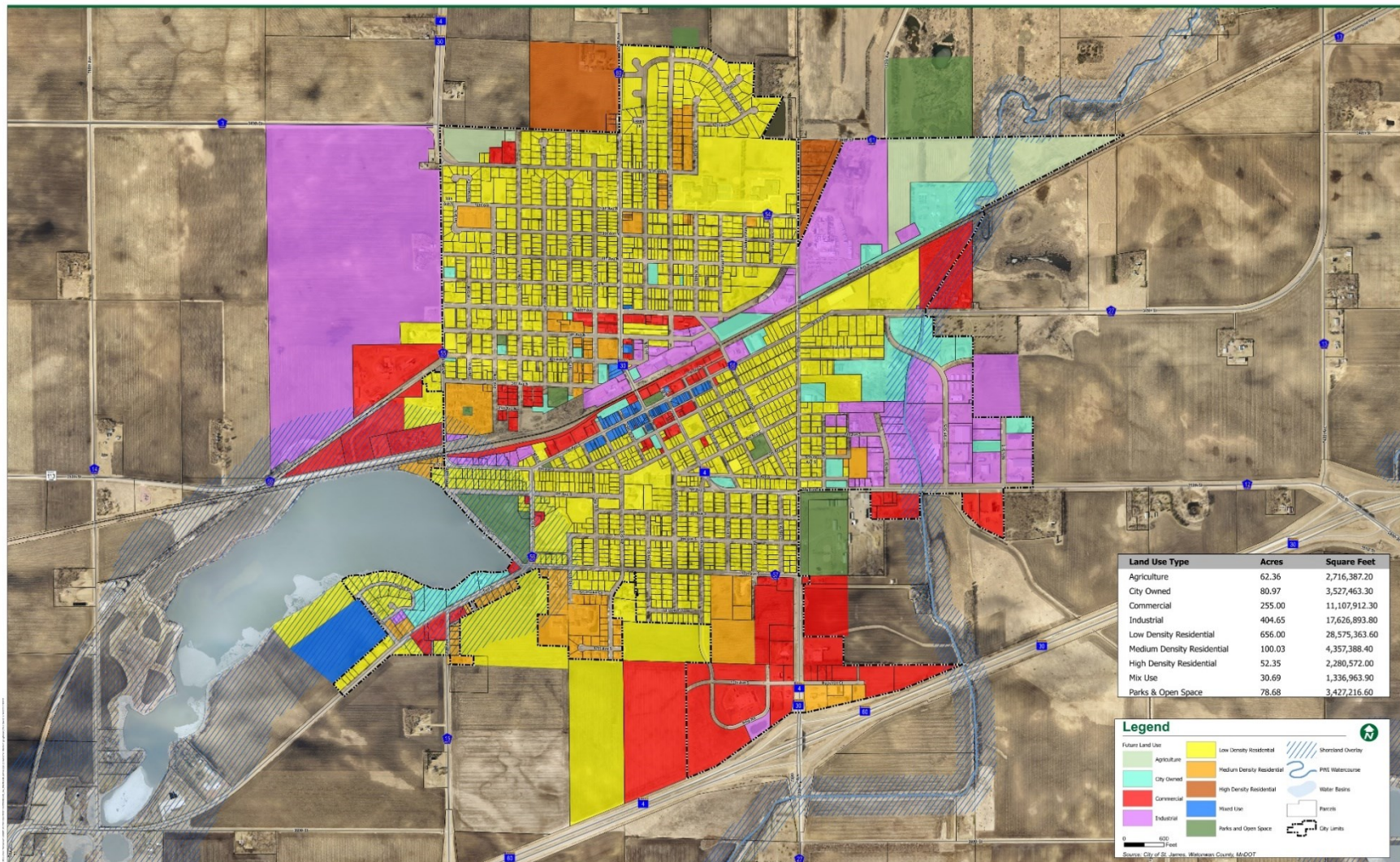
Policy 2.4: Provide business assistance: Provide assistance to existing businesses, such as marketing support, financing, and technical assistance, to help them grow and thrive.

