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**DAVENPORT - ROCK ISLAND - MOLINE  
URBANIZED AREA TRANSPORTATION STUDY**

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**INTERIM REPORT**  
**SMALL AREA FORECASTS**  
**ECONOMIC-POPULATION-LAND USE**

**DE LEUW, CATHER & COMPANY • CONSULTING ENGINEERS • CHICAGO**  
**CANDEUB, FLEISSIG AND ASSOCIATES • PLANNING CONSULTANTS • CHICAGO**

**DAVENPORT - ROCK ISLAND - MOLINE  
URBANIZED AREA TRANSPORTATION STUDY**



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DAVENPORT-ROCK ISLAND-MOLINE  
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SMALL AREA FORECASTS

DAVENPORT-ROCK ISLAND-MOLINE  
URBANIZED AREA TRANSPORTATION STUDY

The preparation of the Iowa portion of this report was financially aided through a Federal grant to the Bi-State Metropolitan Planning Commission from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended. Project No. P-49: Prepared under contract for the Iowa Development Commission under the provisions of Chapter 28, Code of Iowa, as amended.

The preparation of the Illinois portion of this report was contracted by the State of Illinois Department of Public Works and Buildings, Division of Highways. The report fulfills Illinois Interim Report No. 1 (Part 2) and No. 2 (Part 2) as specified in Illinois Work Program items 3-1, 3-2 and 3-3.

Planning Consultant: Candeub, Fleissig and Associates.

**CANDEUB, FLEISSIG AND ASSOCIATES**  
**Planning & Community Development Consultants**



September, 1969

Mr. William S. Luhman  
Executive Director  
Bi-State Metropolitan  
Planning Commission  
1504 Third Avenue  
Rock Island, Illinois 61201

Dear Mr. Luhman:

We are pleased to submit the Small Area Forecast Report for the Bi-State Metropolitan Planning Area in accordance with our contractual requirements with the Iowa Development Commission and DeLeuw, Cather and Company.

This report builds upon existing projections contained in three studies of the Bi-State Area: 1) Economic Potential Report, Moline Planning Commission; 2) Economic Base Report, Rock Island County Regional Planning Commission; 3) Research and Analysis Report, Scott County, Bi-State Metropolitan Planning Commission. These projections were accepted as indicative of the 1985 levels of activity in the Area. The report also builds upon base-year data supplied in the Research and Analysis Report and the inventories of economic population data, and land use, Interim Report 1 and 2 (Part 1), by DeLeuw, Cather and Company.

The report contains discussions of the projections at the County and Statistical Analysis District level. A description of the methodology forms a major part of the report.

The small area forecasts of socio-economic variables and land use are needed inputs to the trip generation forecast models of the transportation engineers.

Sincerely yours,

  
John Richards

SMALL AREA FORECASTS

DAVENPORT-ROCK ISLAND-MOLINE URBANIZED AREA TRANSPORTATION STUDY

TABLE OF CONTENTS

	<u>Page No.</u>
INTRODUCTION	1
Purpose of the Report	1
Scope of the Report	2
Forecast Items	2
Definitions	3
SUMMARY OF METHODOLOGY	5
STUDY AREA CONTROL TOTALS	6
Methodology	6
Employment Projections	9
Population and Dwelling Unit Projections	14
Secondary Variable Projections	16
Land Use Projections	26
SAD CONTROL TOTALS	42
Methodology	42
Employment Projections	44
Dwelling Unit and Population Projections	50
Secondary Variable Projections	53
Land Use Projections	57
ZONAL FORECASTS	62
General Methodology	62
Derivation of Primary Variables	65
Derivation of Intermediate and Secondary Variables	76

SMALL AREA FORECAST REPORT  
DAVENPORT-ROCK ISLAND-MOLINE URBANIZED AREA TRANSPORTATION STUDY

LIST OF TABLES

<u>Table No.</u>		<u>Page</u>
1	Study Area Control Totals	7
2	Study Area Land Use Control Totals	8
3	Projections of Total Employment by Place of Work	10
4	Projection of Manufacturing Employment by Place of Work	11
5	Projection of Retail Employment by Place of Work	12
6	Projection of Other Employment by Place of Work	13
7	Population Projection	15
8	Dwelling Unit Projection	17
9	Population per Dwelling Unit	18
10	Projection of Employed Residents	20
11	Projection of Automobiles Owned	21
12	Projection of Total School Enrollment	22
13	Projection of Elementary and Jr. High School Enrollment	23
14	Projection of High School Enrollment	24
15	Project of Jr. College and College Enrollment	25
16	Land Use Categories	27
17	Consumption of Land by Major Use, Study Area	28
18	Consumption of Land by Major Use, Scott County	29
19	Consumption of Land by Major Use, Rock Island County	30
20	Consumption of Land by Major Use, Colona Township	31
21	Projection of Residential Land Use	33
22	Projection of Retail Land Use	35
23	Projection of Service Land Use	36
24	Projection of Manufacturing Land Use	38
25	Projection of Transportation, Communication and Utilities Land Use	39
26	Projection of Public Land Use	41
27	SAD Forecast Worksheet	45

LIST OF TABLES (CONT'D)

<u>Table No.</u>		<u>Page</u>
28	Projection of Total Employment by SAD	46
29	Projection of Manufacturing Employment by SAD	47
30	Projection of Retail Employment by SAD	48
31	Projection of Other Employment by SAD	49
32	Projection of Dwelling Units by SAD	51
33	Projection of Population by SAD	52
34	Projection of Employed Residents by SAD	54
35	Projection of Automobiles Owned by SAD	56
36	Projections of Total School Enrollment by SAD	58
37	Land Use in Acres, by SAD	59
38	Projections of Rural Density Dwelling Units	60
39	Projections of School Enrollment by Type and Zone	78
40	Summary of Land Development by Zone	83
41	Projection of Low-Density Residential Land by Traffic Zone	84
42	Projection of High-Density Residential Land by Traffic Zone	85
43	Projections of Land Use by Type	86
44	Zonal Forecasts, all Variables	88

LIST OF FIGURES

	<u>Following Page</u>
Map - Statistical Analysis Districts	4
Map - Traffic Zones	4
Chart - Summary of Small Area Forecast Methodology	5
Map - Land Use Plan 1985	26



**INTRODUCTION**

## INTRODUCTION

### PURPOSE OF THE REPORT

This interim report contains 1985 forecasts of population, economic variables and land use at the traffic zone level for the Davenport - Rock Island - Moline Transportation Study Area (Scott County, Iowa; Rock Island County, Illinois; and Colona Township in Henry County, Illinois).

It is one of a series of interim reports prepared for the Davenport - Rock Island - Moline Transportation Study. Other reports prepared as a part of or related to this study, and upon which the forecasts in this report are based, include:

1. Interim Report No. 1 (Part 1), Economic - Population Inventories, DeLeuw, Cather and Company, 1967.
2. Interim Report No. 2 (Part 1), Land Use Inventory, DeLeuw, Cather and Company, 1968.
3. Research and Analysis Report, Scott County, Candeub, Fleissig and Associates, 1967.
4. Economic Base, Technical Studies Report Two, Rock Island County Regional Planning Commission, 1966.
5. Population, Technical Studies Report One, Rock Island County Regional Planning Commission, 1966.
6. Technical Supplement to the General Plan, Candeub, Fleissig and Associates, 1968.

The socio-economic forecasts contained in this report are necessary input for the forecasting of future trip generations and attractions in the Study Area.

A second purpose of this report is to present a detailed description of the forecast methodology. In the updating phase of the study it will be necessary to check the original projections. This report contains the record of how the original forecasts were arrived at, and provides the foundation upon which to make changes.

## SCOPE OF THE REPORT

The report covers work items 3-1, 3-2 and 3-3 of the Work Program for the Illinois portion of the Study Area, and the traffic zone allocation section of Tab K of the Scott County Manual of Procedures. It therefore covers both the Illinois and the Iowa portions of the Study Area simultaneously. This has been done because the procedures followed in both states have been generally the same.

The report's contents are in five major sections which generally follow the steps in small area forecasting.

1. A summary of the small area forecasting methodology.
2. A discussion of projections for the Study Area as a whole.
3. Projections for smaller areas of the Study Area, called Statistical Analysis Districts.\*
4. Projections by traffic zone.
5. An appendix covering that portion of Illinois Work Manual item 3-1.1 that calls for an analysis of Rock Island County's economy and economic potential.

## FORECAST ITEMS

Following is a list of the variables and land use categories which were forecast for each traffic zone in the Study Area.

### Socio-Economic Variables

1. Total employment, by zone of work (primary)
2. Manufacturing employment, by zone of work (primary)
3. Retail employment, by zone of work (primary)
4. All other employment, by zone of work (primary)
5. Dwelling Units (primary)

---

\*See "Definitions" for the meaning of this term.

6. Population (intermediate)
7. Employed residents, by zone of residence (secondary)
8. School enrollment, by zone of school (primary)
9. Automobile ownership (secondary)

#### Land Use Categories

1. Residential
2. Retail
3. Manufacturing
4. Services
5. Wholesale - Transportation, Communications and Utilities
6. Public
7. Resources and vacant

#### DEFINITIONS

The following terms may not be familiar to the reader.

#### Primary Variable

This is an item that is directly related to acres of a particular land use, or in the case of school enrollment was obtained by independent means. In the above list of socio-economic variables, school enrollment, dwelling units and employment by zone of work are primary variables. They are also known as primary activities.

#### Intermediate Variable

Population is an intermediate variable since at the SAD and zonal level it was derived from the dwelling unit projections. Population in turn was the basis for some of the secondary variables (see below).

### Secondary Variable

A secondary variable is a forecast item that is only indirectly related to land area, but which is a dependent variable of one or more primary variables. In the above list, employment of residents, and auto ownership are examples of secondary variables. Both can be derived from population.

### Base Year

Base year refers to 1964 for all Illinois variables except school enrollment which was inventoried in the Fall of 1966. Base year for the Iowa portion of the Study Area was 1966 with exception of employment which was inventoried in 1964 for the total metropolitan area. Base year is frequently referred to as 1964/66 throughout the report.

### Statistical Analysis District (SAD or District)

A SAD is an aggregation of conterminous traffic zones. SAD's are delineated upon criteria that will be discussed in the section on SAD Control Projections. Their purpose is to provide medium size geographic areas into which Study Area projections are broken. This is the intermediate step before zonal forecasts are made.

### Traffic Zones

The 312 traffic zone configuration used in this report is that which was used in transportation study inventories and preparation of the traffic model. In the travel forecasting stage, several traffic zones had to be split resulting in a 322 zone configuration. The zones which were split will be tabulated in the DeLeuw, Cather and Company interim report on Travel Patterns and Forecasts.

**SUMMARY OF METHODOLOGY**

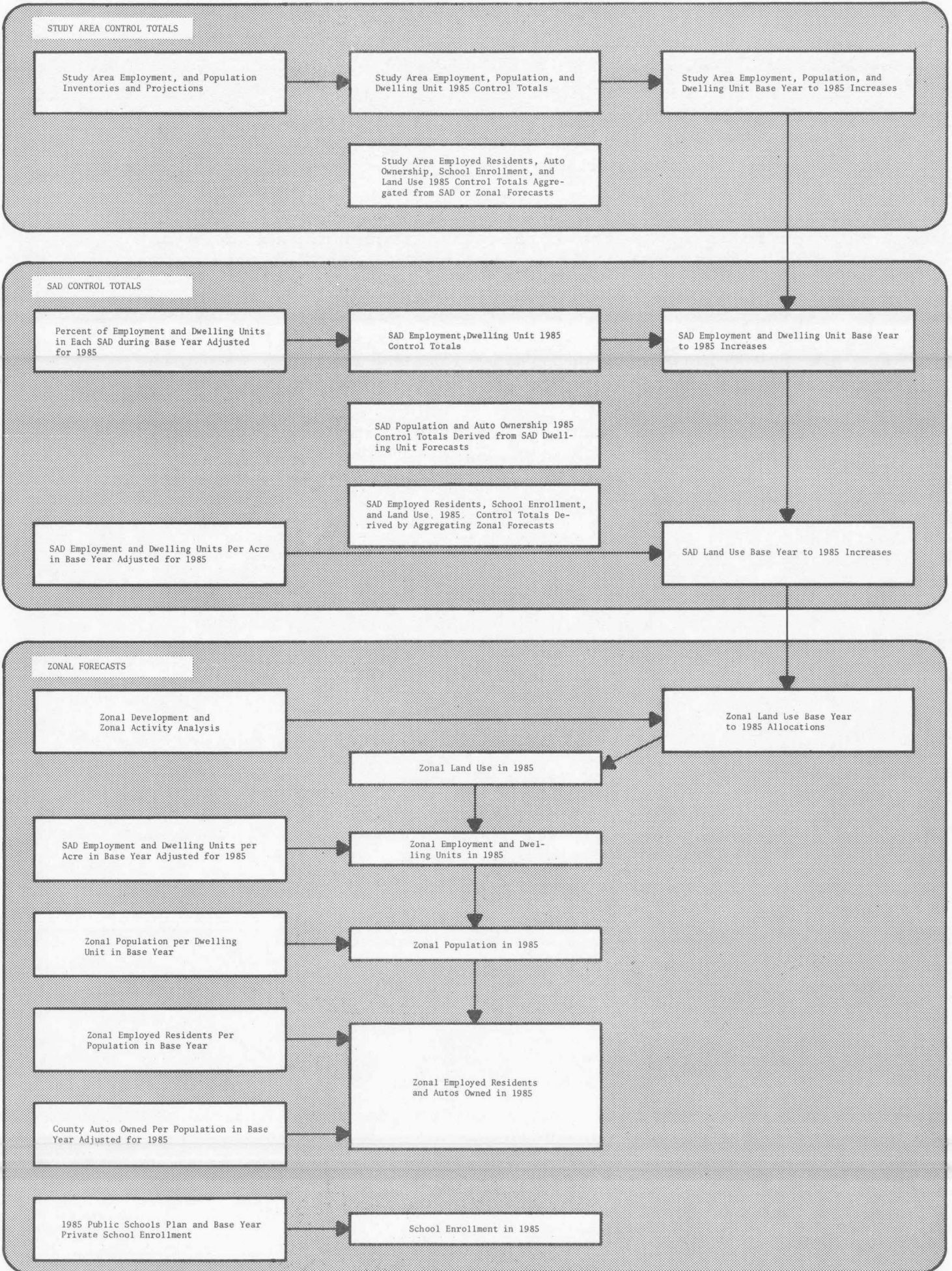
## SUMMARY OF METHODOLOGY

The chart on the following page gives a general overview of the methodology for deriving the small area forecasts. Three distinct phases are involved in the step-down procedures: derivation of study area control totals, preparation of SAD control totals, and zonal forecasting. The chart indicates only the most important steps followed in the forecasting sequence, and does not attempt to describe all the interrelationships involved.

A number of control totals are obtained by aggregating zonal or SAD forecasts. Therefore, the methodology for deriving the study area and SAD controls is generally limited to those variables that affect the critical steps in the forecasting methodology.

A detailed chart of methodology relationships has been reproduced by the Bi-State staff and placed on file with the Illinois Division of Highways, Iowa State Highway Commission, and Bi-State Metropolitan Planning Commission.

SUMMARY OF SMALL AREA FORECASTING METHODOLOGY





**STUDY AREA CONTROL TOTALS**

## STUDY AREA CONTROL TOTALS

In this part of the report, the control figures for the Study Area are discussed. These figures provide the framework within which the zonal forecasts were generated. They are shown in Tables 1 and 2.

### METHODOLOGY

Projections of employment and population were established in 1965, prior to the zonal forecasting phase of the work.

In 1965, these projections accurately reflected the trends and outlook for the Bi-State Metropolitan Area. Economic developments, both nationally and locally, have since occurred which make the original projections appear conservative and understated. This raises the possibility that the projections presented in this report could occur before 1985. It is felt, however, that this possibility can best be dealt with in latter phases of the continuing planning process.

The methodology for agreeing upon the total employment figures is contained in the addendum to the minutes of the March 22, 1965 meeting of the Joint Technical Committee. A copy of the minutes is shown in Appendix 1.

The population projection was taken from Table 15 of the Economic Potential report. The independent population projections cited in that report resulted in a high population projection. For comparative purposes, Appendix 2 contains a description of the methodology used in the independent projection.

The employment control totals (both base year and 1985), which appear in this report, do not agree with the original control figures set forth in the Economic Potential report and the earlier studies in this series. The need for revisions to the control figures is explained as follows by the Bi-State Staff:

"In retrospect, base year zonal employment data for the internal study area was apparently uniformly underestimated. Employment for the external area was subsequently obtained by subtracting the internal area employment from the study area data aggregated from County Employment Security records. The result of this

Table 1

STUDY AREA CONTROL TOTALS  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 1964/66-1985

Forecast Variable	1964/66	1985	Change	
			Number	Percent
Population	293,656*	361,000	67,344	22.9
Dwelling Units	92,211	115,589	23,378	25.3
Population per Dwelling Unit	3.18	3.12		
Employment by Place of Work				
Total	106,079*	134,348*	28,269	26.6
Manufacturing	45,089*	50,399*	5,310	11.8
Retail	15,600*	20,553*	4,953	31.7
Other	45,390*	63,396*	18,006	39.7
Employed Residents	101,383	142,459	41,076	40.5
Automobiles	107,670	167,907	60,237	55.9
Persons per Automobile	2.73	2.15		
School Enrollment				
Total	85,242	118,649	32,407	38.0
Elementary & Jr. High	58,560	73,303	14,743	25.2
High School	18,051	21,696	3,645	16.8
Jr. College & College	8,631	23,650	15,019	174.0

\* These figures deviate from those in the General Plan report for reasons indicated in this report's discussion of Study Area Control total methodology.

Source: 1964/66: Employment-DeLeuw, Cather and Bi-State Metropolitan Planning Commission; Employed Residents & Auto's Owned--O & D ratios (Table B-1 in Illinois report No. 11 and Table A-1 in Iowa O & D report); School Enrollment-Bi-State Metropolitan Planning Commission.

1985: Bi-State Metropolitan Planning Commission and DeLeuw, Cather & Co. adjustments of Candeub, Fleissig and Associates.

Table 2

STUDY AREA LAND USE CONTROL TOTALS  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 1964/66-1985

Land Use	(Acres)		Change	
	1964/66	1985	Number	Percent
Residential	25,549.9	38,718.9	13,169.0	51.5
Retail	865.6	982.4	116.8	13.5
Manufacturing	1,703.1	2,018.7	315.6	19.2
Services	675.4	1,057.9	382.5	58.7
Public	12,803.3	35,371.7	22,568.4	250.5
Transportation-Com- munications and Utilities	22,998.5	25,156.6	2,158.1	9.6

Sources: Base Year - Surveys by Bi-State Metropolitan Planning Commission and/or local civil divisions. For Scott County see Research and Analysis report, pages following 16, Sept. 1967. For Rock Island County (Illinois Interim Report No. 2 (Part 1), Land Use Inventory) prepared by DeLeuw, Cather & Co. 1985 - Candeub, Fleissig and Associates.

procedure was a disproportionately large employment for the external area in the base year. Because projections of employment were based on an extension of base year employment data, projections of external area employment were overestimated, while projections of internal area employment were underestimated.

Unfortunately, the fact that internal area employment projections were underestimated (by approximately 10%) was discovered after the small area forecasts for the internal area had been approved for use by DeLeuw, Cather and Company in projecting future travel. Therefore, it was suggested by the Bi-State staff to revise the disproportionately high employment forecast for the external area downward to correspond with the internal area. It was thought that making both internal and external employment forecasts comparable, though underestimated, would be easier to monitor in the continuing planning process. If employment for the external area were left disproportionately high while employment for the internal area were disproportionately low monitoring of the entire study area would camouflage the effect of the underestimated employment in the internal area."

The difference between the base year population figure used in small area forecasting and the base year figure cited in the General Plan report is due to two contractors.

1. Changes were made by the Bi-State Staff in several, Rock Island County zonal population figures after publication of the General Plan report. These changes increased the County population total about a percent over the General Plan report figure for the entire County.
2. Individual Scott County zonal population figures were computed by the Bi-State Staff from 1960 population to dwelling ratios and 1966 land use survey data. The total of these zonal figures was several percent less than the General Plan report estimate for the entire County.

#### EMPLOYMENT PROJECTIONS

In the base year of 1964, the Study Area provided 119,000 jobs. As shown in Table 3, by 1985 an increase of 28,000 jobs (23.7 percent) was expected to occur in the General Plan. The revised "Small Area Forecasting" figures show an increase of 28,300 or 26.6 percent.

Table 3

PROJECTION OF TOTAL EMPLOYMENT BY PLACE OF WORK  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
1964-1985

Year	Scott County		Rock Island		Colona Township in Henry County	Study Area	
	General Plan Report <sup>1</sup>	Small Area Forecasting <sup>2</sup>	General Plan Report <sup>1</sup>	Small Area Forecasting <sup>2</sup>	Small Area Forecasting <sup>2</sup>	General Plan Report <sup>3</sup>	Small Area Forecasting <sup>2</sup>
1964	47,700	43,387	71,300	62,615	77	119,077	106,079
1985	61,000	55,711	86,000	78,371	266	147,266	134,348
Increase to 1985:							
Number	13,300	12,324	14,700	15,756	189	28,189	28,269
Percent	27.9	28.4	20.6	25.2	270	23.7	26.6
Share of Total:							
1964	40.1	40.9	59.8	59.0	0.1	100.0	100.0
1985	41.4	41.5	58.4	58.3	0.2	100.0	100.0

<sup>1</sup>General Plan report for the Bi-State Metropolitan Planning Area. Base Year data was derived from records of the Iowa State Employment Security Commission (See Scott County Research and Analysis Report prepared by Candeub, Fleissig and Associates) and Illinois State Employment Service (Analysis by Candeub, Fleissig and Associates). Forecast year control totals were established by an Addendum to the Joint Technical Committee Minutes, March 22, 1965. (See Appendix).

<sup>2</sup>1985 employment estimates for each County were projected from (1) De Leuw, Cather and Company base year zonal employment survey for the area within the O & D Cordon line (Computer printout dated August 8, 1969) and (2) Bi-State Metropolitan Planning Commission staff estimates of base year employment outside the O & D Cordon line. Forecasts were aggregated from Candeub, Fleissig and Associates zonal employment forecasts (See finalized zonal forecasts of total employment which are a part of this report) for the area inside the O & D Cordon line and Bi-State estimates outside the Cordon line.

<sup>3</sup>Sum of Scott and Rock Island County employment totals for the General Plan report and Colona Township employment total for Small Area Forecasting purposes.

Table 4

PROJECTION OF MANUFACTURING EMPLOYMENT BY PLACE OF WORK  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
1964-1985

Year	Scott County		Rock Island County		Colona Township Small Area	Study Area Total	
	General Plan Report <sup>1</sup>	Small Area Forecasting <sup>2</sup>	General Plan Report <sup>1</sup>	Small Area Forecasting <sup>2</sup>	Fore- Casting <sup>2</sup>	General Plan Report <sup>1</sup>	Small Area Forecasting
1964	13,700	13,787	31,296	31,296	6	45,002	45,089
1985	15,800	15,799	34,550	34,550	50	50,400	50,399
Increase:							
Number	2,100	2,012	3,254	3,254	44	5,398	5,310
Percent	15.3	14.6	10.4	10.4	733.3	12.0	11.8
Share of Total:							
1964	30.4	30.6	69.5	69.4	*	100.0	100.0
1985	31.4	31.3	68.6	68.6	0.1	100.0	100.0

\*Less than 0.05 percent

Sources: <sup>1</sup>General Plan report for the Bi-State Metropolitan Planning Area. Base year data was derived from records of the Iowa State Employment Security Commission (See Scott County Research and Analysis Report prepared by Candeub, Fleissig and Associates) and Illinois State Employment Service (Analysis by Candeub, Fleissig and Associates). Forecast year control totals were established by an Addendum to the Joint Technical Committee Minutes, March 22, 1965.

<sup>2</sup>1985 employment estimates for each County were projected from (1) De Leuw, Cather and Company base year zonal employment survey for the area within the O & D Cordon line (Computer printout dated August 8, 1967) and (2) Bi-State Metropolitan Planning Commission staff estimates of base year employment forecasts (See finalized zonal forecasts of total employment which are a part of this report) for the area inside the O & D Cordon line and Bi-State estimates outside the Cordon line.

<sup>3</sup>Sum of Scott and Rock Island County employment totals from the General Plan report and Colona Township employment total for Small Area Forecasting purposes.

Table 5

PROJECT OF RETAIL EMPLOYMENT BY PLACE OF WORK  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
1964-1985

Year	Scott County		Rock Island County		Colona Township	Study Area Total	
	General Plan Report <sup>1</sup>	Small Area Forecasting <sup>2</sup>	General Plan Report <sup>1</sup>	Small Area Forecasting <sup>2</sup>	Small Area Forecasting <sup>2</sup>	General Plan Report <sup>3</sup>	Small Area Forecasting <sup>2</sup>
1964	8,100	8,100	7,479	7,479	21	15,600	15,600
1985	10,250	10,251	10,234	10,236	66	20,550	20,553
Increase 1965-85:							
Number	2,150	2,151	2,755	2,757	45	4,950	4,953
Percent	26.5	26.6	36.8	36.9	214.3	31.7	31.8
Share of Total:							
1964	51.9	51.9	47.9	47.9	0.1	100.0	100.0
1985	49.9	49.9	49.8	49.8	0.3	100.0	100.0

Sources: <sup>1</sup>General Plan report for the Bi-State Metropolitan Planning Area. Base year data was derived from records of the Iowa State Employment Security Commission (See Scott County Research and Analysis Report prepared by Candeub, Fleissig and Associates) and Illinois State Employment Service (Analysis by Candeub, Fleissig and Associates). Forecast year Control totals were established by an Addendum to the Joint Technical Committee Minutes, March 22, 1965. (See Appendix).

<sup>2</sup>1985 employment estimates for each County were projected from (1) De Leuw, Cather and Company base year zonal employment survey for the area within the O & D Cordon line (Computer printout dated August 8, 1967) and (2) Bi-State were aggregated from Candeub, Fleissig and Associates zonal employment forecasts (See finalized zonal forecasts of total employment which are a part of this report) for the are inside the O & D Cordon line and Bi-State estimates outside the Cordon line.

<sup>3</sup>Sum of Scott and Rock Island County employment totals from the General Plan report and Colona Township employment total for Small Area Forecasting purposes.



Table 6

PROJECTION OF "OTHER" EMPLOYMENT BY PLACE OF WORK  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
1964-1985

Year	Scott County		Rock Island County		Colona Township	Study Area Total	
	General Plan Report <sup>1</sup>	Small Area Forecasting <sup>2</sup>	General Plan Report <sup>2</sup>	Small Area Forecasting <sup>2</sup>	Small Area Forecasting <sup>2</sup>	General Plan Report <sup>1</sup>	Small Area Forecasting
1964	25,900	21,500	32,448	23,840	50	58,398	45,390
1985	34,950	29,661	40,950	33,585	150	76,050	63,396
Increase 1964-85:							
Number	9,050	8,161	8,502	9,745	100	17,652	18,006
Percent	34.9	38.0	26.2	40.9	200.0	30.2	39.7
Share of Total							
1964	44.4	47.4	55.6	52.5	0.1	100.0	100.0
1985	46.0	46.8	53.8	53.0	0.2	100.0	100.0

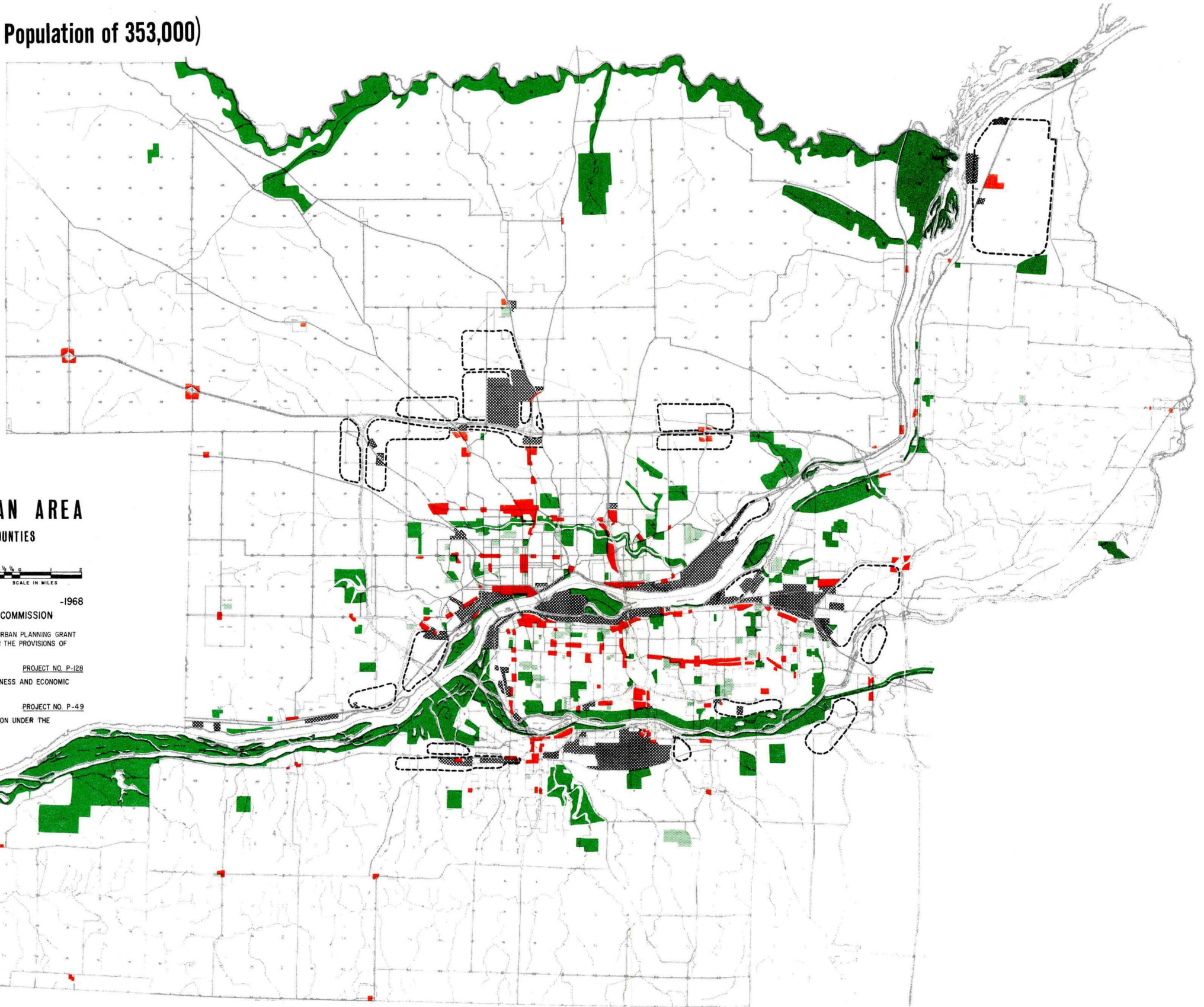
Sources: <sup>1</sup>General Plan report for the Bi-State Metropolitan Planning Area. Base year data was derived from records of the Iowa State Employment Security Commission (See Scott County Research and Analysis Report prepared by Candeub, Fleissig and Associates) and Illinois State Employment Service (Analysis by Candeub, Fleissig and Associates). Forecast year control totals were established by an Addendum to the Joint Technical Committee Minutes, March 22, 1965. (See Appendix).

<sup>2</sup>1985 employment estimates for each County were projected from (1) De Leuw, Cather and Company base year zonal employment survey for the area within the O & D Cordon line (Computer printout dated August 8, 1967) and (2) Bi-State Metropolitan Planning Commission staff estimates of base year employment outside the O & D Cordon line. Forecasts were aggregated from Candeub, Fleissig and Associates zonal employment forecasts (See finalized zonal forecasts of total employment which are a part of this report) for the area inside the O & D Cordon line and Bi-State estimates outside the Cordon line.

<sup>3</sup>Sum of Scott and Rock Island County employment totals from the General Plan report and Colona Township employment total for Small Area Forecasting purposes.

# LAND USE PLAN (1985 or Population of 353,000)

- RESIDENTIAL-LOW DENSITY
- RESIDENTIAL-HIGH DENSITY
- COMMERCIAL
- INDUSTRIAL-MANUFACTURING
- FUTURE INDUSTRIAL DEVELOPMENT
- PUBLIC BUILDINGS AND INSTITUTIONS INCLUDING SCHOOLS
- PARKS AND OPEN SPACE
- RESOURCE AND RESOURCE PROCESSING-INCLUDING UNDEVELOPED



## BI-STATE METROPOLITAN AREA SCOTT AND ROCK ISLAND COUNTIES



PREPARED BY: CANDEUB, FLEISSIG AND ASSOCIATES -1968  
 PREPARED FOR: BI-STATE METROPOLITAN PLANNING COMMISSION

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

URBAN PLANNING GRANT PROJECT NO. P-128

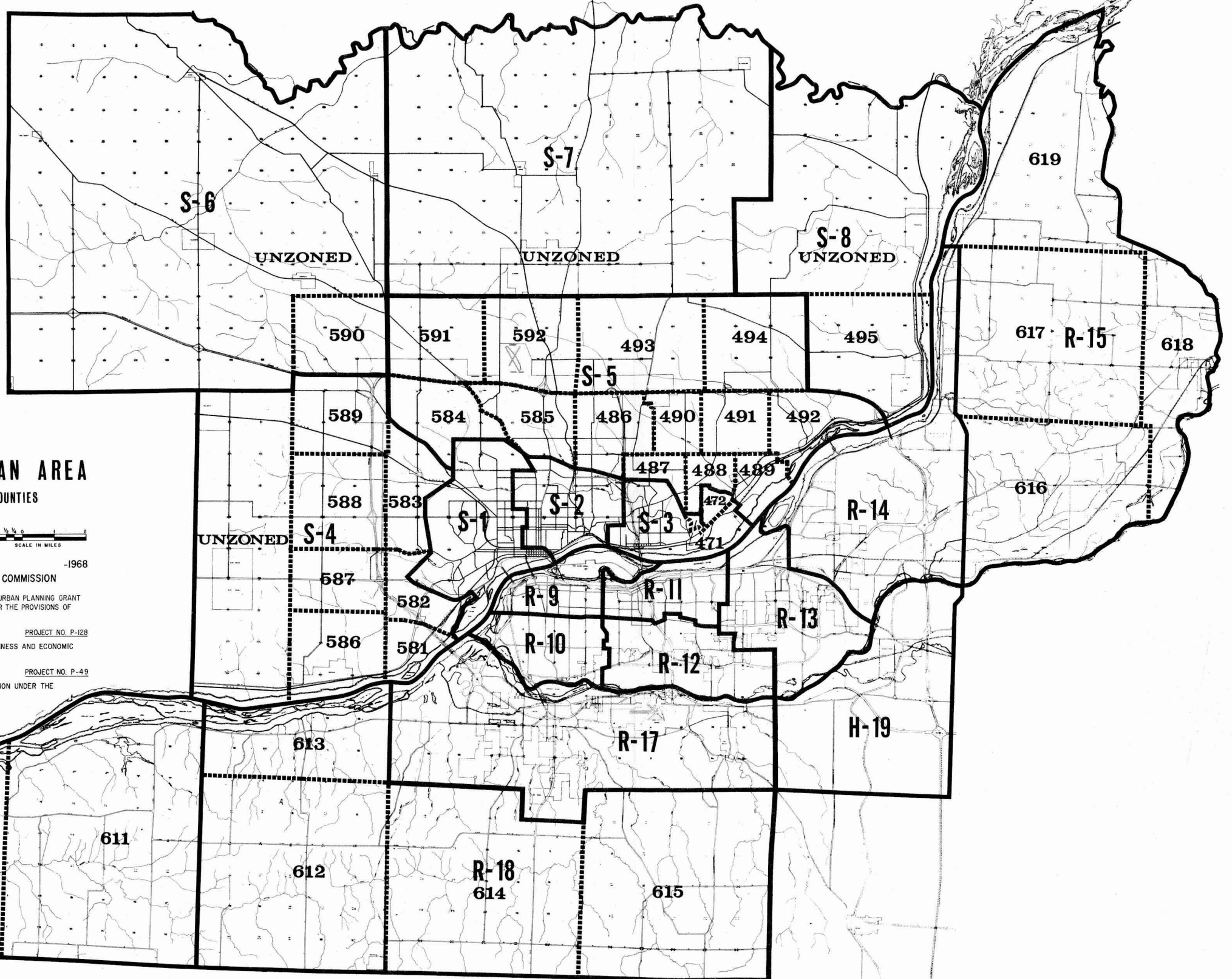
PREPARED UNDER CONTRACT FOR THE ILLINOIS DEPARTMENT OF BUSINESS AND ECONOMIC DEVELOPMENT

URBAN PLANNING GRANT PROJECT NO. P-49

PREPARED UNDER CONTRACT FOR THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 28, CODE OF IOWA, AS AMENDED.