Policy 2.5: Attract new businesses: Attract new businesses to the community by promoting its unique features, offering incentives to new businesses, and providing support for entrepreneurs

Future Land Use

The future land use map illustrates the envisioned distribution of land for various purposes, including residential, commercial, industrial, and open spaces. This map plays a critical role in guiding decision-makers, developers, and the community to achieve a cohesive and balanced development pattern. The future land use map outlines the collective vision for desired development patterns and land use allocations in the upcoming 10 years. Mixed use was enlarged downtown to support different types of commercial and residential ratios. More industrial and commercial land is suggested near the major streets to support economic development policies. While, High Density Residential was created as a new use to support workforce and affordable housing. This map is a valuable tool in guiding future land use decisions, zoning regulations, and development policies, ultimately contributing to vision of St. James.

Land Use Type	Acres	Square Feet
Agriculture	62.36	2,716,387.20
City Owned	80.97	3,527,463.30
Commercial	255.00	11,107,912.30
Industrial	404.65	17,626,893.80
Low Density Residential	656.00	28,575,363.60
Medium Density Residential	100.03	4,357,388.40
High Density Residential	52.35	2,280,572.00
Mix Use	30.69	1,336,963.90
Parks & Open Space	78.68	3,427,216.60

Implementation Matrix

The implementation matrix is a crucial component of the land use plan, providing a systematic approach to translating the goals, policies, and strategies into actionable steps and timelines.

By breaking down the implementation process into manageable tasks, the matrix facilitates coordination among various stakeholders, including government agencies, community organizations, developers, and residents. It promotes transparency, accountability, and collaboration in the implementation process. The matrix also helps prioritize actions based on their urgency, feasibility, and potential impact. It ensures that critical tasks are given appropriate attention and resources, fostering an efficient and effective implementation process.

The implementation matrix consists of a comprehensive list of goals and recommendations to implement respective policies. Each recommendation is accompanied by specific details, including responsible parties, potential partners, funding sources, anticipated term, and a priority level.

The terms include short-, mid-, and long-term timelines for implementation. "Short term" refers to a timeframe of 1-2 years, "mid-term" denotes a period of 2-5 years, and "long-term" encompasses plans and actions that extend beyond 5 years. The different term lengths indicate the duration from the beginning to the completion of an accomplished goal.

The determination of the three priority levels in the land use plan was a result of valuable input and insights provided by the steering committee. The priorities range from low to medium to high. Term periods refer to specific timeframes for implementing goals, from start to finish, while priority levels indicate the relative importance or urgency of specific actions or initiatives within those timeframes as determined three steering committee workshops. Priorities were assessed based on the number of times a certain policy was identified as desirable for the community.

To effectively guide progress and adapt strategies, regular monitoring and updating of the implementation matrix are essential. This ensures that the land use plan remains flexible and responsive to changing community needs, evolving conditions, and emerging opportunities.

The implementation matrix serves as a structured framework to transform the aspirations and policies of the land use plan into tangible outcomes. It becomes a practical tool for decision-making, resource allocation, and coordinated efforts, ensuring the successful realization of the community's vision for inclusive and well-planned growth.

Sustainability and Resiliency – see p.10

Goal	Recommendation	Lead Entity	Other Partners	Funding	Term	Priority
Goal 1: Become a sustainability leader and model for regional rural communities in order to promote sustainable practices, reduce carbon emissions, and improve the quality of life for residents.	1.1 Promote renewable energy	City and Utility partners		The Environmental Justice Government-to-Government Program (EJG2G), PACE, Rural Energy for America Program	Ongoing	Low
	1.2 Reduce waste	City and Utility partners	All departments	Environmental Assistance Grant: Waste Reduction and Reuse Grant	Long	Low
	1.3 Utilize energy efficient resources and building practices	City and Utility partners	Fire, Light, Parks and Recreation, Public Utilities	Guaranteed Energy Savings Program (GESP)	Ongoing	Low
	1.4 Promote sustainable transportation	City and MnDOT		Environmental Assistance Grant: Waste Reduction and Reuse Grant	Ongoing	Low
	1.5 Develop community partnerships	City and community organizations	Economic Development Agency		Short	High
	1.6 Educate and engage residents	City and community organizations			Mid	Medium
Goal 2: Increase access to electric vehicle (EV) charging stations, with the aim of promoting the adoption of	2.1 Conduct an assessment of charging needs	City		Environment and Natural Resources Trust Fund (ENRTF)	Mid	Low