**STATISTICAL ANALYSIS DISTRICT (SAD MAP)** (ALSO SHOWING TRAFFIC ZONES IN THE OUTLYING PORTION OF THE PLANNING AREA)

- DISTRICT BOUNDARY
- S-4 DISTRICT NUMBER
- EXTERNAL TRAFFIC ZONE BOUNDARY
- 611\* EXTERNAL TRAFFIC ZONE NUMBER
- \*THIS FIGURE SHOWN IN FOUR DIGITS IN TABLES (6110)



**BI-STATE METROPOLITAN AREA**  
SCOTT AND ROCK ISLAND COUNTIES



PREPARED BY: CANDEUB, FLEISSIG AND ASSOCIATES -1968  
PREPARED FOR: BI-STATE METROPOLITAN PLANNING COMMISSION

THE PREPARATION OF THIS MAP WAS FINANCED IN PART THROUGH AN URBAN PLANNING GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE PROVISIONS OF SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

URBAN PLANNING GRANT PROJECT NO. P-128

PREPARED UNDER CONTRACT FOR THE ILLINOIS DEPARTMENT OF BUSINESS AND ECONOMIC DEVELOPMENT

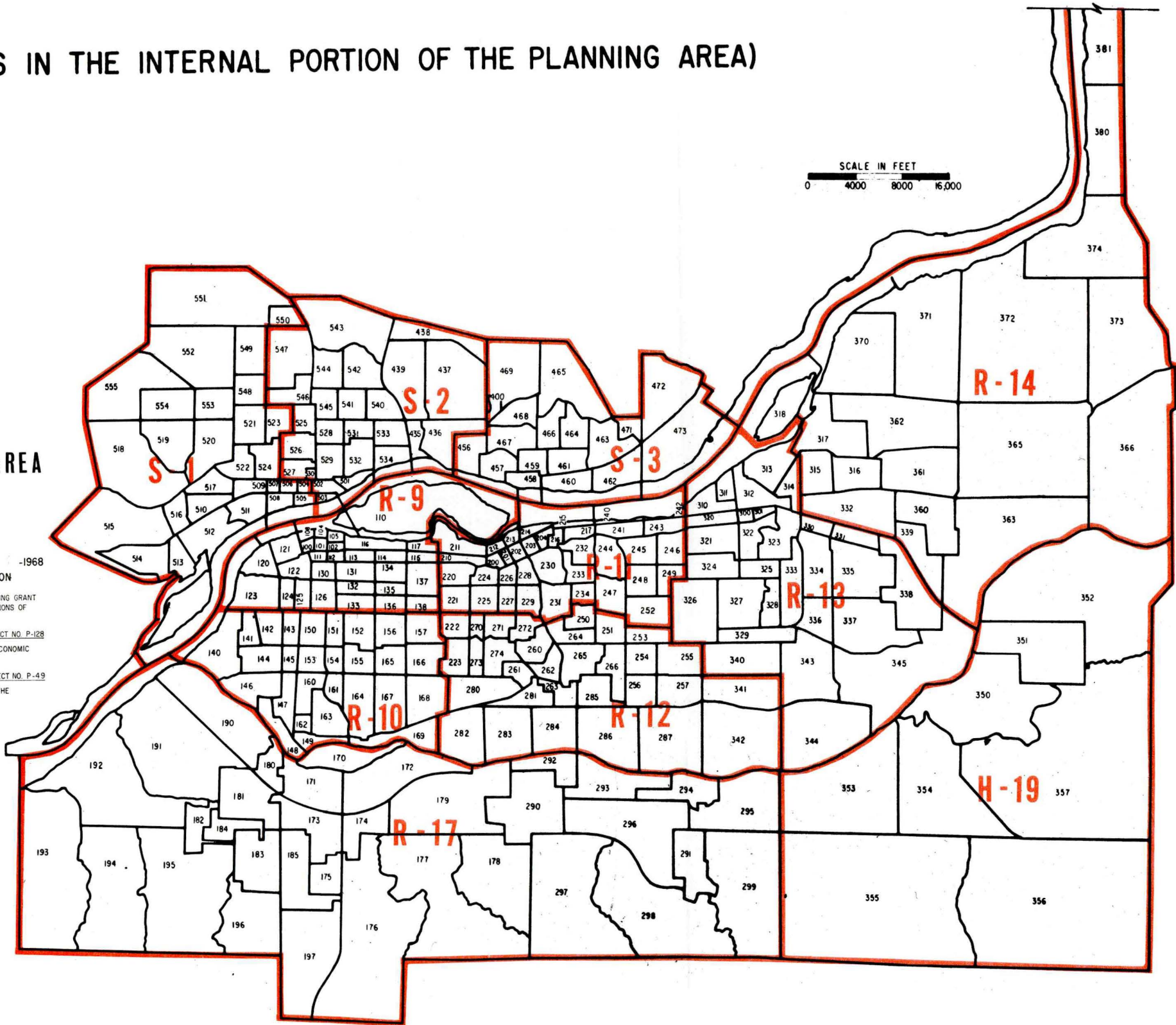
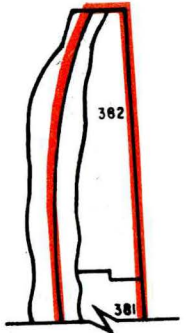
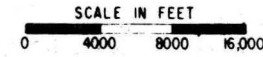
URBAN PLANNING GRANT PROJECT NO. P-49

PREPARED UNDER CONTRACT FOR THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISIONS OF CHAPTER 28, CODE OF IOWA, AS AMENDED.

# TRAFFIC ZONE MAP

(ALSO SHOWING SAD'S IN THE INTERNAL PORTION OF THE PLANNING AREA)

- ZONE BOUNDARY
- ∞ ZONE NUMBER
- SAD BOUNDARY
- S-1 SAD NUMBER



## BI-STATE METROPOLITAN AREA SCOTT AND ROCK ISLAND COUNTIES



PREPARED BY: CANDEUB, FLEISSIG AND ASSOCIATES -1968  
PREPARED FOR: BI-STATE METROPOLITAN PLANNING COMMISSION

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### Internal Shifts

Examination of the data on Table 3 shows that the projection from 1964 to 1985 implies no shift in the distribution between Scott and Rock Island Counties. Scott County will retain a 41 percent share while Rock Island County stays at about 58 percent.

### Industrial Shifts

It is evident, after examining Tables 4, 5 and 6 that changes in the industrial mix of the area are going to be quite marked. Manufacturing employment, which in the base year amounted to about 38 percent of the Study Area's employment will account for 34 percent of all jobs by 1985. The industry is projected to grow by about 5,400 jobs in the projection period.

In the same time span, the retail industry, which is only one-third as large as manufacturing at present, will grow from 15,600 to 20,550, an increase of 4,950 jobs or 31.7 percent.

The remaining industries, grouped together in Table 6 as "other" employment, will remain the largest segment of the economy. The increase in employment from 1964 to 1985 is shown as 40 percent (as compared with a 30 percent increase indicated in the General Plan report).

## POPULATION AND DWELLING UNIT PROJECTIONS

### Population

The Study Area's population was about 294,000 in 1964/66. By 1985 it is projected to reach 361,000. (As noted in the methodology, this figure could be attained before 1985).

### Internal Shifts

The data in Table 7 shows that there will be a small shift in the population distribution.

Scott County, which had 44.2 percent of the 1966 Study Area total, with an estimated 130,000 residents, by means of a growth of 33,000 residents, will have a 45.2 percent share of the Study Area's 1985 population

Table 7

POPULATION PROJECTION  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
1964/66-1985

Year	Scott County		Rock Island County		Colona Township	Study Area Total	
	General Plan	Small Area	General Plan	Small Area	Small Area	General	Small Area
	Report <sup>1</sup>	Forecasting <sup>2</sup>	Report <sup>1</sup>	Forecasting <sup>2</sup>	Forecast- ing	Plan Report <sup>3</sup>	Forecasting
1966 Scott/ 1964 Illinois	130,000	127,706	158,235	159,716	6,234	294,469	293,656
1985	163,000	163,000	190,000	190,000	8,000	361,000	361,000
Increase to 1985:							
Number	33,000	35,294	31,765	30,284	1,766	66,531	67,344
Percent	25.4	27.6	20.0	19.0	28.4	22.6	22.9
Share of Total:							
1966 Scott/ 1964 Illinois	44.2	43.5	53.7	54.4	2.1	100.0	100.0
1985	45.2	45.2	52.6	52.6	2.2	100.0	100.0

Sources: <sup>1</sup>The Scott County base year estimate was prepared by Candeub, Fleissig and Associates (Scott County Research and Analysis Report). The Illinois base year estimates were aggregated from zonal dwelling unit counts as estimated by the planning staffs of East Moline, Moline, City of Rock Island, and Rock Island County and based upon the 1965 land use survey and 1964 O & D survey. These base year figures are cited in the General Plan report for the Bi-State Metropolitan Planning Area. Forecasts for 1985 were projected to control totals derived by the Moline City Planning and Zoning Department (See Minutes of Moline Citizens Planning Advisory Committee, September 10, 1964 in the Appendix). The independent population projections, which were judged consistent with the employment projections contained in the Economic Potential report, were adopted for use as control totals for metropolitan population growth (See the General Plan report). The aggregated zonal population forecasts as prepared by Candeub, Fleissig and Associates and subsequently adjusted by the Bi-State staff agree with the General Plan population totals for Scott and Rock Island Counties. Colona Township forecasts were prepared by Candeub, Fleissig and Associates based on the growth rate projected for adjacent areas in Rock Island County.

<sup>2</sup>Base year small area forecasting population totals are aggregates of zonal population estimates. Changes were made by the Bi-State Staff in several Rock Island County zonal population figures after publication of the General Plan report, which caused an increase in the Rock Island County total.

<sup>3</sup>Sum of Scott and Rock Island County General Plan report totals and Colona Township small area forecasting total.

Rock Island County, with 158,235 residents in the base year, will experience almost identical numerical growth, (31,800) but the rate is slower than Scott County's and it will show a small decline in the share of total population.

Colona Township will grow by 1,800 residents, for the most rapid growth in the Study Area, but its population will remain at just over two percent of the total.

### Dwelling Units

An increase of about 23,400 dwelling units is projected to 1985. As Table 8 shows, Scott County is projected to get over half of the increase (13,000 units) and increase its share of the Study Area total. This happens despite almost equal growth in the number of residents in Rock Island and Scott Counties because Scott County is projected to show a more rapid decline in its average household size.

The following Table 9 shows the average population per dwelling unit in Scott County and Rock Island County for 1950 and 1960. The downward trend in population per dwelling unit was extended to 1985 at a rate of less than half that experienced in 1950-1960. The decrease in average population per dwelling unit was .016 per year, in Scott County. This has been projected to decrease at a rate of .006 per year. The Rock Island County decrease was projected at .002 per year compared with .005 in the 1950-60 decade. Future household size depends upon a number of intangible factors, such as the propensity to marry early and birth control decisions, which cannot be easily forecast. The future average, therefore, should be carefully monitored in the continuing phase.

## SECONDARY VARIABLE PROJECTIONS

### Employed Residents

There were an estimated 101,400 employed residents in the Study Area in 1964. Their number is projected to increase by 41,100 to 142,500 in 1985. Both Scott and Rock Island Counties are projected to grow at about the same rate (see Table 10), although Rock Island County's numerical growth will be greater. Virtually no change in the distribution among counties is projected.

The control figure on employed residents was obtained by first fitting a straight line to historical census data, i.e., the ratio of population to employed residents for 1940, '50, and '60, and

Table 8  
 Dwelling Unit Projection<sup>1</sup>  
 Davenport-Rock Island-Moline Transportation Study Area  
 1964/66 - 1985

Year	Scott County	Rock Island County	Colona Township In Henry County	Study Area
1966 Scott/ 1964 Illinois	39,248	51,396	1,567	92,211
1985	52,280	61,025	2,284	115,589
Increase to 1985:				
Number	13,032	9,629	717	23,378
Percent	33.2	18.7	45.7	25.3
Share of Total:				
1966 Scott/ 1964 Illinois	42.5	55.8	1.7	100.0
1985	45.2	52.8	2.0	100.0

<sup>1</sup>Base year estimates for each County were aggregated from accepted zonal dwelling unit counts (1966 land use survey for Scott County -- See Appendix -- and Table P-1 in Illinois Interim Report Number 1 (Part 1), Economic - Population Inventories for Rock Island County and Colona Township). Forecasts were aggregated from zonal dwelling unit forecasts prepared initially by Candeub, Fleissig and Associates and subsequently adjusted by the Bi-State Metropolitan Planning Commission staff (See finalized zonal dwelling unit forecasts which are a part of this report)



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Table 9

POPULATION PER DWELLING UNIT  
SCOTT COUNTY AND ROCK ISLAND COUNTY  
1950-1985

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<u>County</u>	1950	1960	1985
Scott County	3.42	3.26	3.11
Rock Island County	3.23	3.18	3.13

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Source: U.S. Census of Population.  
Candeub, Fleissig and Associates.

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extrapolating the straight line to 1985. The ratios that follow were applied to the population projections to get employment controls by county. The ratios of employed residents to total population in the 1964/66 base year were 35.4 percent for Scott County, 34.0 percent for Rock Island County, and 31.5 percent for the Colona Township portion of Henry County. The projected ratios for 1985 show a smaller range, being 38.6, 40.2 and 40.2 percent respectively.

In making this projection reference was made to the projection of participation rates by state made by the U.S. Bureau of Labor Statistics to see that the County projections were not incompatible with the State projections.\*

### Automobile Ownership

The control figure was obtained by the assumption made by Deleuw, Cather and Company that the ratio of persons to automobiles in the Study Area would decline from 2.73 in the base year to 2.15 in 1985.

As Table 11 shows, as automobile ownership ratios approach the projected level ownership in Scott County and Colona Township will experience more rapid growth than in Rock Island County. The Study Area growth of 60,200, or 56 percent, will be unevenly distributed with 33,000 (76 percent growth) in Scott County and 26,000 (42 percent growth) in Rock Island County. Colona Township will grow 63 percent, or by 1,400.

### School Enrollment

Projections of school enrollment are summarized in Table 12. Details by school type are in the next three tables. The number of children enrolled in grade and junior high schools in the Study Area is projected to increase by 14,700 or 25 percent (Table 13). The increase is split almost evenly between Scott and Rock Island Counties with Colona Township showing minimal growth (150 students).

Table 14 shows high school enrollment increasing by 20.2 percent in the Study Area, 16.0 percent in Scott County and 23.5 percent in Rock Island County.

Conversely, Table 15 shows most of the increase in junior college and college enrollment as occurring in Scott County. By 1985

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\*Monthly Labor Review, Vol. 89, No. 10, October, 1966.

Table 10

PROJECTION OF EMPLOYED RESIDENTS  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
1964-1985

Year	Scott County	Rock Island County	Colona Township	Study Area Total
1964	45,145	54,276	1,962	101,383
1985	62,938	76,308	3,213	142,459
Increase 1964-85				
Number	17,793	22,032	1,251	41,076
Percent	39.4	40.6	63.8	40.5
Share of Total				
1964	44.5	53.5	2.0	100.0
1985	44.2	53.6	2.2	100.0

Sources: 1964-Estimated by Bi-State Metropolitan Planning Commission from base year ratios of employed residents to population provided by DeLeuw, Cather & Co. (Illinois Report No. 11, Table B-1, Davenport O & D Report, Table A-1).  
1985-DeLeuw, Cather & Co., printout dated August 14, 1968.  
1985-Candeub, Fleissig and Associates

Table 11

PROJECTION OF AUTOMOBILES OWNED  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
1964-1985

Year	Scott County	Rock Island County	Colona Township	Study Area Total
1964	42,975	62,527	2,168	107,670
1985	75,787	88,596	3,524	167,907
Increase 1964-85				
Number	32,812	26,069	1,356	60,237
Percent	76.4	41.6	62.5	55.9
Share of Total				
1964	39.9	58.1	2.0	100.0
1985	45.1	52.8	2.1	100.0

Sources: 1964-Estimated by Bi-State Metropolitan Planning from base year ratios of automobiles owned to population provided by DeLeuw, Cather & Co. (Illinois Report No. 11, Table B-1, Davenport O & D Report, Table A-1)  
1985-Aggregated from SAD forecasts prepared by DeLeuw, Cather & Co.

Table 12

PROJECTION OF TOTAL SCHOOL ENROLLMENT  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 1966-1985

Year	Scott County	Rock Island County	Colona Township	Study Area Total
1966	40,264	44,043	935	85,242
1985	51,070	56,494	1,085	118,649
Increase 1966-85				
Number	20,806	12,451	150	33,407
Percent	51.7	28.3	16.0	39.2
Share of Total				
1966	47.2	51.7	1.1	100.0
1985	51.5	47.6	0.9	100.0

Sources: 1966-Estimated by Bi-State Metropolitan Planning Commission (Illinois Interim Report No. 2 (part 9) and Bi-State General Plan inventories.)  
 1985 - Bi-State Metropolitan Planning Commission from General Plan report and Fall 1966 estimates of private school enrollment.

Table 13

PROJECTION OF ELEMENTARY AND JR. HIGH SCHOOL ENROLLMENT  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 1966-1985

Year	Scott County	Rock Island County	Colona Township	Study Area Total
1966	27,873	29,752	935	58,560
1985	35,440	36,778	1,085	73,303
Increase 1966-85				
Number	7,567	7,026	150	14,743
Percent	27.1	23.6	16.0	25.2
Share of Total				
1966	47.6	50.8	1.6	100.0
1985	48.3	50.2	1.5	100.0

Sources: 1966-Estimated by Bi-State Metropolitan Planning Commission (Illinois Interim Report No. 2 (part 9) and Bi-State General plan inventories.)  
 1985-Bi-State Metropolitan Planning Commission from General Plan report and Fall 1966 estimates of private school enrollment.

Table 14

PROJECTION OF HIGH SCHOOL ENROLLMENT  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 1966-1985

Year	Scott County	Rock Island County	Colona Township	Study Area Total
1966	8,000	10,051	0	18,051
1985	9,280	12,416	0	21,696
Increase 1966-85				
Number	1,280	2,365	-	3,645
Percent	16.0	23.5	-	20.1
Share of Total				
1966	44.3	55.7	-	100.0
1985	42.8	57.2	-	100.0

Sources: 1966-Estimated by Bi-State Metropolitan Planning Commission (Illinois Interim Report No. 2 (part 9) and Bi-State General Plan inventories.)  
 1985 - Bi-State Metropolitan Planning Commission from General Plan report and Fall 1966 estimates of private school enrollment.

Table 15

PROJECTION OF JR. COLLEGE AND COLLEGE ENROLLMENT  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
1966-1985

Year	Scott County	Rock Island County	Colona Township	Study Area Total
1966	4,391	4,240	0	8,631
1985	16,350	7,300	0	23,650
Increase 1966-85				
Number	11,959	3,062	-	15,019
Percent	272.4	72.2	-	174.0
Share of Total				
1966	50.9	49.1	-	100.0
1985	69.1	30.9	-	100.0

Sources: 1966-Estimated by Bi-State Metropolitan Planning Commission (Illinois Interim Report No.2 (part 9) and Bi-State General Plan inventories.)  
1985-Bi-State Metropolitan Planning Commission from colleges estimates of 1985 enrollment.



Scott County is projected to have 69 percent of the Study Area's total enrollment in these types of schools while Rock Island County's share will be down from 49 percent to 31 percent. This is due primarily to a projected enrollment figure of 11,000 for Eastern Iowa Community College and the inability to project enrollment for Black Hawk Junior College beyond the 5,000 student capacity at Black Hawk's new campus.

#### LAND USE PROJECTIONS

Statistics on land use were collected in 92 categories. For purposes of forecasting land use by traffic zone there was a further consolidation of these 14 groups to eight.

These two levels of aggregation are shown in the accompanying list (Table 16).

The statistics on consumption of land per 1,000 residents for the Study Area (Table 17) show large increases in the consumption of residential land and public land. The former reflects, in part, the inclusion of 7,500 of rural density development. (The section on land use projections by SAD has information on the location of these 7,500 acres.) The increase in public land use consumption reflects the large recreational areas that are planned for 1985.

Consumption of land for Scott County, Rock Island County and Colona Township shows changes parallel to that for the Study Area. (See Tables 18, 19 and 20.)

The other categories of land use (retail, manufacturing and service) show only minor changes in consumption ratios. Details on the changes in land use, by type and by County, are shown in Tables 21 through 26.

The 1985 land use map in this report is repeated from the General Plan report presented to the Bi-State Metropolitan Planning Commission in April, 1968. Extracted from that report are the following locational standards, recommendations and standards for each type of land use.

#### Residential Land

(See Table 21.)

Table 16

LAND USE CATEGORIES  
DAVENPORT - ROCK ISLAND - MOLINE URBANIZED AREA TRANSPORTATION  
STUDY

Data Collection (92 Categories)*	Analysis (14 Categories)	Forecasting (8 Categories)
011, 012, 04	Residential - low density	Residential - Low Density
013, 014, 015, 02, 03, 09, 019	Residential - high density	Residential - High Density
61, 62, 63, 64, 65, 66, 67, 68, 69	Retail Trade	Retail Trade
71, 72, 73, 74, 75, 76, 77, 78, 79	Services	Services
20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 70	Manufacturing	Manufacturing
40, 41, 42, 43, 45, 46, 49, 50, 51, 53, 54, 55, 56, 59, 60, 57	Transportation, Utilities, Wholesale	
No code	Streets and Roads	TCU
44	Parking	
91	Schools	
95, 96, 97	Parks and Recreation	Public
52, 81, 82, 83, 84, 85, 86, 87, 89, 92, 93, 94, 99	Public	
11, 12, 13, 14, 15, 19	Agriculture, Forestry, Mining	
16	Undeveloped	Resource and Vacant
17	Water	

\* As defined in Appendix 9, Section F of the Manual of Procedures, Scott County Area Transportation Program.

Table 17

CONSUMPTION OF LAND BY MAJOR USE  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 1964/66-1985

Land Use	Acres per 1,000 Population*	
	1964/66	1985
Residential-Low-Density	84.5	83.4
Residential-High-Density	2.8	2.7
Retail	2.9	2.7
Manufacturing	5.8	5.6
Service	2.3	2.9
Transportation, Communications, and Utilities	78.3	69.8
Public	43.6	97.5

\*Based on population of 293,656 in 1964/66 and 361,000 in 1985.

Source: Base year land use collected by Bi-State Metropolitan Planning Commission; projected land use by Candeub, Fleissig and Associates and modified by Bi-State Metropolitan Planning Commission.

Table 18

CONSUMPTION OF LAND BY MAJOR USE  
SCOTT COUNTY, IOWA  
1966-1985

Land Use	Acres for 1,000 Population	
	1966	1985
Residential-Low-Density	95.5	91.6
Residential-High-Density	2.6	2.0
Retail	3.5	3.2
Manufacturing	7.1	6.2
Service	1.9	2.6
Transportation, Communications, Utilities	65.9	58.6
Public	48.2	112.1

\*Based on population of 127,706 in 1966 and 163,000 in 1985.

Source: Base year land use collected by Bi-State Metropolitan Planning Commission; projected land use by Candeb, Fleissig and Associates and modified by Bi-State Metropolitan Planning Commission.

Table 19

CONSUMPTION OF LAND BY MAJOR USE  
 ROCK ISLAND COUNTY, ILLINOIS  
 1966-1985

Land Use	Acres per 1,000 Population*	
	1966	1985
Residential-Low-Density	75.8	76.1
Residential-High-Density	3.0	3.3
Retail	2.6	2.4
Manufacturing	4.9	5.3
Service	2.6	3.3
Transportation, Communications, Utilities	85.2	77.2
Public	41.5	85.8

\*Based on Population of 159,716 in 1966 and 190,000 in 1985.

Source: Base year land use collected by Bi-State Metropolitan Commission; projected land use by Candeub, Fleissig and Associates and modified by Bi-State Metropolitan Planning Commission.

Table 20

CONSUMPTION OF LAND BY MAJOR USE  
 COLONA TOWNSHIP (HENRY COUNTY) ILLINOIS  
 1966-1985

Land Use	Acres per 1,000 Population*	
	1966	1985
Residential-Low-Density	85.4	84.1
Residential-High-Density	1.3	1.2
Retail	1.0	0.9
Manufacturing	0.1	0.3
Service	1.1	0.9
Transportation, Communications, Utilities	156.7	122.4
Public	3.4	80.9

\*Based on Population of 6,234 in 1966 and 8,000 in 1985.

Source: Base year land use collected by Bi-State Metropolitan Planning Commission; projected land use by Candeub, Fleissig and Associates and modified by Bi-State Metropolitan Planning Commission.

### Recommendations for Low Density Residential

- Maintain residential expansion near existing urban development.
- Provide land for a net increase of 17,900 new low density residences in the planning area by 1985.
- Direct residential growth into present or potential public utility service areas.
- Permit residential development beyond the Interstate loop within the following corridors, providing community facilities can be provided to the development.
  - north along Iowa Highway 61.
  - northeast along the Mississippi River.
  - along the southern bluffs of the Mississippi and Rock rivers.
- Restrict development in flood hazard areas.
- Where residential development is proposed in rural areas, it should be upon soils which are suitable for urban development.
- Provide space for 1,500 dwellings at rural density within the planning area by 1985.

### Recommendations for High Density Residential

- Provide space for 5,200 residential dwellings at high density.
- Locate new high density residential development in the following general areas:
  - adjacent to the downtown business districts.
  - along various major arterials.
  - on the bluff in locations where services are available.
  - near major neighborhood community facilities.
  - in planned community developments where proper services and facilities are available.

### Locational Characteristics for Residential Land

Locational characteristics for low density residential and high density residential areas are as follows:

Table 21

PROJECTION OF RESIDENTIAL LAND USE  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
1964/66-1985

Year	Scott County	Rock Island County	Colona Township	Study Area Total
1964/66	12,471.1	12,539.6	539.2	25,549.9
1985	19,911.6	18,033.2	774.1	38,718.9
Increase 1964-85				
Number	7,440.5	5,493.6	234.9	13,169.0
Percent	59.7	43.8	43.6	51.5
Share of Total				
1964	48.8	49.1	0.2	100.0
1965	51.4	46.6	2.0	100.0

Sources: Base Year - Surveys by Bi-State Metropolitan Planning Commission and/or local civil divisions. For Scott County see Research and Analysis report, pages following L-16, Sept. 1967. For Rock Island County see Illinois Interim Report No. 2 (Part 1), Land Use Inventory prepared by DeLeuw, Cather & Co.  
1985 - Candeub, Fleissig and Associates.



- Development should occur in areas with accessibility to highways and bridges.
- Development should occur in areas appropriate for the low density and the high density residential.
- Development should occur where public utilities are available.
- Development should occur in areas known to flood.
- Development should not occur on slopes of 15 percent or more.

#### Retail and Service Land

(See Tables 22 and 23.)

These two categories were treated jointly in the General Plan. The recommendations and locational characteristics are taken from the comments on "Commercial" land in the General Plan report.

#### Recommendations for Retail and Service Land

- Maintain the central business districts of Davenport, Rock Island and Moline collectively as the major commercial center for the Bi-State Area.
- Further develop commercial activity in the vicinity of Routes 6 and 61 in Davenport and near the John Deere Expressway and U.S. Route 150 in South Moline.
- Develop a regional tourist and transportation-oriented commercial and recreation center at the intersection of Interstate Route 80 and the Mississippi River.
- Develop commercial centers for smaller urban areas - oriented to the arterial system.
- For new extensive residential developments, create integrally planned areas to serve the new homes.

#### Locational Characteristics of Retail and Service Land

- Development should occur in areas accessible to highways.

Table 22

PROJECTION OF RETAIL LAND USE  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
1964/66-1985

Year	Scott County	Rock Island County	Colona Township	Study Area Total
1964/66	442.3	416.9	6.4	865.6
1985	514.8	460.6	7.0	982.4
Increase 1964-85				
Number	72.5	43.7	0.6	116.8
Percent	16.4	10.6	9.4	13.5
Share of Total				
1964	51.1	48.1	0.7	100.0
1985	52.4	46.9	0.7	100.0

Source: Base Year - Surveys by Bi-State Metropolitan Planning Commission and/or local civil divisions. For Scott County see Research and Analysis report, pages following L-16, September 1967. For Rock Island County see Illinois Interim Report No. 2 (Part I), Land Use Inventory prepared by DeLeuw, Cather & Co. 1985-Candeub, Fleissig and Associates

Table 23

PROJECTION OF SERVICE LAND USE  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 1964/66-1985

Year	Scott County	Rock Island County	Colona Township	Study Area Total
1964/66	242.6	425.4	7.4	675.4
1985	425.6	624.9	7.4	1,057.9
Increase 1964/66-85				
Number	183.0	199.5	-	382.5
Percent	75.4	501.1	-	58.7
Share of Total				
1964/66	36.4	62.5	1.1	100.0
1985	40.2	59.1	0.7	100.0

Source: Base Year - Surveys by Bi-State Metropolitan Planning Commission and/or local civil divisions. For Scott County see Research and Analysis report, pages following L-16, Sept. 1967. For Rock Island County see Illinois Interim Report No. 2 (Part 1), Land Use Inventory prepared by DeLeuw, Cather & Co. 1985 - Candeub, Fleissig and Associates.

- Development should occur in the proximity of existing development in areas appropriate for commercial use.
- Development should not occur in areas known to flood.
- Development should not occur on slopes of 15 percent or more.
- Development should occur where public utilities are available.

#### Manufacturing and T.C.U. Land Use

(See Table 24 and 25.)

These two categories of land use were combined in the General Plan under the name of "Industrial" land.

#### Recommendations for Manufacturing and T.C.U. Land

Provide 980 acres of additional industrial land including manufacturing and nonmanufacturing, but excluding parking, for the metropolitan area.

Develop seven industrial areas related to the Interstate System at the following interchange locations:

- At I-80 and I-280 in Scott County.
- At I-80 between Illinois Highways 2 and 92 and the Rock River in Rock Island County.
- Adjacent to the Rock River floodplain in Henry County.
- Along Andalusia Road near Centennial Expressway in Rock Island County.
- Related to Iowa Highway 22 between I-280 and Iowa Highway 61 in Scott County.
- Related to I-80 and Illinois Highway 150 in Scott County.
- Related to I-80 and Middle Road in Scott County.

There are two industrial parks proposed adjacent to the two regional airports:

Table 24

PROJECTION OF MANUFACTURING LAND USE  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
1964/66-1985

Year	Scott County	Rock Island County	Colona Township	Study Area Total
1964/66	904.7	797.9	0.5	1,703.1
1985	1,012.9	1,003.8	2.0	2,018.7
Increase 1964/66-85				
Number	108.2	205.9	1.5	315.6
Percent	12.1	27.3	300.0	19.2
Share of Total				
1964/66	53.4	46.6	*	100.0
1985	50.2	49.7	0.1	100.0

\*Less than 0.05 percent

Sources: Base Year - Surveys by Bi-State Metropolitan Planning Commission and/or local civil divisions. For Scott County see Research and Analysis report, pages following L-16, Sept. 1967. For Rock Island County see Illinois Interim Report No. 2 (Part 1), Land Use Inventory prepared by DeLeuw, Cather & Co. 1985 - Candeub, Fleissig and Associates.

Table 25

PROJECTION OF TRANSPORTATION, COMMUNICATIONS AND UTILITIES LAND USE  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 1964/66-1985

Year	Scott County	Rock Island County	Colona Township	Study Area Total
1964/66	8,412.3	13,609.6	976.6	22,998.5
1985	9,500.8	14,677.2	978.6	25,156.6
Increase 1964/66-85				
Number	1,088.5	1,067.6	2.0	2,158.1
Percent	13.6	7.8	0.2	9.6
Share of Total				
1964 /66	36.6	59.2	4.2	100.0
1985	37.9	58.2	3.9	100.0

Sources: Base Year - Surveys by Bi-State Metropolitan Planning Commission and/or local civil divisions. For Scott County see Research and Analysis report, pages following L-16, Sept. 1967. For Rock Island County see Illinois Interim Report No. 2 (Part 1), Land Use Inventory prepared by DeLeuw, Cather & Co. 1985 - Candeub, Fleissig and Associates.

-- North of the Davenport Airport.

-- East and west of the Quad City Airport in Rock Island County.

Expand the existing industrial development along the Mississippi River, especially between Interstates 80 and 280.

Continue the development of a major industrial park in the Cordova section of Rock Island County.

#### Locational Characteristics of Manufacturing and T.C.U. Land

-- Development should occur in areas accessible to good transportation facilities including rail, highway, air and water.

-- Development should not occur in areas known to flood.

-- Development should not occur in areas with slopes of 7 percent or more.

-- Development should occur in areas where public utilities are available.

-- Development should occur compatible with existing and potential land uses

-- Development should occur where adequate soil drainage and load bearing qualities exist.

#### Public Land Use

(See Table 26)

The major increases in public land use arise from open space recreation area proposals, as opposed to increases in libraries, schools, etc.

School and park allocations were made on the basis of the Schools Plan portion of the Community Facilities Plan (General Plan report) and the regional recreation proposals of the metropolitan Outdoor Recreation and Open Space Analysis and Plan report. Planned facilities were translated into acreage allocations.

Allocations of institutional land were based upon the base year ratio of institutional land to dwelling units: 0.04 in Scott County and 0.031 in the Illinois portion of the Study Area.

Table 26

PROJECTION OF PUBLIC LAND USE  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
1964/66-1985

Year	Scott County	Rock Island County	Colona Township	Study Area Total
1964/66	6,151.3	6,630.7	21.3	12,803.3
1985	18,348.5	16,295.9	647.3	35,371.7
Increase 1964/66-85				
Number	12,197.2	9,745.2	626.0	22,568.4
Percent	213.3	145.8	2,939.0	250.5
Share of Total				
1964/66	48.0	51.8	0.2	100.0
1985	51.9	46.3	1.8	100.0

Sources: Base Year - Surveys by Bi-State Metropolitan Planning Commission and/or local civil divisions. For Scott County see Research and Analysis report, pages following L-16, Sept. 1967. For Rock Island County see Illinois Interim Report No. 2 (Part 1), Land Use Inventory prepared by DeLeuw, Cather & Co. 1985 - Candeub, Fleissig and Associates.



**SAD CONTROL TOTALS**

## SAD CONTROL TOTALS

### METHODOLOGY

The concept of Statistical Analysis District ("SAD" or District) was created to increase the reliability of making the zonal forecasts. SAD's are aggregations of traffic zones that have two prime uses:

1. To provide an intermediate stage in the forecasting process. Generally, the larger the geographic unit, the more reliable a forecast will be. In this technique, forecasts for each County are broken into SAD level forecasts and checked before going into the final phase of zonal forecasting.
2. In the next stage of the methodology the planner has to evaluate zones on their development potential. He has only to compare the zone under study with all the other zones in the same SAD, not all zones in the study area. Since there are almost 300 zones in the Bi-State Study the advantage is clear.

#### Criteria for Designating SAD's

From the above it is evident that a SAD is primarily a methodological device invented to simplify the forecasting process. Even so, it is used frequently and mentioned frequently (as in the earlier sections of this report) and it is better to have SAD's that have a fairly strong identification.

The criteria used in grouping traffic zones into SAD's were as follows:

- Municipal boundaries; e.g., in Rock Island County, SAD's 9, 10, 11 and 12 are partly delineated by the municipal boundaries of Rock Island City and Moline. SAD's 2 and 3 in Scott County are separated by the Davenport-Bettendorf city limits. Several SAD's outside the transportation study cordon line (4, 5, 6, 7 and 8 in Iowa and 15, 16, 18, and 19 in Illinois) are all delineated along township lines.
- Recognizable or homogeneous areas within municipalities: e.g., the separation of SAD's 9 and 10, and 11 and 12 are

intended to separate both Rock Island City and Moline City into two homogeneous areas.

- Growth patterns as portrayed in land use plans; e.g., the boundaries of SAD's 5, 14 and 17 reflect planner's opinions about future growth patterns in the area.
- The transportation study cordon line was followed, since it marks the boundary between areas with differing levels of planning information available.

A total of 19 SAD's were delineated, including eight outside of the cordon area, and one in Henry County. Maps indicating boundaries between SAD's and zones lying within each SAD are in the front of this report.

### SAD Forecasts

The projections of primary variables by SAD's were derived as follows:

1. As a control step, a "static" projection was first made. The ratio of the SAD magnitude to the Study Area total was computed for the base year. This was done for each primary activity. The base year ratio was applied to the future magnitude of each activity in the Study Area to get the magnitudes for the SAD. These are the magnitudes that would result if each SAD retained its base year share of the Study Area.
2. Adjustments were made to the "Static" projections by making reference to certain data and materials that give indications of the direction of future development.
  - The concept land use plan for the Bi-State area (this gave an indication of proposed areas of residential and industrial development).
  - Knowledge of proposed and planned development (e.g., known industrial expansions planned in the next few years).
  - Reference to the capacity of a SAD.
  - Reference to the current uses in the SAD and the adjacent areas.

-- Reference to the proposed Interstate Highway network within the area.

A sample form for preparing SAD forecasts is shown as Table 27. It is designed to allow forecasts to be made by a variety of means.

First columns 1 through 4 are filled in. Static projections can be made by filling in column 8, based on column 4 percentages and the 1985 County total. Other approaches are possible. If future magnitudes for certain SAD's are fairly definite, they can be noted in column 8, and other SAD's filled in by other methods. If land use patterns are easy to project, the acreage (column 9) may be filled in, and activities estimated by assuming future densities.

#### EMPLOYMENT PROJECTIONS

(Tables 28, 29, 30 and 31)

##### Total Employment

Iowa Portion - Growth of employment in Scott County is projected to be confined largely to SAD's 1,2,3 and 5. Among them they will account for about 11,300 new jobs or over 90 percent of the growth in the County.

Illinois Portion - Growth of employment in the Illinois portion of the area will result from small percentage growth in older built-up SAD's such as 11, and high growth in lesser developed areas such as SAD's 12, 13, 14 and 17. In fact, of the total increase of 15,796 jobs projected for the County, over 14,100, or about 90 percent, will occur in SAD's 12, 13, 14 and 17.

It should be mentioned that both base year and 1985 employment (by place of work) for Colona Township (SAD 19) appear very low. This should be kept in mind while planning transportation facilities for the Colona-Green Rock area.

##### Manufacturing Employment

Iowa Portion - All SAD's show growth, but in the rural areas of the County (SAD's 6, 7, 8) growth is small in absolute number. Of the 2,000 new manufacturing jobs projected for Scott County by 1985, most are projected for Davenport and Bettendorf: SAD's 1, 2, and 3 will get over 1,100, and SAD 5 is projected to get the largest increase, 625 jobs. SAD 5's projected growth reflects the potential of the interstate highway.

Table 27

SAD FORECAST WORKSHEET  
Small Area ForecastingSTUDY AREA SCOTT Co.ACTIVITY Dwelling Units

SAD	BASE YEAR DATA				INCREMENTAL DATA			PROJECTION YEAR DATA			
	Activity (1)	Land Use (2)	Density (3)	Activity Share of Study Area (4)	Activity (5)	Land Use (6)	Density (7)	Activity (8)	Land Use (9)	Density (10)	Activity Share of Study Area (11)
1	14,621	2,343.8	6.24	37.5	2,917	576.2		17,538	2,920.0	6.0	33.6
2	12,889	1,914.0	6.73	33.0	996	139.9		13,885	2,053.9	6.8	26.6
3	4,760	1,267.2	3.76	12.2	1,026	246.0		5,786	1,513.2	3.8	11.1
Sub T.	(32,270)	(5,525.0)		(82.8)	(4,939)	(962.1)		(37,209)	(6,487.1)	(5.7)	(71.3)
4	1,052	1,068.7	.98	2.7	1,161	994.1		2,213	2,062.8	1.1	4.2
5	2,542	2,103.5	1.21	6.5	5,274	2,928.5		7,816	5,032.0	1.6	14.9
6	844	1,415.5	.60	2.2	106	191.0		950	1,606.5	.66	1.8
7	926	1,371.9	.67	2.4	1,519	1,794.0		2,445	3,165.9	0.8	4.6
8	1,372	986.5	1.39	3.5	275	570.6		1,647	1,557.1	1.1	3.2
TOTAL	39,006	12,471.1	3.13	100.0	13,274	7,440.3		52,280	19,911.4	2.6	100.0

Table 28

PROJECTION OF TOTAL EMPLOYMENT BY SAD  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 BASE YEAR-1985

County And SAD	Base Year	1985	Change, Base Year-1985	
			Number	Percent
S - 1	13,670	16,398	2,728	20.0
S - 2	14,456	18,512	4,056	28.1
S - 3	7,524	9,646	2,122	28.2
S - 4	2,164	2,496	332	15.3
S - 5	3,898	6,295	2,397	61.5
S - 6	832	869	37	4.4
S - 7	529	798	269	50.9
S - 8	314	697	383	122.0
Scott County	43,387	55,711	12,324	28.4
R - 9	23,264	22,958	-306	-1.3
R - 10	2,953	3,744	791	26.8
R - 11	13,408	14,468	1,060	7.9
R - 12	2,408	6,990	4,582	130.3
R - 13	12,508	16,123	3,615	28.9
R - 14	2,737	5,390	2,653	96.9
R - 15	1,560	1,680	120	7.7
R - 16	432	404	-28	-6.5
R - 17	2,001	5,318	3,317	165.8
R - 18	1,344	1,296	-48	-3.6
Rock Island Co.	62,615	78,371	15,756	25.2
H - 19	77	266	189	245.5
Colona Township	77	266	189	245.5
Study Area	106,079	134,348	28,269	26.6

Sources: Base Year data-DeLeuw, Cather & Co.  
 1985-Candeub, Fleissig and Associates, adjusted by Bi-State  
 Metropolitan Planning Commission and DeLeuw, Cather & Co.