electric vehicles and reducing greenhouse gas emissions from transportation.	2.2 Encourage installation of charging stations	Economic Development Agency	Planning and Zoning, Light Department	Environment and Natural Resources Trust Fund (ENRTF), MnDOT, NEVI	Long	Low
	2.3 Promote EV adoption	City	Economic Development Agency, Great Plains Institute	Electric Vehicle (EV) Fast Charging Station Grants	Mid	Low
	2.4 Ensure accessibility and affordability	City	Economic Development Agency		Long	Medium
	2.5 Provide ongoing maintenance and support	Public Utilities	Planning and Zoning	Electric Vehicle (EV) Fast Charging Station Grants	Ongoing	Low
Goal 3: Foster a resilient community by strengthening human capital and enhancing community well-being.	3.1 Enhance access to educational opportunities and lifelong learning	City		Environment and Natural Resources Trust Fund (ENRTF)	Ongoing	High
	3.2 Support community health and well-being	City and community partners			Ongoing	High

Growth and Development – see page 13

Goal	Recommendation	Lead Entity	Other Partners	Funding	Term	Priority
Goal 1: Ensure land is available for industrial and commercial development, supporting the growth and diversification of the local economy.	1.1 Conduct a land use analysis to identify areas of the community that are suitable for industrial development	City		Small Community Planning Grants for Stormwater, Wastewater, and Community Resilience	Short	Medium

Goal	Recommendation	Lead Entity	Other Partners	Funding	Term	Priority
	1.2 Partner with landowners	City			Ongoing	High
	1.3 Secure funding for infrastructure improvements	Economic Development Agency	Planning and Zoning	Good Neighbor Citizenship Company Grants	Ongoing	High
	1.4 Market available land	City	Economic Development Agency		Ongoing	Medium
Goal 2: Obtain larger parcels of land that can be used for community and economic development.	2.1 Identify target areas	City			Short	Medium
	2.2 Establish partnerships with local organizations, landowners, and developers	City	Economic Development Agency		Short	High
	2.3 Secure funding for land acquisition	Economic Development Agency		Good Neighbor Citizenship Company Grants	Mid	High
	2.4 Conduct due diligence	City			Ongoing	Low

Infrastructure – see page 15

Goal	Recommendation	Lead Entity	Other Partners	Funding	Term	Priority
Goal 1: Ensure that the community has adequate public facilities and utilities to support the needs of residents and businesses.	1.1 Conduct a public facility needs assessment	City			Mid	Low
	1.2 Update the capital improvement plan	Economic Development Agency	Planning and Zoning	State Capital Budget System	Long	Low
	1.3 Partner with stakeholders	City			Ongoing	Medium
	1.4 Implement improvements	Public Utilities	Planning and Zoning	Demolition Loan Program	Long	Low
	1.5 Showcase broadband as a necessary public utility	City	Public Utilities	Border-to-Border Broadband	Mid	Medium

				Development Grant		
	1.6 Monitor progress.	City			Ongoing	Low
Goal 2: Implement reconstruction projects that address aging infrastructure in the community.	2.1 Conduct an infrastructure assessment	City		Demolition Loan Program	Mid	Low
	2.2 Prioritize projects	City			Short	Low
	2.3 Secure funding for necessary infrastructure improvements	Economic Development Agency		Credit Enhancement Program	Ongoing	High
	2.4 Implement reconstruction projects	City	Public Utilities, Street Department		Ongoing	Low