Table 29

PROJECTION OF MANUFACTURING EMPLOYMENT BY SAD  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 BASE YEAR-1985

County And SAD	Base Year	1985	Change, Base Year-1985	
			Number	Percent
S - 1	5,249	5,530	281	5.4
S - 2	1,971	2,370	399	20.2
S - 3	4,762	5,200	438	9.2
S - 4	860	899	39	4.5
S - 5	875	1,500	625	71.4
S - 6	10	50	40	400.0
S - 7	48	200	152	316.7
S - 8	12	50	38	316.7
Scott County	13,787	15,799	2,012	14.6
R - 9	13,465	12,810	-655	-4.9
R - 10	546	650	104	19.0
R - 11	5,901	6,540	639	10.8
R - 12	78	425	347	444.9
R - 13	10,102	10,691	589	5.8
R - 14	145	1,404	1,259	868.3
R - 15	633	1,075	442	69.8
R - 16	-	35	35	-
R - 17	318	800	482	151.6
R - 18	108	120	12	11.1
Rock Island Co.	31,296	34,550	3,254	10.4
H - 19	6	50	44	733.3
Colona Township	6	50	44	733.3
Study Area	45,089	50,399	5,310	11.8

Sources: Base Year data-DeLeuw, Cather & Co.  
 1985-Candeub, Fleissig and Associates, adjusted by Bi-State  
 Metropolitan Planning Commission and DeLeuw, Cather & Co.

Table 30

PROJECTION OF RETAIL EMPLOYMENT BY SAD  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
BASE YEAR-1985

County And SAD	Base Year	1985	Change, Base Year-1985	
			Number	Percent
S - 1	2,905	3,386	481	16.6
S - 2	3,605	4,100	495	13.7
S - 3	1,070	1,740	670	62.6
S - 4	137	192	55	40.1
S - 5	140	340	200	142.9
S - 6	82	182	100	122.0
S - 7	88	188	100	113.6
S - 8	73	123	51	70.0
Scott County	8,100	10,251	2,151	26.6
R - 9	1,735	2,119	384	22.1
R - 10	600	879	279	46.5
R - 11	1,697	1,938	241	14.2
R - 12	1,379	1,769	390	28.3
R - 13	833	1,409	576	69.1
R - 14	48	301	253	527.1
R - 15	326	240	-86	-26.4
R - 16	210	125	-85	-40.5
R - 17	451	1,356	905	200.7
R - 18	200	100	-100	-50.0
Rock Island Co.	7,479	10,236	2,757	36.9
H - 19	21	66	45	214.3
Colona Township	21	66	45	214.3
Study Area	15,600	20,553	4,953	31.8

Sources: Base Year data-DeLew, Cather & Co.  
1985-Candeub, Fleissig and Associates, adjusted by Bi-State  
Metropolitan Planning Commission and DeLew, Cather & Co.



Table 31

PROJECTION OF "OTHER" EMPLOYEES BY SAD  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
BASE YEAR-1985

County And SAD	Base Year	1985	Change, Base Year-1985	
			Number	Percent
S - 1	5,516	7,482	1,966	35.6
S - 2	8,880	12,042	3,162	35.6
S - 3	1,692	2,706	1,014	59.9
S - 4	1,167	1,405	238	20.4
S - 5	2,883	4,455	1,572	54.5
S - 6	740	637	-103	-13.9
S - 7	393	410	17	4.3
S - 8	229	524	295	128.8
Scott County	21,500	29,661	8,161	38.0
R - 9	8,064	8,029	-35	-.4
R - 10	1,807	2,215	408	22.5
R - 11	5,810	5,990	180	3.1
R - 12	951	4,796	3,845	404.3
R - 13	1,573	4,023	2,450	155.8
R - 14	2,544	3,685	1,141	44.9
R - 15	601	365	-236	-39.3
R - 16	222	244	22	9.9
R - 17	1,232	3,162	1,930	156.7
R - 18	1,036	1,076	40	3.9
Rock Island Co.	23,840	33,585	9,745	40.9
H - 19	50	150	100	200.0
Colona Township	50	150	100	200.0
Study Area	45,390	63,396	18,006	39.7

Sources: Base Year data-DeLeuw, Cather & Co.  
1985-Candeub, Fleissig and Associates, adjusted by Bi-State  
Metropolitan Planning Commission and DeLeuw, Cather & Co.

Illinois Portion - Several SAD's will participate in the projected growth, and they will have an additional 655 jobs to share as SAD 9 slightly reduces its manufacturing base. Largest increases will occur in SAD 14, where over 1,250 new jobs are projected. Over 600 jobs are projected for SAD 11 in Moline, while SAD's 15 and 17 will increase manufacturing employment by more than 400 each.

### Retail Employment

Iowa Portion - Total growth for the County is 2,150, with larger percentages going to central SAD's 1, 2, and 3, than for manufacturing. The largest increase occurs in Bettendorf (SAD 3) where an increase of 670 jobs is projected. Again, SAD 5 is projected to have the greatest growth among the outlying SAD's. This again reflects the expected benefits of the road system.

Illinois Portion - The pattern is similar to that in Scott County. SAD's in the built-up areas which did not participate in manufacturing growth, are expected to retain a firmer grasp on their share of the retail market. Among the other areas, only SAD's 13, 14, and 17, where substantial population growth is expected, show extraordinary gains. The least settled areas, SAD's 15, 16 and 18, show retail employment losses, as this industry consolidates into major retail centers.

### DWELLING UNIT AND POPULATION PROJECTIONS

(Tables 32 and 33)

#### Dwelling Units

Dwelling units are projected to increase by 23,378 in the Study Area by 1985. The largest share of growth (55.7 percent or 13,000) will occur in Scott County, while the Illinois portion will see an increase of about 10,300 dwelling units.

Iowa Portion - SAD 5, in the central portion of Scott County, north of Davenport, shows the greatest increase-both in numerical and percentage terms. In the built-up area, SAD 1 is projected to have the largest numerical increase - almost 3,600 dwelling units. This reflects land use plans to provide high density dwelling units adjacent to the CBD, close to industrial areas and near major community facilities.

Illinois Portion - Because of the high density units projected for the older areas, and the smaller household sizes that go with them,

Table 32

PROJECTION OF DWELLING UNITS BY SAD  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 BASE YEAR-1985

County And SAD	Base Year	1985	Change, Base Year-1985	
			Number	Percent
S - 1	13,951	17,538	3,587	25.7
S - 2	13,618	13,885	267	2.0
S - 3	4,148	5,786	1,638	39.5
S - 4	2,002	2,513	511	25.5
S - 5	2,640	7,816	5,176	196.1
S - 6	841	950	109	13.0
S - 7	859	2,145	1,286	149.7
S - 8	1,189	1,647	458	38.5
Scott County	39,248	52,280	13,032	33.2
R - 9	9,390	9,638	248	2.6
R - 10	7,562	8,498	936	12.4
R - 11	10,008	10,512	504	5.0
R - 12	6,382	9,153	2,771	43.4
R - 13	8,519	9,014	495	5.8
R - 14	2,730	3,408	678	24.8
R - 15	1,101	1,353	252	22.9
R - 16	525	562	37	7.0
R - 17	3,694	7,088	3,394	91.9
R - 18	1,485	1,799	314	21.1
Rock Island Co.	51,396	61,025	9,629	18.7
H - 19	1,567	2,284	717	45.8
Colona Township	1,567	2,284	717	45.8
Study Area	92,211	115,589	23,378	25.4

Sources: Base Year data-Bi-State Metropolitan Planning Commission  
 and/or local civil divisions  
 1985-Candeub, Fleissig and Associates, adjusted by Bi-State  
 Metropolitan Planning Commission and DeLew, Cather & Co.

Table 33

PROJECTION OF POPULATION BY SAD  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
BASE YEAR-1985

County And SAD	Base Year	1985	Change, Base Year-1985	
			Number	Percent
S - 1	44,490	53,875	9,385	21.1
S - 2	40,981	42,185	1,204	2.9
S - 3	15,386	17,510	2,124	13.8
S - 4	7,016	8,240	1,224	17.4
S - 5	10,022	25,800	15,778	157.4
S - 6	2,689	3,040	351	13.1
S - 7	2,835	7,080	4,245	149.7
S - 8	4,287	5,270	983	22.9
Scott County	127,706	163,000	35,294	27.6
R - 9	27,904	28,560	656	2.4
R - 10	23,941	25,800	1,859	7.8
R - 11	30,699	31,500	801	2.6
R - 12	19,514	28,000	8,486	43.5
R - 13	24,299	29,250	4,951	20.4
R - 14	10,640	12,100	1,460	13.7
R - 15	3,229	3,820	591	18.3
R - 16	1,630	1,685	55	3.4
R - 17	13,051	23,710	10,659	81.7
R - 18	4,809	5,575	766	15.9
Rock Island Co.	159,716	190,000	30,284	19.0
H - 19	6,234	8,000	1,766	28.3
Colona Township	6,234	8,000	1,766	28.3
Study Area	293,656	361,000	67,344	22.9

Sources: Base Year data-Bi-State Metropolitan Planning Commission and/or local civil divisions  
1985-Candeub, Fleissig and Associates, adjusted by Bi-State Metropolitan Planning Commission and DeLeuw, Cather & Co.

the 1985 distribution of dwelling units does not exactly follow the changes in population.

District 9 continues to have the second greatest number of dwelling units even though it is projected to rank third in population; and the percentage increase in SAD's 17, 13 and 14 is much greater for dwelling units than it was for population, reflecting changes in the average population per household.

### Population

Population changes parallel but do not duplicate the dwelling unit changes. This arises from the assumption that population per dwelling unit will be shrinking over the projection period. (Refer to Table 9.)

Iowa Portion - SAD 1, which had 44,490 persons in the base year, or 35 percent of the County total, is projected to have 53,875 residents in 1985. This is equivalent of 33.0 percent of the County total. SAD's 2 and 3 show losses in share also, while registering numerical increases in population.

In the outlying areas, SAD's 5 and 7 dominate growth. The former is expected to have 15.8 percent of the 1985 population (25,800) compared with a 7 percent share in the base year.

Illinois Portion - Major growth areas are SAD's 17, 12 and 13. An increase of over 10,600, or 82 percent, is forecast for SAD 17, which encompasses Milan, Coal Valley, Oak Grove, Southwest Rock Island, and Coal Valley and Blackhawk Townships.

Population growth in SAD's 9, 10, and 11 is projected to almost stabilize. Growth for all three areas combined is about 3,300 or just over 10 percent of the Illinois Portions growth over a 21-year period. District 11 will continue to have more people than any other SAD, but 13 will replace 9 as the second most populated.

### SECONDARY VARIABLE PROJECTIONS

(Tables 34-36)

The number of employed residents will increase by 41,000 (40.5 percent), much faster than the projected growth rate of 22.9 percent

Table 34

PROJECTION OF EMPLOYED RESIDENTS BY SAD  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 BASE YEAR-1985

County And SAD	Base Year	1985	Change, Base Year-1985	
			Number	Percent
S - 1	15,437	20,802	5365	34.8
S - 2	14,332	16,288	1956	13.6
S - 3	4,974	6,761	1787	35.9
S - 4	2,702	3,182	480	17.8
S - 5	3,853	9,962	6109	158.6
S - 6	1,067	1,174	107	10.0
S - 7	1,130	2,734	1604	141.9
S - 8	1,650	2,035	385	23.3
Scott County	45,145	62,938	17,793	39.4
R - 9	8,905	11,470	2565	28.8
R - 10	8,611	10,362	1751	20.3
R - 11	10,259	12,651	2392	23.3
R - 12	6,837	11,245	4408	64.5
R - 13	8,580	11,747	3167	36.9
R - 14	3,456	4,859	1403	40.6
R - 15	1,261	1,535	274	21.7
R - 16	525	677	152	29.0
R - 17	4,357	9,523	5166	118.6
R - 18	1,485	2,239	754	50.8
Rock Island Co.	54,276	76,308	22,032	40.6
H - 19	1,962	3,213	1251	63.8
Colona Township	1,962	3,213	1251	63.8
Study Area	101,383	142,459	41,076	40.5

Sources: Base Year data Bi-State Metropolitan Planning Commission and DeLeuw, Cather & Co. (See Table B-1 in Illinois Interim Report No. 11 and Table A-1 in the Davenport Origin and Destination for Employee Population Ratios).  
 1985- Candeub, Fleissig and Associates, adjusted by Bi-State Metropolitan Planning Commission and DeLeuw, Cather & Co.

in total population. The basic reason is that participation rates are expected to go up.

Iowa Portion - An increase of almost 17,800 employed residents is projected for Scott County over the base year level of 45,145. The distribution among SAD's is shown in Table 34. District 1 will have almost one-third of the total, 20,802, compared with its 36.5 percent share of total population. SAD 5 will have almost 10,000 employed residents, ranking it third over SAD 3.

The percentage of residents who are employed in Scott County is projected to be 38.6 percent in 1985, compared with 38.3 percent in 1960. (The 38.6 figure was derived by fitting a straight line to historical data going back to 1940.)

Illinois Portion - The number of employed residents in Rock Island County is projected to increase from 54,276 in 1964 to 76,308 in 1985. The increase, which is more than the projected increase in jobs, indicates that workers in Rock Island County will be commuting out of the County more in 1985 than in 1960.

The participation rate in Rock Island County was 39.5 percent in 1964, and, by fitting a straight line to historic data, is projected to increase to 40.2 percent by 1985.\* The five SAD's comprising Rock Island, Moline and East Moline all are projected to contain roughly equivalent amounts of workers, and SAD 17 will contribute almost as many by virtue of its projected rapid population growth.

The Rock Island County participation rates were assumed applicable to Colona Township because of geographic proximity and demographic similarity.

#### Automobile Ownership

It was determined that the base year rates of ownership varied by distance from the central area. Within the framework of a study area control of 2.15 persons per auto, 1985 rates were also projected to vary by distance from the central area.

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\* Because the participation rates were projected separately for each county based on past trends, there was no valid reason to show the rates for each county converging to a common rate.

Table 35

PROJECTION OF AUTOMOBILES OWNED BY SAD  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
BASE YEAR-1985

County And SAD	Base Year	1985	Change, Base Year-1985	
			Number	Percent
S - 1	15,471	25,063	9,592	62.0
S - 2	14,322	19,626	5,304	37.0
S - 3	5,457	8,144	2,687	49.2
S - 4	2,006	3,904	1,898	94.6
S - 5	2,864	12,286	9,422	329.0
S - 6	793	1,339	546	68.9
S - 7	838	3,103	2,265	270.3
S - 8	1,224	2,322	1,098	89.7
Scott County	42,975	75,787	32,812	76.4
R - 9	8,738	13,287	4,549	52.1
R - 10	10,146	12,286	2,140	21.1
R - 11	11,350	14,653	3,303	29.1
R - 12	7,960	13,338	5,378	67.6
R - 13	9,015	13,934	4,919	54.6
R - 14	3,593	5,762	2,169	60.4
R - 15	923	1,683	760	82.3
R - 16	1,630	742	-888	-54.5
R - 17	4,363	10,455	6,092	139.6
R - 18	4,809	2,456	-2,353	-48.9
Rock Island Co.	62,527	88,596	26,069	41.7
H - 19	2,168	3,524	1,356	62.5
Colona Township	2,168	3,524	1,356	62.5
Study Area	107,670	167,907	60,237	55.9

Sources: Base Year data Bi-State Metropolitan Planning Commission and DeLeuw, Cather & Co. (See Table B-1 in Illinois Interim Report No. 11, and Table A-1 in Davenport Origin and Destination Study for Auto. Population Ratios.)  
1985- Candeub, Fleissig and Associates, adjusted by Bi-State Metropolitan Planning Commission and DeLeuw, Cather & Co.



The SAD's closest to the central area are projected to have a lower ownership of autos than the suburban areas. But the far outlying areas (mostly rural in nature) have a lower ownership rate than the central area SAD's.

<u>SAD's</u>	<u>1985 Persons/Automobile</u>
1, 2, 3, 9, and 11	2.15
4, 5, 10, 12, 13, and 14	2.10
6, 7, 8, 15, 16, 17, 18, and 19	2.27

Iowa Portion - In the base year, there were 42,975 automobiles owned in Scott County. This amounted to 2.47 persons per automobile. By 1985, it is projected that residents will own 75,800 automobiles.

SAD's 1 and 2 will dominate the generation of automobile trips since between them they are projected to contain 44,700 or about 60 percent of the County's automobiles.

Illinois Portion - The number of automobiles is projected to increase from 64,695 in 1964 to 92,120 in 1985. The distribution of automobile ownership shown in Table 35 indicates that trips will be generated over a much broader area in the Illinois portion than in Scott County. SAD's 9, 10, 11, 12, 13 and 17 all contain roughly equal numbers of automobiles.

#### School Enrollment

The number of students enrolled in Scott County schools is projected to increase from about 40,800 in 1967 to 61,100 in 1985. In the Illinois portion the projected increase is from 45,000 in 1967 to 57,600 in 1985.

Table 36 has the details by SAD.

#### LAND USE PROJECTIONS

(Table 37)

Very general County parameters were established for Scott County in the Research and Analysis Report. Given the enormous undeveloped areas of the Study Area, and the modest nature of the employment and population projection, it was evident that availability

Table 36

PROJECTION OF TOTAL SCHOOL ENROLLMENT BY SAD  
DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
BASE YEAR-1985

County And SAD	Base Year	1985	Change, Base Year-1985	
			Number	Percent
S - 1	12,553	12,976	423	3.4
S - 2	14,662	17,028	2,366	16.2
S - 3	5,749	16,079	10,330	179.0
S - 4	1,855	3,355	1,500	80.8
S - 5	2,607	6,814	4,207	161.3
S - 6	185	335	150	81.0
S - 7	1,878	3,558	1,680	89.4
S - 8	775	925	150	19.3
Scott County	40,264	61,070	20,806	51.7
R - 9	7,257	9,188	1,931	26.6
R - 10	6,859	7,189	330	4.8
R - 11	7,741	5,561	-2,180	-28.2
R - 12	6,752	13,042	6,290	93.2
R - 13	8,980	10,985	2,005	22.3
R - 14	1,817	2,777	960	52.8
R - 15	924	1,404	480	51.9
R - 16	157	217	60	27.6
R - 17	2,219	4,434	2,215	99.8
R - 18	1,337	1,697	360	26.9
Rock Island Co.	44,043	56,494	12,451	28.3
H - 19	935	1,085	150	16.0
Colona Township	935	1,085	150	16.0
Study Area	85,242	118,649	33,407	39.2

Sources: Base Year data-Bi-State Metropolitan Planning Commission  
1985-Bi-State Metropolitan Planning Commission and DeLeuw,  
Cather & Co.