Transportation – see page 17						
Goal	Recommendation	Lead Entity	Other Partners	Funding	Term	Priority
Goal 1: Improve workforce transportation to increase access to job opportunities and reduce transportation-related costs for employees	1.1 Conduct a workforce transportation needs study	Partnership City and local employers	Street Department		Short	Medium
	1.2 Develop tailored transportation solutions	City	Street Department	Advanced Transportation Technology and Innovation Program (ATTAIN)	Long	Low
	1.3 Improve transportation infrastructure	City	Street Department, Economic Development Agency	Advanced Transportation Technology and Innovation Program (ATTAIN), Rebuilding American	Ongoing	Low

				Infrastructure with Sustainability and Equity Program (RAISE)		
	1.4 Partner with employers	City	Economic Development Agency		Ongoing	Low
	1.5 Promote public-private partnerships	City	Economic Development Agency, County, State, Local Employers		Mid	Low
Goal 2: Enhance multiple modes of transportation with the aim of improving accessibility and promoting sustainability	2.1 Maintain a street, sidewalk and traffic count database to inform transportation decisions.	City	Street Department	Minnesota Active Transportation State Infrastructure Program, Rebuilding American Infrastructure with Sustainability and Equity Program (RAISE)	Ongoing	Low
	2.2 Conduct a detailed assessment and analysis of the existing transportation system	City			Short	Medium
	2.3 Increase attainability and availability to transportation to multi-cultural and underrepresented groups	City	Economic Development Agency	Rebuilding American Infrastructure with Sustainability and Equity Program (RAISE)	Short	High
	2.4 Enhance multimodal transit options	City	Economic Development Agency	AARP Community Challenge Grant, America Walks Community	Long	Low

				Change Grants, Transportation Alternatives (TA) Solicitation – Greater Minnesota		
Goal 3: Increase walking as a mode of transportation, with the aim of expanding transportation access and improving community health.	3.1 Improve pedestrian infrastructure	City	Street Department	America Walks Community Change Grants, MnDOT Active Transportation, MnDOT Safe Routes to School, MnDOT Transportation Alternatives Program	Short	Low
	3.2 Promote active transportation	City		America Walks Community Change Grants	Ongoing	Low
	3.3 Create walkable neighborhoods	City		AARP Community Challenge Grant	Mid	Low
	3.4 Encourage local businesses to support walking and non-motorized modes of transportation	Economic Development Agency	Planning and Zoning	Transportation Alternatives (TA) Solicitation – Greater Minnesota	Ongoing	Medium
Goal 4: Work with MnDOT to leverage St. James' proximity to Highway 60 to increase transportation access, promote economic development, and improve quality of life for residents	4.1 Conduct a transportation analysis	City		Small Cities Development Program (SCDP)	Short	Low
	4.2 Implement transportation infrastructure improvements	City	Economic Development Agency, MnDOT, Planning and Zoning	Rebuilding American Infrastructure with Sustainability and Equity Program (RAISE)	Long	Low

Goal 5: Enhance local scenic thoroughfares through façade improvements	5.1 Introduce a program that offers financial incentives	Economic Development Agency		Small Cities Development Program (SCDP), St. James Commercial Revitalization Program	Short	Medium
	5.2 Encourage façade design guidelines for buildings along Armstrong Avenue S, 7th Avenue South, and 1st Street South.	City	Street Department	Small Cities Development Program (SCDP), St. James Commercial Revitalization Program	Mid	High
	5.3 Launch a public awareness and funding campaign about the importance of maintaining building façades	City	Economic Development Agency		Mid	Low

Recreation and Pedestrian Systems – see page 19						
Goal	Recommendation	Lead Entity	Other Partners	Funding	Term	Priority
Goal 1: Implement new pedestrian facilities, providing safe and available walking routes for residents and visitors in the community.	1.1 Conduct a pedestrian safety assessment	City	Parks and Recreation, Street Department	Outdoor Recreation Grant Program	Short	Low
	1.2 Establish design guidelines	City	Parks and Recreation	See Winnebago housing study for ADA sidewalk funding	Short	Medium
	1.3 Secure funding	Economic Development Agency	Planning and Zoning	Outdoor Recreation Grant Program	Ongoing	Medium
	1.4 Encourage construction of new pedestrian facilities	City	Economic Development Agency	Federal Recreational Trail Program	Ongoing	Low

Goal 2: Improve existing pedestrian facilities, making them safer and more available for residents and visitors.	2.1 Conduct a pedestrian safety audit	City	Parks and Recreation		Mid	Low
	2.2 Implement improvements	City	Economic Development Agency, Parks and Recreation, Street Department	AARP Community Challenge Grant	Long	Low
	2.3 Promote pedestrian safety	City	Parks and Recreation	Federal Recreational Trail Program, Local Trail Connections Program	Ongoing	Low

Housing – see page 21						
Goal	Recommendation	Lead Entity	Other Partners	Funding	Term	Priority
Goal 1: Increase the availability of multi-family housing in St. James to provide more affordable housing options and promote a more diverse and inclusive community.	1.1 Identify suitable locations	City		Demolition Loan Program	Short	Medium
	1.2 Review regulations	City			Short	High
	1.3 Foster partnerships	City	Economic Development Agency, Housing Developers	Good Neighbor Citizenship Company Grants	Ongoing	High
	1.4 Promote mixed-income housing	City Planning and Zoning		AARP Community Challenge Grant, Workforce Housing Development Program Grants	Short	Medium
	1.5 Engage with the community	City			Short	Medium

Goal 2: Rehabilitate the existing housing stock in St. James, promoting sustainable development and improving housing quality for residents.	2.1 Conduct a housing and needs assessment	City or consultant		Good Neighbor Citizenship Company Grants	Short	Low
	2.2 Develop a rehabilitation plan	City		Redevelopment Grant Program	Mid	Medium
	2.3 Leverage financing options	Economic Development Agency	City	Workforce Housing Development Program Grants, Small Cities Development Program, St. James Fix-Up RLF	Mid	High
	2.4 Build partnerships with local organizations	Economic Development Agency	City		Ongoing	High
	2.5 Promote sustainable development	City			Ongoing	Low
Goal 3: Establish public and private partnerships to improve and innovate housing in the community, ensure infill development, and connect developers with shovel ready lots.	3.1 Identify potential partners	Economic Development Agency	City		Short	High
	3.2 Foster collaboration	City and Community			Ongoing	Medium
	3.3 Promote affordable housing	City	Economic Development Agency	Workforce Housing Development Program Grants	Ongoing	High
	3.4 Enhance housing quality	City		Redevelopment Grant Program, Small Cities Development Program, St. James Fix-Up RLF	Long	High
	3.5 Improve attainability and availability	City		Workforce Housing	Long	High

			Development Program Grants		
3.6 Consider non-traditional housing options	City	Fire and Public Utilities	Good Neighbor Citizenship Company Grants	Mid	Low

Economic Development – see page 24

Goal	Recommendation	Lead Entity	Other Partners	Funding	Term	Priority
Goal 1: Expand land and businesses in the community, promoting economic growth and job creation.	1.1 Identify suitable locations	City		Economic Adjustment Assistance, Demolition Loan Program	Short	High
	1.2 Develop infrastructure	City and developers	Economic Development Agency, Public Utilities	Innovative Business Development Public Infrastructure	Long	Medium
	1.3 Encourage façade improvements and wayfinding signage in English and Spanish	Economic Development Agency	Planning and Zoning		Mid	High
	1.4 Streamline permitting processes	City			Mid	Low
	1.5 Market the community	City	Economic Development Agency	Good Neighbor Citizenship Company Grants	Ongoing	Medium
	1.6 Foster partnerships	Economic Development Agency	Planning and Zoning		Ongoing	Medium
Goal 2: Revitalize and retain commercial businesses,	2.1 Conduct a commercial inventory	Economic Development Agency			Short	Low

promoting a vibrant and thriving local economy.	2.2 Develop a revitalization plan	City	Economic Development Agency	Economic Adjustment Assistance	Long	Medium
	2.3 Promote local shopping	Economic Development Agency			Ongoing	Medium
	2.4 Provide business assistance	Economic Development Agency	Small Business Development Center	Innovative Business Development Public Infrastructure	Ongoing	High
	2.5 Attract new businesses	Economic Development Agency	Planning and Zoning	Innovative Business Development Public Infrastructure	Mid	High