Table 37

LAND USE IN ACRES BY STATISTICAL ANALYSIS DISTRICT  
 DAVENPORT - ROCK ISLAND - MOLINE TRANSPORTATION STUDY AREA  
 1964/66-1985

County and SAD	RESIDENTIAL		RETAIL		MANUFACTURING		SERVICE		TCU	PUBLIC		
	1966	1985	1966	1985	1966	1985	1966	1985		1966	1985	
1	2,343.8	2,920.2	125.6	136.0	164.6	173.0	68.3	101.3	1,616.6	1,727.3	1,166.5	1,347.5
2	1,914.0	2,053.9	103.0	117.0	43.5	43.9	72.1	131.1	1,186.4	1,359.0	777.3	958.3
3	1,267.2	1,513.2	69.0	84.0	647.8	656.0	48.0	61.0	734.7	835.2	363.3	729.0
4	1,068.7	2,062.8	7.9	10.8	20.8	34.0	6.3	6.3	1,236.0	1,306.6	479.1	1,243.8
5	2,103.5	5,032.0	78.2	90.0	22.6	73.0	47.9	125.9	3,056.1	3,600.5	714.3	2,462.8
6	1,415.5	1,606.5	25.2	33.0	1.0	15.0			191.5	217.5	336.0	3,409.5
7	1,371.9	3,165.9	23.3	30.0	3.2	13.0				46.8	1,385.6	4,790.1
8	986.5	1,557.1	10.1	14.0	1.2	5.0			391.0	407.8	929.2	3,407.5
Scott Co.	12,471.1	19,911.6	442.3	514.8	904.7	1,012.9	242.6	425.6	8,412.3	9,500.8	6,151.3	18,348.5
	1964	1985	1964	1985	1964	1985	1964	1985	1964	1985	1964	1985
9	975.0	946.5	57.7	65.4	195.1	206.1	39.4	40.4	1,175.3	1,185.0	495.1	505.5
10	1,564.3	1,736.3	32.3	35.3	35.9	41.0	34.0	39.0	683.1	713.1	682.0	904.8
11	1,456.8	1,533.8	57.7	66.7	127.8	148.8	37.6	40.1	967.7	1,001.3	257.8	275.7
12	1,729.6	2,421.8	45.6	48.6	8.8	24.8	14.1	102.1	688.8	987.9	247.7	1,429.7
13	1,601.5	2,074.9	58.4	66.4	314.6	314.6	67.0	119.0	1,278.5	1,447.5	363.9	978.7
14	1,354.8	2,430.6	47.7	47.7	18.2	100.0	7.0	27.0	1,844.6	2,109.1	762.5	3,034.5
15	778.0	1,210.6	16.0	16.0	62.0	97.0			1,232.0	1,239.6	255.0	811.6
16	512.0	697.0	10.0	10.0		3.0	1.0	1.0	1,169.0	1,169.5	1,677.0	3,057.0
17	1,466.6	3,459.8	82.5	95.5	27.5	60.5	220.3	251.3	2,785.6	3,039.2	1,328.4	4,690.4
18	1,101.0	1,521.9	9.0	9.0	8.0	8.0	5.0	5.0	1,785.0	1,785.0	561.3	688.0
Rock Island Co.	12,539.6	18,033.2	416.9	460.6	797.9	1,003.8	425.4	624.9	13,609.6	14,677.2	6,630.7	16,375.9
Colona Township												
19	539.2	684.1	6.4	7.0	0.5	2.0	7.4	7.4	976.6	978.0	21.3	647.3

Source: Base Year - Surveys by Bi-State Metropolitan Planning Commission and/or local civil divisions.

1985 - Candeub, Fleissig and Associates.

Table 38

PROJECTIONS OF RURAL DENSITY DWELLING UNITS  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 INCREASE TO 1985

<u>Scott County</u>	<u>Dwelling Units</u>	<u>Acres</u>
S-4	148	740.0
S-5	319	1,595.0
S-6	35	175.0
S-7	296	1,480.0
S-8	<u>105</u>	<u>525.0</u>
Total	903	4,515.0
<u>Rock Island County</u>	<u>Dwelling Units</u>	<u>Acres</u>
R-14	171	855.0
R-15	77	385.0
R-16	37	185.0
R-17	248	1,240.0
R-18	<u>71</u>	<u>355.0</u>
Total	604	3,020.0
<u>Colonial Township</u>		
H-19	180	900.0

Source: Technical Supplement to the General Plan, Pg. 3, Candeub  
 Fleissig and Associates, 1968.

of land was no constraint at the County level. The concentration on land use parameters was at the SAD level. (Study Area control figures are shown, however, in Tables 2 and 37.)

This situation may change in the future as the forecast year is pushed forward, and greater amounts of land are developed. Because of the changing densities from SAD to SAD, some of the outlying portions of the Study Area will have far greater areas of residential land than the inner SAD's which actually have the most population. SAD's 4, 5 and 7 in Scott County and 14 in Rock Island County are examples of this.

Changes in the other major land uses follow much the same pattern by SAD as did the employment changes:

- Most retail and service growth is in the core.
- Manufacturing land use in the core areas is stabilized, and increasing elsewhere.
- Public land use shows large increases in the suburban and outer SAD's--mostly recreation uses.

The residential land use projections include "rural-density" use, not shown in the General Plan Report. The amount and location, by SAD, is shown in Table 38.

**ZONAL FORECASTS**

## ZONAL FORECASTS

This section is devoted entirely to methodology for deriving zonal forecasts. The forecast figures are not discussed -- there are too many numbers for this to be practical. A table at the end of this section gives the zonal data for primary, intermediate and secondary variables for the base year and 1985. A sample of the land use tabulations on file with the Bi-State Metropolitan Planning Commission, the Illinois Division of Highways and the Iowa State Highway Commission is also shown at the end of this section.

### GENERAL METHODOLOGY

This section of the report is intended to provide not only a description of the procedures followed in arriving at the zonal forecasts, but it also should become one of the main references in future years when the zonal forecasts are updated.

The consultant has developed a computerized technique for making forecasts of socio-economic variables for traffic zones.

This technique is designed to permit the projection of variables that occupy land. That is, population, employment and dwelling units can be projected by this method, but items such as labor force, automobile ownership, and income cannot. The former are known as primary variables, and the latter as secondary variables because they can be derived from the primary variables.

The actual small area forecasts are made by a computer model. The model was designed to project either the variable or the land use associated with it, or both. That is why this methodology serves for both socio-economic activities and land use. The following data is needed for input to the computer model:

- Base year magnitudes for each variable that is to be forecast, for traffic zones and for Statistical Analysis Districts.
- Base year area occupied by each variable, by traffic zone.
- The amount of developable land in each traffic zone.
- Total area of each zone.
- The desired future density of each variable by traffic zone.

- "Zonal Location Factors" for each variable, by traffic zone.
- "Activity Location Factors" by traffic zone.
- The future magnitude of each variable to be forecast, by Statistical Analysis District.

The rest of this section describes the procedures followed in obtaining these inputs. The methodology chart in the Summary of Methodology Section gives a generalized indication of the sequence and interrelationships of the methodology.

### Data Sources

One of the benefits to be derived from forming a regional agency for planning in the Bi-State Metropolitan Area should be the improvement of base year data at the zonal level.

Because this transportation study was originated as two separate studies in two separate states, the base year data supplied the consultants were inconsistent in numerous ways. A great deal of effort expended in the study involved merely tying together data from different sources and different time periods, and eliminating inconsistencies.

It is hoped that in future updating studies, uniformity of geographic coverage, reporting formats, and data collected will eliminate many of the problems that occurred in this first round of forecasting.

Some of the problems with data sources are listed below. The intent is to throw some light on the procedures that were used in forecasting; some were devised solely for the purpose of accommodating the data. These data sources supplied the first four items on the list of inputs for the traffic zone forecast model, shown on the previous page.

### Iowa Portion

Origin and Destination Study - This was made in 1961. While a number of variables were updated to 1966, it was found safest to use only relationships and percentages from the original study. The absolute numbers of the O&D were likely to be inaccurate. (Base year O&D ratios for employed residents to population and autos owned to population for example, were applied to 1966 estimates of population from other sources to obtain 1966 estimates of employed residents and autos owned).



In addition, the origin and destination study contains useful data only for the areas of the County inside of the transportation study cordon line. This includes all of SAD's 1, 2 and 3. In terms of primary variables, these three SAD's contain almost all of the activity in the County in the base year. SAD's 5 and 7, however, are projected to receive substantial growth by 1985, and the lack of base year data in more detail was a handicap in refining these projections and adding the secondary variables.

Finally, since the data collected in the Scott County origin and destination study did not correspond with data collected in Rock Island County's O & D study, some other changes were needed. The decision on the part of the transportation engineering consultant to drop income as a forecast variable was influenced by the absence of base year data on the Iowa side of the river.

Survey of Land Use and Dwelling Units - The data was collected in 1966. Employment data, which was to be matched to land use, was from 1964 (updated from 1961 O & D data using Employment Security records, and building permit data primarily).

#### Illinois Portion

Origin and Destination Study - This was actually made in 1964. Like the Scott County Study, no data was collected for areas outside of the Cordon line. This includes SAD's 15, 16, and 18. This creates a less severe problem than in Scott County, since not as much growth is projected in these outlying areas as in the corresponding outlying areas of Scott County.

Dwelling Unit and Population Survey - The survey was undertaken in 1964 and covered all of Rock Island County and Colona Township. Accepted dwelling unit counts were derived from the 1964 O & D Study, the 1964 land use survey, and review and adjustment by local area planning staffs. 1964 population was calculated by applying 1960 ratios of population to dwelling units to the 1964 dwelling units.

Land Use Survey - There were no unusual problems connected with the 1964 survey of Rock Island County and Colona Township.

#### Data Edits

Although the data supplied was technically in its final degree of correctness, some routine checks were made.

Activity-Land Use Correspondence - At the zonal level, a check was run to see if for every type of employment or dwelling unit reported, there was any amount of corresponding land use. As an extension of this test, densities were calculated (that is, dwelling units or employees per acre of land).

The reverse was also done to see that land use was not recorded without corresponding employment or dwelling units. This type of check is less useful than the above since some types of land use (open space, agriculture) do not necessarily have to be accompanied by employment.

Data Card Edits - Where information was transmitted by data card, some other checks were instituted. Listings of the cards were made to see that cards had not been lost in transmission, or that errors had not occurred in the process of reproducing the original decks.

The listing was also used to check against the source data (where available) to see if keypunch errors had been made.

#### DERIVATION OF PRIMARY VARIABLES

##### Sources of Information

To complete this stage of the forecasting procedure the planners obtained the following data and analyzed it. This gave them an idea of where and when developments were taking place in the Study Area.

1. Future land use plans for municipalities in the area.
2. Proposed shopping centers, industrial parks.
3. Major subdivisions, new towns.
4. Community facilities plans - schools, parks, recreation areas, other public uses.
5. Existing and proposed service areas - water, storm sewer, sanitary sewer.
6. Transportation proposals - expressway, major arterials, collectors, rail, air terminals.
7. Redevelopment - areas of proposed reuse.

8. Soil suitability - areas where development will be limited.
9. Topography - areas where development will be limited.
10. Ground Water - areas where development will be limited.
11. Flooding hazards - areas subject to flooding.

#### Zonal Development Analysis

Armed with the above knowledge, the planner recorded his ideas about each zone's developability by filling out the Zonal Development Analysis chart. The end-products of this chart are the Zonal Location Factors. (A chart for SAD 14 is shown here as a sample of Exhibit 1. The full set for all zones has been transmitted to the Bi-State staff and the Transportation consultant for review.)

The Zonal Development Analysis chart was filled out as follows:

1. One form was filled out for each activity\* that was to be forecast for each SAD. There were 19 SAD's and 7 activities, so 133 forms were filled out. (The seven activities were: dwelling units; manufacturing employment; retail employment; and "other" employment split into four categories: services, TCU, public and resources.)
2. Spaces at the top provide for general data - SAD's identification, the activity name (population, housing units, retail employment, etc.), the following values for the SAD: total acreage, net developable acreage, base year and horizon year magnitudes for the activity, and base year and horizon year acreages for the activity's land use.
3. Based on the planner's knowledge of the SAD and review of data listed under "Sources of Information," the planner chose the development criteria that measured a zone's development potential for the activity under study. Criteria used for each activity are shown in Exhibit 2.

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\*"Activity" is synonymous with "variable" as used in this report.



EXHIBIT 2

ZONAL DEVELOPMENT ANALYSIS CRITERIA  
ASSIGNED TO EACH FORECAST ACTIVITY

ACTIVITY

Criteria	Manufacturing Employment	Retail Employment	Other Employment	Dwelling Units
Access to Highways and Bridges	A	F	A	F
Access to Railroads	B	-	B	-
Slope Hazard	C	H	H	H
Flood Hazard	D	D	D	D
Public Utilities	E	E	E	E
Proximity to Development	-	G	I	J

Note: The symbols A, B, etc. indicate Guideline Rating Scales as listed in Exhibit 3.

4. The chart was filled out, one criterion at a time. Using a scale of 0 to 100, each zone was evaluated in terms of the availability or suitability of the criterion for the development of the activity under study. The better equipped a zone was with the criterion, the higher the numerical value it was assigned. Exhibit 3 shows the guidelines followed by the planners in assigning a score to the zones for each criteria.

-- A mixture of existing and proposed characteristics was kept in mind for some criteria (roads, utilities) while only the existing situation was considered for others (soils, for example).

-- Note from Exhibits 2 and 3 that some criteria were scored differently depending upon the activity under study, while some were rated the same for all activities. Soil suitability and flooding hazard are examples of the former, while proximity to development is an example of a criterion that the planner changes guidelines depending upon the activity under question.

5. The planner has several options in filling out the criteria section of the forms:

-- Development criteria can be uniform for each SAD for a given activity, but be changed when a new activity is being considered. This was done, as shown by Exhibit 2.

-- The planner can make a note that certain criterion are to be given more weight than others. This was not done in this study; all criterion had equal weight. When activity forecasts are reevaluated, this option would still be available.

6. The columns labeled: "Given or Fixed" and "Comments" allow for comments where something about a zone's future development is known and there might be reason to suspend the forecast model's operation and fix the forecast by hand.

7. The chart has a column for the future density of the activity to be specified for each zone. The planner left this blank, so each zone was given the average density for the SAD as calculated on the SAD forecast worksheets, (Table 27).

EXHIBIT 3

ZONAL DEVELOPMENT ANALYSIS CRITERIA  
RATING GUIDELINES

Rating Guidelines A

- 100 - Freeway interchange centered in zone.
  - Zone well served with arterials and adjacent to river bridge.
- 80 - Freeway interchange on edge or near the zone.
  - Zone is served by arterials, but not adjacent to bridge.
- 60 - No freeway.
  - Poor arterial.
- 20 - No arterial.
- 0 - No roads.

Rating Guidelines B

- 100 - Zone saturated with railroads.
- 80 - Railroad in zone, not saturated.
- 60 - Railroad on edge of zone.
- 40 - Railroad near zone, easy to reach.
- 20 - Railroad near zone, difficult to reach.
- 0 - Zone great distance away.

Rating Guidelines C

- 100 - All land in slopes of 6% or less.
- 50 - Half the land in slopes of 6% or less.
- 0 - None of land in slopes of 6% or less.

Rating Guidelines D

See sources at end of Exhibit.

Rating Guidelines E

See sources at end of Exhibit.

Rating Guidelines F

- 100 - Zone saturated with arterials.
- 80 - Some arterials and freeway interchange.
- 60 - One arterial adjacent. Freeway in area.
- 40 - One arterial adjacent. No freeway.
- 0 - No roads.

Rating Guidelines G

- 100 - Center of retail core.
- 80 - Near retail core.
  - Intersection major arterials.
  - Freeway interchange.
- 60 - Further from core.
  - Near intersection major arterials.
- 40 -
- 0 - Away from any development.

Rating Guidelines H

See sources at end of Exhibit.



Rating Guidelines I

Services

CBD - 100

Away from development - 0

Public Buildings

CBD - 100

Away from development - 0

Agriculture

Away from development - 100

CBD - 0

Transportation

Airport, railroad yards  
truck terminals - 100

2 above in zone - 90

1 above in zone - 80

Reasonable distance to  
airport, railroad yards,  
and truck terminal - 50

None for miles - 0

Rating Guidelines J

100 - Center of retail core or on fringe of suburban development.

80 - Near core, near fringe

60 - General area of fringe

- Near satellite development.

40 - General area of fringe, not satellite development.

20 - Not near anything.

- Major arterial (not freeway) in zone.

0 - Away from any development.

Sources: A, B, C, F, G, I and J were the planner's judgment based on a review of maps, plans, etc. as listed in the text. D, E, H were based on Tables 3 and 4, "Suitability of Vacant Lands for Development," Technical Supplement to the General Plan, Candeub, Fleissig & Associates, April, 1968. The guidelines for D, E, and H were based the proportion of the land in the zone that was not subject to flooding, severe slopes, or that was covered by public utilities. (E. G., a zone with 10 percent of the land subject to flooding would be rank "90" for that criteria).

8. The Zonal Location Factor is obtained by adding across the values recorded under each criterion and getting the total.

#### Primary Activity Analysis

After completing all of the Zonal Development Analysis charts the planner completed a Zonal Activity Analysis Chart for each SAD (Exhibit 4).

The data recorded on this form are known as Zonal Activity Factors. They are used in the computer only in the special situation which arises when the normal forecasting process has allocated more activities to a zone than it can hold. The computer determines the amount of over-allocation by using the future densities to calculate how much land would be needed to accommodate the projected activity, and comparing this to the amount of vacant land actually available. It then uses the Zonal Activity Factors to determine which activities, and how much, to remove from the over-allocated zones to attain a balance.

1. The upper part of the form was filled out with general data for the base and horizon years: Total acreage, developable acreage, and magnitude and acreage for each activity in the SAD.
2. One line was filled out for each zone in the SAD, working horizontally across the page.
3. A numerical system was used to indicate the relative desirability of the activities within each zone. A scale of zero to 10 was used, with greater desirability designated by the higher numbers.

#### Preparation for the Computer

The data needed for the computer computation of zonal forecasts is available at this stage. Appendix 3 has the coding sheets used to transmit the data to the programmer. The Zonal Location Factors and Activity Factors, whose computation is described above, were transcribed onto coding sheets types 8 and 9.

The net developable area provided on coding sheet 4 was taken from Tables 3 and 4 of the Technical Supplement to the General Plan, presented to the Bi-State Metropolitan Planning Commission in April, 1968.

Exhibit 4  
ZONAL ACTIVITY ANALYSIS  
SMALL AREA FORECASTING

Study Area ROCK ISLAND  
Prepared By \_\_\_\_\_

SAD No. R-14

Total SAD Acreage 19,982.7  
Net Developable SAD Acreage 4,478.1

	Activity Name	Magnitude		Land Area			Activity Name	Magnitude		Land Area	
		Base Yr.	Future	Base Yr.	Future			Base Yr.	Future	Base Yr.	Future
1.	RES. D.U.	2,730	3,408	1,354.8	2,430.6	5.	TCU	1,555	1,915	1,844.6	2,109.1
2.	RETAIL	48	300	47.7	47.7	6.	Public	70	253	762.5	3,034.5
3.	MFG.	145	355	18.2	100.2	7.					
4.	SERVICE	900	1,498	7.0	27.0	8.					

Zone No.	Acres		ACTIVITIES								Comments and Notes
	Total	Net Developable	(1) Residential	(2) Retail	(3) Mfg.	(4) Services	(5) TCU	(6) Public	(7)	(8)	
3150	222.7	30.0	7	3	10	3	0	0			
3160	254.0	157.6	4	1	10	1	10	0			
3170	505.5	100.0	6	0	2	0	0	0			
3180	235.4	10.0	3	0	0	0	0	0			
3320	574.1	17.0	1	0	10	0	0	0			
3390	244.0	3.0	4	0	10	0	0	0			
3600	492.9	330.5	4	1	8	1	10	0			
3610	592.3	51.4	4	0	7	0	8	4			
3620	965.6	882.7	5	0	2	0	0	5			
3630	1506.0	220.3	4	0	8	0	0	0			
3650	2097.2	1581.0	5	0	5	0	0	0			
3660	2275.7	0.	2	0	0	0	0	0			
3700	959.6	0.	7	3	1	3	0	8			
3710	1392.6	700.0	4	0	0	0	0	5			
3720	2876.8	1431.0	4	0	0	0	0	4			
3730	1391.8	0.	1	0	0	0	0	0			
3740	1194.0	0.	7	3	1	3	0	8			
3800	706.0	200.0	6	3	1	3	0	6			
3810	623.8	383.0	3	0	0	0	0	0			
3820	872.7	150.0	1	0	7	0	0	0			

Data sheets 5 and 6 came from the surveys discussed in the beginning of this section under "Data Sources".

### Zones Beyond the Cordon Line

Projections of primary activities for the zones outside of the Cordon line were not done by computer. It will be recalled that some essential base year data was missing for these zones. An attempt to make base year estimates based upon the distribution of land uses proved unsuccessful. The Bi-State staff eventually made both base year estimates and projections by working out ratios between population and the different variables.

### DERIVATION OF INTERMEDIATE AND SECONDARY VARIABLES

#### Population (Intermediate Variable)

The population was distributed to each zone in each SAD by the following procedure. Note that it was necessary to adjust zonal populations so as not to exceed SAD control totals.

1. The base year population per dwelling unit for each zone was calculated. Zones were adjusted which had unreasonable values based on the surrounding zones.
2. A 1985 "unadjusted" population for each zone was calculated by multiplying the base year population per D.U. times the 1985 dwelling units.
3. 1985 "unadjusted" population for each SAD was calculated.
4. The final 1985 zone population

$$= \frac{1985 \text{ SAD Population (given)}}{1985 \text{ Unadjusted SAD Population}} \times 1985 \text{ Unadjusted Zone Population}$$

#### Automobile Ownership

The zonal allocation was done in the same manner as the population except the base year persons per automobile (O & D) were used with the 1985 population.

### Employed Residents

The zonal allocation of employed residents was also done in the same manner as population and auto ownership, using base year (0 & D) ratios of employed residents to total population.

### School Enrollment

Forecasts of school enrollment were derived from the 1985 Schools Plan contained in the General Plan report and adding to those enrollments the 1966 private school enrollment.

The next four tables (40 through 43) are one-page samples of the land use tabulations that are on file with the Bi-State Metropolitan Planning Commission, the Illinois Department of Highways, and the Iowa State Highway Commission.

Table 39

PROJECTIONS OF SCHOOL ENROLLMENT, BY TYPE AND ZONE  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA

School, By Type	Enrollment				Enrollment			
	Traffic Zone	Base Year	Change	1985	Traffic Zone	Base Year	Change	1985
	<u>S-1</u>							
Total	514	250		250	554	964	60	1,024
Grade and Jr. High		250		250		964	60	1,024
High School		0		0		0		0
Jr. College & College		0		0		0		0
	<u>S-2</u>							
Total	515	705		605	436	995		995
Grade and Jr. High		705		705		995		995
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	516	248		248	437	0	540	540
Grade and Jr. High		248		248		0	540	540
High School		0		0		0	0	0
Jr. College & College		0		0		0	0	0
Total	517	2,166		2,166	525	2,270	226	2,496
Grade and Jr. High		2,166		2,166		1,046		1,046
High School		0		0		0		0
Jr. College & College		0		0		1,224	226	1,450
Total	519	1,927		2,077	526	2,287		2,287
Grade and Jr. High		0		0		0		0
High School		1,927		2,077		2,287		2,287
Jr. College & College		0		0		0		0
Total	520	384		384	529	3,302	1,600	4,902
Grade and Jr. High		384		384		1,302		1,302
High School		0		0		0		0
Jr. College & College		0		0		2,000	1,600	3,600
Total	521	800		800	534	219		219
Grade and Jr. High		800		800		219		219
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	522	1,167	133	1,300	540	1,754		1,754
Grade and Jr. High		0		0		1,754		1,754
High School		0		0		0		0
Jr. College & College		1,167	133	1,300		0		0
Total	524	1,492		1,492	542	698		698
Grade and Jr. High		1,492		1,492		698		698
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	549	1,053	60	1,113	544	577		577
Grade and Jr. High		1,053	60	1,113		577		577
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	551	192		192	545	824		824
Grade and Jr. High		192		192		824		824
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	552	1,225		1,225	546	1,736	-1,100	636
Grade and Jr. High		1,225		1,225		636		636
High School		0		0		1,100	-1,100	0
Jr. College & College		0		0		0		0

School, By Type	Enrollment				Enrollment			
	Traffic Zone	Base Year	Change	1985	Traffic Zone	Base Year	Change	1985
Total	547	0	1,100	1,100	N.Z.	1,107		1,107
Grade and Jr. High		0		0		1,107		1,107
High School		0	1,100	1,100		0		0
Jr. College & College		0		0		0		0
	<u>S-3</u>				<u>S-5</u>			
Total	457	629		629	486	0	540	540
Grade and Jr. High		629		629		0	540	540
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	459	202		202	487	583	1,417	2,000
Grade and Jr. High		202		202		583	617	1,200
High School		0		0		0	800	800
Jr. College & College		0		0		0		0
Total	461	1,546		1,546	488	0	330	330
Grade and Jr. High		308		308		0	330	330
High School		1,283		1,238		0		0
Jr. College & College		0		0		0		0
Total	463	205		205	489	593	360	953
Grade and Jr. High		205		205		593	360	953
High School		0		0		0	0	0
Jr. College & College		0		0		0	0	0
Total	465	1,093		1,093	492	0	300	300
Grade and Jr. High		1,093		1,093		0	300	300
High School		0		0		0	0	0
Jr. College & College		0		0		0	0	0
Total	468	625		625	584	140	1,200	1,340
Grade and Jr. High		625		625		140	1,200	1,340
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	469	583		583	585	1,291	60	1,351
Grade and Jr. High		583		583		1,291	60	1,351
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	472	866	10,330	11,196	<u>S-6</u> N.Z.	185	150	335
Grade and Jr. High		350		350		185	150	335
High School		516	330	846		0		0
Jr. College & College		0	10,000	10,000		0		0
Total	<u>S-4</u> 581	323		323	<u>S-7</u> N.Z.	1,878	1,680	3,558
Grade and Jr. High		323		323		946	1,680	2,626
High School		0		0		932		932
Jr. College & College		0		0		0		0
Total	583	0	1,500	1,500	<u>S-8</u> 495	586		586
Grade and Jr. High		0		0		586		586
High School		0	1,500	1,500		0		0
Jr. College & College		0		0		0		0
Total	586	425		425	N.Z.	189	150	339
Grade and Jr. High		425		425		189	150	339
High School		0		0		0		0
Jr. College & College		0		0		0		0



School, By Type	Enrollment				Enrollment			
	Traffic Zone	Base Year	Change	1985	Traffic Zone	Base Year	Change	1985
	<u>R-9</u>							
Total	102	146		146	150	2,280		2,280
Grade and Jr. High		146		146		0		0
High School		0		0		2,280		2,280
Jr. College & College		0		0		0		0
Total	112	1,135		1,135	155	672		672
Grade and Jr. High		1,135		1,135		672		672
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	113	310		310	156	939		939
Grade and Jr. High		310		310		939		939
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	121	432		432	157	740		740
Grade and Jr. High		432		432		740		740
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	122	752		752	161	205		205
Grade and Jr. High		752		752		205		205
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	123	763		763	164	429		429
Grade and Jr. High		763		763		429		429
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	124	599		599	167	419		419
Grade and Jr. High		599		599		419		419
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	126	296		296	<u>R-11</u> 210	649	30	679
Grade and Jr. High		296		296		649	30	679
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	133	566	90	656	216	338		338
Grade and Jr. High		566	90	656		338		338
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	134	2,000	300	2,300	221	34		34
Grade and Jr. High		0		0		34		34
High School		0		0		0		0
Jr. College & College		2,000	300	2,300		0		0
Total	137	1,799		1,799	224	262	- 262	0
Grade and Jr. High		413		413		262	- 262	0
High School		1,386		1,386		0		0
Jr. College & College						0		0
Total	<u>R-10</u> 145	492		492	225	567	292	859
Grade and Jr. High		492		492		567	292	859
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	147	683	330	1,013	228	2,240	-2,240	0
Grade and Jr. High		683	330	1,013		0		0
High School		0		0		0		0
Jr. College & College		0		0		2,240	-2,240	0

School, By Type	Enrollment				Enrollment			
	Traffic Zone	Base Year	Change	1985	Traffic Zone	Base Year	Change	1985
Total	229	350		350	286	0	300	300
Grade and Jr. High		350		350		0	300	300
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	231	532		532	287	558		558
Grade and Jr. High		532		532		558		558
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	245	342		342	341	0	5,300	5,300
Grade and Jr. High		342		342		0	300	300
High School		0		0		0		0
Jr. College & College		0		0		0	5,000	5,000
Total	248	1,252		1,252	<u>R-13</u> 321	898	60	958
Grade and Jr. High		1,252		1,252		898	60	958
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	249	343		343	322	743		743
Grade and Jr. High		343		343		743		743
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	<u>R-12</u> 251	3,769	600	4,369	323	1,555		1,555
Grade and Jr. High		1,398		1,398		0		0
High School		2,371	600	2,971		1,555		1,555
Jr. College & College		0		0		0		0
Total	257	181	90	271	326	525		525
Grade and Jr. High		181	90	271		525		525
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	261	254		254	327	1,803		1,803
Grade and Jr. High		254		254		1,803		1,803
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	265	228		228	328	1,312	120	1,432
Grade and Jr. High		228		228		0		0
High School		0		0		1,312	120	1,432
Jr. College & College		0		0		0		0
Total	271	924		924	334	395	- 395	0
Grade and Jr. High		924		924		395	- 395	0
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	272	421		421	335	843	1,080	1,923
Grade and Jr. High		421		421		843	395	1,238
High School		0		0		0	685	685
Jr. College & College		0		0		0		0
Total	273	196		196	337	681	395	1,076
Grade and Jr. High		196		196		681	395	1,076
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	283	221		221	338	222	478	700
Grade and Jr. High		221		221		222	478	700
High School		0		0		0		0
Jr. College & College		0		0		0		0

School, By Type	Enrollment				Enrollment			
	Traffic Zone	Base Year	Change	1985	Traffic Zone	Base Year	Change	1985
Total	340	0	270	270	176	252	120	372
Grade and Jr. High		0	270	270		252	120	372
High School		0		0		0		0
Jr. College & College		0		0		0		0
	<u>R-14</u>							
Total	315	659		659	177	0	330	330
Grade and Jr. High		659		659		0	330	330
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	317	276	270	546	190	125	- 125	0
Grade and Jr. High		276	270	546		125	- 125	0
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	363	171	180	351	195	0	330	330
Grade and Jr. High		171	180	351		0	330	330
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	365	0	270	270	197	0	330	330
Grade and Jr. High		0	270	270		0	330	330
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	370	258	60	318	291	458	270	728
Grade and Jr. High		258	60	318		458	270	728
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	371	0	180	180	293	418		418
Grade and Jr. High		0	180	180		418		418
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	380	453		453				
Grade and Jr. High		0		0				
High School		453		453				
Jr. College & College		0		0				
	<u>R-15</u>				<u>R-18</u>			
Total	616	109		109	612	1,127		1,367
Grade and Jr. High		109		109		433		673
High School		0		0		694		694
Jr. College & College		0		0		0		0
Total	617	375	480	855	613	210		330
Grade and Jr. High		375	480	855		210		330
High School		0		0		0		0
Jr. College & College		0		0		0		0
Total	618	320		320				
Grade and Jr. High		320		320				
High School		0		0				
Jr. College & College		0		0				
Total	619	120		120	<u>H-19</u> 350	772	120	892
Grade and Jr. High		120		120		772	120	892
High School		0		0		0		0
Jr. College & College		0		0		0		0
	<u>R-16</u>							
Total	610	157		217	357	163	30	193
Grade and Jr. High		157		217		163	30	193
High School		0		0		0		0
Jr. College & College		0		0		0		0
	<u>R-17</u>							
Total	171	394		394				
Grade and Jr. High		394		394				
High School		0		0				
Jr. College & College		0		0				
Total	173	572		572				
Grade and Jr. High		572		572				
High School		0		0				
Jr. College & College		0		0				
Total	175	0	960	960				
Grade and Jr. High		0		0				
High School		0	960	960				
Jr. College & College		0		0				

N.Z. No traffic zones.

Source: 1966 - Estimated by Bi-State Metropolitan Planning Commission. (Illinois Interim Report No. 2, Part 9, and Bi-State General Plan inventories), and estimates of private school enrollments (Fall, 1966)  
1985 - Bi-State Metropolitan Planning Commission, from General Plan report, and colleges' estimates of 1985 enrollment.

Table 40  
SUMMARY OF LAND DEVELOPMENT BY ZONE  
DAVENPORT-ROCK ISLAND-MOLINE  
TRANSPORTATION STUDY AREA  
1966-1985

SAD and Zone	Total Acres	Vacant Developable Acres	Base Year Developed Acres	1985 Developed Acres
S - 1 504	33.3	.2	33.1	33.0
505	49.5	.0	49.1	49.5
506	31.9	.5	31.4	31.9
507	37.5	.0	36.9	36.9
508	70.5	.0	54.9	58.6
509	88.1	1.6	86.5	88.1
510	148.3	1.1	147.2	148.3
511	168.1	45.9	158.0	158.0
512	733.1	17.0	708.7	725.3
513	113.6	10.0	69.0	69.0
514	252.4	9.0	209.3	209.3
515	893.7	108.5	393.2	430.2
516	116.7	5.4	111.2	112.2
517	127.7	0.9	126.8	126.8
518	837.6	294.2	176.8	288.8
519	352.1	86.5	264.6	305.6
520	349.7	61.1	283.6	296.4
521	225.3	2.3	223.0	223.0
522	138.0	0.7	137.3	138.0
523	175.6	3.4	172.2	173.2
524	151.0	3.5	147.5	149.5
548	150.5	10.3	140.2	150.2
549	244.6	7.6	200.6	207.6
550	84.8	39.6	55.2	70.5
551	1,025.9	567.4	448.4	792.4
552	754.3	211.0	323.1	358.4
553	200.5	-	194.9	194.9
554	282.1	-	240.8	240.8
555	642.1	399.8	211.1	211.1
S - 1 Total	8,478.5	1,887.5	5,484.6	6,077.5
S - 2 435	99.4	-	92.8	92.8
436	306.2	12.8	293.4	293.4
437	699.5	35.6	483.7	588.8

Table 41

PROJECTION OF LOW DENSITY RESIDENTIAL LAND BY TRAFFIC ZONE  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 1966-1985

SAD and Zone	1966	Change	1985
S - 1-504	1.2		1.2
505	.3		.3
506	2.4		2.4
507	8.0		8.0
508	1.0		1.0
509	30.0		30.0
510	68.6		68.6
511			
512	18.7		18.7
513	1.7		1.7
514	123.7		123.7
515	155.7	11.0	166.7
516	57.8		57.8
517	64.3		64.3
518	86.0	78.0	164.0
519	72.8	19.0	91.8
520	129.7	7.0	136.7
521	129.1		129.1
522	71.8	0.7	72.5
523	113.3	1.0	114.3
524	61.2		61.2
548	67.4	10.0	77.4
549	127.3	4.0	131.3
550	.3		.3
551	331.6	202.0	533.6
552	166.5	111.5	278.0
553	121.1		121.1
554	154.6		154.6
555	83.4	70.0	153.4
S - 1 Total	2,249.5	514.2	2,763.7
S - 2 435	39.9		39.9
436	221.0		221.0
437	190.6	23.0	213.6
438	20.0	10.0	30.0
439	115.4	19.4	134.8
501	1.9		1.9
502	.5		.5

Table 42

PROJECTION OF HIGH DENSITY RESIDENTIAL LAND BY TRAFFIC ZONE  
 DAVENPORT-ROCK ISLAND-MOLINE TRANSPORTATION STUDY AREA  
 1966-1985

SAD and Zone	1966	Change	1985
S - 1 504	1.3		1.3
505	.5		.5
506	2.4		2.4
507	3.4		3.4
508	1.1		1.1
509	4.2		4.2
510	3.6		3.6
511			
512	.3		.3
513			
514	.7		.7
515	3.7		3.7
516	1.6		1.6
517	3.2		3.2
518	8.1		8.1
519			
520	1.6		1.6
521	3.3		3.3
522	9.1		9.1
523	1.9		1.9
524	8.0		8.0
548	.3		.3
549	1.8		1.8
550	19.0		19.0
551	10.1		10.1
552	9.1		9.1
553			
554			
555	2.2		2.2
S - 1 Total	103.5		103.5
S - 2 435	1.2		1.2
436	.1		.1
437			
438			
439	2.7		2.7
501	.7		.7

Table 43  
 PROJECTIONS OF LAND USE, BY TYPE  
 EXTERNAL ZONES IN THE DAVENPORT-ROCK ISLAND-MOLINE  
 TRANSPORTATION STUDY AREA  
 1964/66-1985

	Base Year	Change	1985
<u>S - 4 581</u>			
Retail	1.3		1.3
Manufacturing	-		-
Service	.4		.4
T.C.U.	146.9		146.9
Public	5.1		5.1
Other	1,274.6		1,274.6
 <u>582</u>			
Retail	.1		.1
Manufacturing	18.5	5.2	23.7
Service	2.2		2.2
T.C.U.	185.7	17.5	203.2
Public	9.3		9.3
Other	2,032.1	-22.7	2,009.4
 <u>583</u>			
Retail	4.5		4.5
Manufacturing	2.3		2.3
Service	2.7		2.7
T.C.U.	161.3	27.5	188.8
Public	126.4	39.0	165.4
Other	3,449.3	-66.5	3,383.3
 <u>586</u>			
Retail	-	.5	.5
Manufacturing	-	-	-
Service	1.0	-	-
T.C.U.	136.0	11.5	147.5
Public	84.0	1.3	85.3
Other	3,358.0	-13.3	3,344.7

TABULATION OF BASE YEAR AND 1985 ZONAL ACTIVITY (Table 44)

The next 33 pages contain tabulations of base year and forecast 1985 zonal activity derived by the methodology explained in the previous sections of this report.



DATE 9/29/69

PAGE 1

SAD NO.	ZONF NO.	ACTIVITY	BASE YEAR	CHANGE	1985
1	504	DWELLING UNITS	246	121	367
		POPULATION	529	205	734
		EMPLOYED RESIDENTS	187	100	287
		AUTOS OWNED	110	96	206
		RETAIL EMPLOYEES	416	9	425
		MANUFACTURING EMPLOYEES	183		183
		OTHER EMPLOYEES	1023		1023
		TOTAL EMPLOYEES	1622	9	1631
		TOTAL SCHOOL ENROLLMENTS			
1	505	DWELLING UNITS	96	22-	74
		POPULATION	200	54-	146
		EMPLOYED RESIDENTS	106	21-	85
		AUTOS OWNED	27		27
		RETAIL EMPLOYEES	204		204
		MANUFACTURING EMPLOYEES	23		23
		OTHER EMPLOYEES	226	1	227
		TOTAL EMPLOYEES	453	1	454
		TOTAL SCHOOL ENROLLMENTS			
1	506	DWELLING UNITS	224		224
		POPULATION	473	24-	449
		EMPLOYED RESIDENTS	195	11	206
		AUTOS OWNED	139	38	177
		RETAIL EMPLOYEES	344	5	349
		MANUFACTURING EMPLOYEES	60		60
		OTHER EMPLOYEES	187	28	215
		TOTAL EMPLOYEES	591	33	624
		TOTAL SCHOOL ENROLLMENTS			
1	507	DWELLING UNITS	228		228
		POPULATION	705	36-	669
		EMPLOYED RESIDENTS	228	13	241
		AUTOS OWNED	162	44	206
		RETAIL EMPLOYEES	133		133
		MANUFACTURING EMPLOYEES	128		128
		OTHER EMPLOYEES	223		223
		TOTAL EMPLOYEES	484		484
		TOTAL SCHOOL ENROLLMENTS			
1	508	DWELLING UNITS	60		60
		POPULATION	186	10-	176
		EMPLOYED RESIDENTS	39	2	41
		AUTOS OWNED	20	6	26
		RETAIL EMPLOYEES	123		123
		MANUFACTURING EMPLOYEES	22		22
		OTHER EMPLOYEES	167	3	170
		TOTAL EMPLOYEES	312	3	315
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 2

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
1	509	DWELLING UNITS	455		455
		POPULATION	1406	72-	1334
		EMPLOYED RESIDENTS	492	25	517
		AUTOS OWNED	361	100	461
		RETAIL EMPLOYEES	136	5	141
		MANUFACTURING EMPLOYEES	131	52	183
		OTHER EMPLOYEES	173	35	208
		TOTAL EMPLOYEES	440	92	532
		TOTAL SCHOOL ENROLLMENTS			
1	510	DWELLING UNITS	646		646
		POPULATION	2106	108-	1998
		EMPLOYED RESIDENTS	644	34	678
		AUTOS OWNED	644	177	821
		RETAIL EMPLOYEES	66		66
		MANUFACTURING EMPLOYEES	454	52	506
		OTHER EMPLOYEES	136	7	143
		TOTAL EMPLOYEES	656	59	715
		TOTAL SCHOOL ENROLLMENTS			
1	511	DWELLING UNITS			
		POPULATION			
		EMPLOYED RESIDENTS			
		AUTOS OWNED			
		RETAIL EMPLOYEES	110		110
		MANUFACTURING EMPLOYEES	1699		1699
		OTHER EMPLOYEES	341		341
		TOTAL EMPLOYEES	2150		2150
		TOTAL SCHOOL ENROLLMENTS			
1	512	DWELLING UNITS	88		88
		POPULATION	286	15-	271
		EMPLOYED RESIDENTS	88	4	92
		AUTOS OWNED	80	21	101
		RETAIL EMPLOYEES	397	5	402
		MANUFACTURING EMPLOYEES	954	177	1131
		OTHER EMPLOYEES	370	58	428
		TOTAL EMPLOYEES	1721	240	1961
		TOTAL SCHOOL ENROLLMENTS			
1	513	DWELLING UNITS	6		6
		POPULATION	20	1-	19
		EMPLOYED RESIDENTS	6		6
		AUTOS OWNED	43	38-	5
		RETAIL EMPLOYEES	19		19
		MANUFACTURING EMPLOYEES	124		124
		OTHER EMPLOYEES	140		140
		TOTAL EMPLOYEES	283		283
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 3

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
1	514	DWELLING UNITS	813		813
		POPULATION	2721	137-	2584
		EMPLOYED RESIDENTS	942	50	992
		AUTOS OWNED	935	258	1193
		RETAIL EMPLOYEES	75		75
		MANUFACTURING EMPLOYEES	10		10
		OTHER EMPLOYEES	75		75
		TOTAL EMPLOYEES	160		160
		TOTAL SCHOOL ENROLLMENTS	250		250
1	515	DWELLING UNITS	587	59	646
		POPULATION	2125	94	2219
		EMPLOYED RESIDENTS	743	118	861
		AUTOS OWNED	718	290	1008
		RETAIL EMPLOYEES	28	65	93
		MANUFACTURING EMPLOYEES	57		57
		OTHER EMPLOYEES	109	357	466
		TOTAL EMPLOYEES	194	422	616
		TOTAL SCHOOL ENROLLMENTS	705		705
1	516	DWELLING UNITS	510	6-	504
		POPULATION	1658	104-	1554
		EMPLOYED RESIDENTS	551	22	573
		AUTOS OWNED	491	127	618
		RETAIL EMPLOYEES	71	5	76
		MANUFACTURING EMPLOYEES	102		102
		OTHER EMPLOYEES	48	29	77
		TOTAL EMPLOYEES	221	34	255
		TOTAL SCHOOL ENROLLMENTS	248		248
1	517	DWELLING UNITS	554	20	574
		POPULATION	1806	73-	1733
		EMPLOYED RESIDENTS	600	40	640
		AUTOS OWNED	854	129-	725
		RETAIL EMPLOYEES	72		72
		MANUFACTURING EMPLOYEES	25		25
		OTHER EMPLOYEES	284		284
		TOTAL EMPLOYEES	381		381
		TOTAL SCHOOL ENROLLMENTS	2166		2166
1	518	DWELLING UNITS	417	365	782
		POPULATION	1460	1160	2620
		EMPLOYED RESIDENTS	533	528	1061
		AUTOS OWNED	564	811	1375
		RETAIL EMPLOYEES		46	46
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	89	243	332
		TOTAL EMPLOYEES	89	289	378
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 4

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
1	519	DWELLING UNITS	315	285	600
		POPULATION	1118	922	2040
		EMPLOYED RESIDENTS	444	455	899
		AUTOS OWNED	425	618	1043
		RETAIL EMPLOYEES	26		26
		MANUFACTURING EMPLOYEES	9		9
		OTHER EMPLOYEES	114	11	125
		TOTAL EMPLOYEES	149	11	160
		TOTAL SCHOOL ENROLLMENTS	1927	150	2077
1	520	DWELLING UNITS	678	53	731
		POPULATION	1968	43	2011
		EMPLOYED RESIDENTS	721	97	818
		AUTOS OWNED	721	269	990
		RETAIL EMPLOYEES	41		41
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	69	3	72
		TOTAL EMPLOYEES	110	3	113
		TOTAL SCHOOL ENROLLMENTS	384		384
1	521	DWELLING UNITS	1068		1068
		POPULATION	3097	159-	2938
		EMPLOYED RESIDENTS	1029	54	1083
		AUTOS OWNED	1050	288	1338
		RETAIL EMPLOYEES	258		258
		MANUFACTURING EMPLOYEES	24		24
		OTHER EMPLOYEES	325		325
		TOTAL EMPLOYEES	607		607
		TOTAL SCHOOL ENROLLMENTS	800		800
1	522	DWELLING UNITS	621	4	625
		POPULATION	2236	101-	2135
		EMPLOYED RESIDENTS	850	51	901
		AUTOS OWNED	750	212	962
		RETAIL EMPLOYEES	10		10
		MANUFACTURING EMPLOYEES	8		8
		OTHER EMPLOYEES	170		170
		TOTAL EMPLOYEES	188		188
		TOTAL SCHOOL ENROLLMENTS	1167	133	1300
1	523	DWELLING UNITS	798	687	1485
		POPULATION	2314	1772	4086
		EMPLOYED RESIDENTS	851	816	1667
		AUTOS OWNED	826	1134	1960
		RETAIL EMPLOYEES	30		30
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	82		82
		TOTAL EMPLOYEES	112		112
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 5

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
1	524	DWELLING UNITS	627	11	638
		POPULATION	2072	107	2179
		EMPLOYED RESIDENTS	675	113	788
		AUTOS OWNED	608	250	858
		RETAIL EMPLOYEES	19		19
		MANUFACTURING EMPLOYEES	8		8
		OTHER EMPLOYEES	270		270
		TOTAL EMPLOYEES	297		297
		TOTAL SCHOOL ENROLLMENTS	1492		1492
1	548	DWELLING UNITS	415	43	458
		POPULATION	1266	59	1325
		EMPLOYED RESIDENTS	381	62	443
		AUTOS OWNED	467	190	657
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	486		486
		TOTAL EMPLOYEES	486		486
		TOTAL SCHOOL ENROLLMENTS			
1	549	DWELLING UNITS	727	37	764
		POPULATION	2217	6-	2211
		EMPLOYED RESIDENTS	711	76	787
		AUTOS OWNED	789	268	1057
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	10		10
		OTHER EMPLOYEES	44		44
		TOTAL EMPLOYEES	54		54
		TOTAL SCHOOL ENROLLMENTS	1053	60	1113
1	550	DWELLING UNITS	132	70-	62
		POPULATION	206	114-	92
		EMPLOYED RESIDENTS	69	35-	34
		AUTOS OWNED	76	30-	46
		RETAIL EMPLOYEES	235	9	244
		MANUFACTURING EMPLOYEES	9		9
		OTHER EMPLOYEES	61	61	122
		TOTAL EMPLOYEES	305	70	375
		TOTAL SCHOOL ENROLLMENTS			
1	551	DWELLING UNITS	867	1228	2095
		POPULATION	3035	3925	6960
		EMPLOYED RESIDENTS	1022	1579	2601
		AUTOS OWNED	1124	2337	3461
		RETAIL EMPLOYEES	29	277	306
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	15	770	785
		TOTAL EMPLOYEES	44	1047	1091
		TOTAL SCHOOL ENROLLMENTS	192		192

DATE 9/29/69

PAGE 6

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
1	552	DWELLING UNITS	865	391	1256
		POPULATION	3028	1172	4200
		EMPLOYED RESIDENTS	1151	634	1785
		AUTOS OWNED	1121	979	2100
		RETAIL EMPLOYEES		55	55
		MANUFACTURING EMPLOYEES	28		28
		OTHER EMPLOYEES	73	297	370
		TOTAL EMPLOYEES	101	352	453
		TOTAL SCHOOL ENROLLMENTS	1225		1225
1	553	DWELLING UNITS	779		779
		POPULATION	2259	116-	2143
		EMPLOYED RESIDENTS	859	46	905
		AUTOS OWNED	945	260	1205
		RETAIL EMPLOYEES	10		10
		MANUFACTURING EMPLOYEES	1164		1164
		OTHER EMPLOYEES	147		147
		TOTAL EMPLOYEES	1321		1321
		TOTAL SCHOOL ENROLLMENTS			
1	554	DWELLING UNITS	836		836
		POPULATION	2968	152-	2816
		EMPLOYED RESIDENTS	1010	53	1063
		AUTOS OWNED	1041	286	1327
		RETAIL EMPLOYEES	53		53
		MANUFACTURING EMPLOYEES	17		17
		OTHER EMPLOYEES	69		69
		TOTAL EMPLOYEES	139		139
		TOTAL SCHOOL ENROLLMENTS	964	60	1024
1	555	DWELLING UNITS	293	381	674
		POPULATION	1025	1208	2233
		EMPLOYED RESIDENTS	310	438	748
		AUTOS OWNED	380	730	1110
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		13	13
		TOTAL EMPLOYEES		13	13
		TOTAL SCHOOL ENROLLMENTS			
2	435	DWELLING UNITS	229		229
		POPULATION	723	7	730
		EMPLOYED RESIDENTS	289	33	322
		AUTOS OWNED	250	86	336
		RETAIL EMPLOYEES	48		48
		MANUFACTURING EMPLOYEES	72		72
		OTHER EMPLOYEES	258		258
		TOTAL EMPLOYEES	378		378
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 7

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
2	436	DWELLING UNITS	822		822
		POPULATION	2550	29	2579
		EMPLOYED RESIDENTS	804	93	897
		AUTOS OWNED	1164	400	1564
		RETAIL EMPLOYEES	9		9
		MANUFACTURING EMPLOYEES	19		19
		OTHER EMPLOYEES	177		177
		TOTAL EMPLOYEES	205		205
		TOTAL SCHOOL ENROLLMENTS	995		995
2	437	DWELLING UNITS	676	67	743
		POPULATION	2434	273	2707
		EMPLOYED RESIDENTS	716	162	878
		AUTOS OWNED	1054	502	1556
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	23		23
		OTHER EMPLOYEES	58	36	94
		TOTAL EMPLOYEES	81	36	117
		TOTAL SCHOOL ENROLLMENTS		540	540
2	438	DWELLING UNITS	19	35	54
		POPULATION	68	128	196
		EMPLOYED RESIDENTS	51	111	162
		AUTOS OWNED	34	96	130
		RETAIL EMPLOYEES		53	53
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		336	336
		TOTAL EMPLOYEES		389	389
		TOTAL SCHOOL ENROLLMENTS		540	540
2	439	DWELLING UNITS	448	32	480
		POPULATION	1613	136	1749
		EMPLOYED RESIDENTS	558	109	667
		AUTOS OWNED	600	263	863
		RETAIL EMPLOYEES	28	42	70
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	188	271	459
		TOTAL EMPLOYEES	216	313	529
		TOTAL SCHOOL ENROLLMENTS			
2	501	DWELLING UNITS	47		47
		POPULATION	131	2	133
		EMPLOYED RESIDENTS	40	4	44
		AUTOS OWNED	13	4	17
		RETAIL EMPLOYEES	230		230
		MANUFACTURING EMPLOYEES	781		781
		OTHER EMPLOYEES	220	1	221
		TOTAL EMPLOYEES	1231	1	1232
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 8

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
2	502	DWELLING UNITS	272	76	348
		POPULATION	636	188	824
		EMPLOYED RESIDENTS	323	138	461
		AUTOS OWNED	111	80	191
		RETAIL EMPLOYEES -	1554	4	1558
		MANUFACTURING EMPLOYEES	526	399	925
		OTHER EMPLOYEES	3380	29	3409
		TOTAL EMPLOYEES	5460	432	5892
		TOTAL SCHOOL ENROLLMENTS			
2	503	DWELLING UNITS	49	17-	32
		POPULATION	104	35-	69
		EMPLOYED RESIDENTS	79	21-	58
		AUTOS OWNED	18	2-	16
		RETAIL EMPLOYEES	707		707
		MANUFACTURING EMPLOYEES	98		98
		OTHER EMPLOYEES	414		414
		TOTAL EMPLOYEES	1219		1219
		TOTAL SCHOOL ENROLLMENTS			
2	525	DWELLING UNITS	574		574
		POPULATION	1661	24	1685
		EMPLOYED RESIDENTS	684	80	764
		AUTOS OWNED	604	210	814
		RETAIL EMPLOYEES	89		89
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	377	15	392
		TOTAL EMPLOYEES	466	15	481
		TOTAL SCHOOL ENROLLMENTS	2270	226	2496
2	526	DWELLING UNITS	569		569
		POPULATION	1610	19	1629
		EMPLOYED RESIDENTS	555	65	620
		AUTOS OWNED	479	165	644
		RETAIL EMPLOYEES	64		64
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	426		426
		TOTAL EMPLOYEES	490		490
		TOTAL SCHOOL ENROLLMENTS	2287		2287
2	527	DWELLING UNITS	665		665
		POPULATION	1880	25	1905
		EMPLOYED RESIDENTS	761	89	850
		AUTOS OWNED	516	179	695
		RETAIL EMPLOYEES	81		81
		MANUFACTURING EMPLOYEES	65		65
		OTHER EMPLOYEES	128		128
		TOTAL EMPLOYEES	274		274
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 9

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
2	528	DWELLING UNITS	752		752
		POPULATION	2265	33	2298
		EMPLOYED RESIDENTS	760	90	850
		AUTOS OWNED	821	285	1106
		RETAIL EMPLOYEES	76		76
		MANUFACTURING EMPLOYEES	28		28
		OTHER EMPLOYEES	203		203
		TOTAL EMPLOYEES	307		307
		TOTAL SCHOOL ENROLLMENTS			
2	529	DWELLING UNITS	1281		1281
		POPULATION	3590	40	3630
		EMPLOYED RESIDENTS	1360	157	1517
		AUTOS OWNED	923	316	1239
		RETAIL EMPLOYEES	106		106
		MANUFACTURING EMPLOYEES	148		148
		OTHER EMPLOYEES	1012		1012
		TOTAL EMPLOYEES	1266		1266
		TOTAL SCHOOL ENROLLMENTS	3302	1600	4902
2	530	DWELLING UNITS	86		86
		POPULATION	243	3	246
		EMPLOYED RESIDENTS	85	10	95
		AUTOS OWNED	63	23	86
		RETAIL EMPLOYEES	114		114
		MANUFACTURING EMPLOYEES	29		29
		OTHER EMPLOYEES	467		467
		TOTAL EMPLOYEES	610		610
		TOTAL SCHOOL ENROLLMENTS			
2	531	DWELLING UNITS	632		632
		POPULATION	1905	27	1932
		EMPLOYED RESIDENTS	639	75	714
		AUTOS OWNED	607	210	817
		RETAIL EMPLOYEES	18		18
		MANUFACTURING EMPLOYEES	8		8
		OTHER EMPLOYEES	64		64
		TOTAL EMPLOYEES	90		90
		TOTAL SCHOOL ENROLLMENTS			
2	532	DWELLING UNITS	682	98-	584
		POPULATION	2059	274-	1785
		EMPLOYED RESIDENTS	715	32-	683
		AUTOS OWNED	564	85	649
		RETAIL EMPLOYEES	37		37
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	72		72
		TOTAL EMPLOYEES	109		109
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 10

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
2	533	DWELLING UNITS	555		555
		POPULATION	1748	21	1769
		EMPLOYED RESIDENTS	501	58	559
		AUTOS OWNED	605	208	813
		RETAIL EMPLOYEES	40	6	46
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	30		30
		TOTAL EMPLOYEES	76		76
		TOTAL SCHOOL ENROLLMENTS			
2	534	DWELLING UNITS	378	100-	278
		POPULATION	1190	303-	887
		EMPLOYED RESIDENTS	474	85-	389
		AUTOS OWNED	439	5-	434
		RETAIL EMPLOYEES	39		39
		MANUFACTURING EMPLOYEES	32		32
		OTHER EMPLOYEES	68		68
		TOTAL EMPLOYEES	139		139
		TOTAL SCHOOL ENROLLMENTS	219		219
2	540	DWELLING UNITS	542		542
		POPULATION	1670	19	1689
		EMPLOYED RESIDENTS	580	66	646
		AUTOS OWNED	612	210	822
		RETAIL EMPLOYEES	35		35
		MANUFACTURING EMPLOYEES	30		30
		OTHER EMPLOYEES	471		471
		TOTAL EMPLOYEES	536		536
		TOTAL SCHOOL ENROLLMENTS	1754		1754
2	541	DWELLING UNITS	751		751
		POPULATION	2313	28	2341
		EMPLOYED RESIDENTS	727	84	811
		AUTOS OWNED	727	250	977
		RETAIL EMPLOYEES	36		36
		MANUFACTURING EMPLOYEES	9		9
		OTHER EMPLOYEES	36		36
		TOTAL EMPLOYEES	81		81
		TOTAL SCHOOL ENROLLMENTS			
2	542	DWELLING UNITS	777	14-	763
		POPULATION	2393	15-	2378
		EMPLOYED RESIDENTS	806	77	883
		AUTOS OWNED	946	304	1250
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	9		9
		OTHER EMPLOYEES	57		57
		TOTAL EMPLOYEES	66		66
		TOTAL SCHOOL ENROLLMENTS		698	698

DATE 9/29/69

PAGE 11

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
2	543	DWELLING UNITS	572	259	831
		POPULATION	1380	646	2026
		EMPLOYED RESIDENTS	445	276	721
		AUTOS OWNED	471	447	918
		RETAIL EMPLOYEES	170	293	463
		MANUFACTURING EMPLOYEES	49		49
		OTHER EMPLOYEES	171	1867	2038
		TOTAL EMPLOYEES	390	2160	2550
		TOTAL SCHOOL ENROLLMENTS			
2	544	DWELLING UNITS	738		738
		POPULATION	2250	28	2278
		EMPLOYED RESIDENTS	833	97	930
		AUTOS OWNED	869	300	1169
		RETAIL EMPLOYEES	52		52
		MANUFACTURING EMPLOYEES	34		34
		OTHER EMPLOYEES	232	1	233
		TOTAL EMPLOYEES	318	1	319
		TOTAL SCHOOL ENROLLMENTS	577		577
2	545	DWELLING UNITS	396	18-	378
		POPULATION	1208	41-	1167
		EMPLOYED RESIDENTS	376	25	401
		AUTOS OWNED	440	126	566
		RETAIL EMPLOYEES	22		22
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	129		129
		TOTAL EMPLOYEES	151		151
		TOTAL SCHOOL ENROLLMENTS	824		824
2	546	DWELLING UNITS	764		764
		POPULATION	2315	44	2359
		EMPLOYED RESIDENTS	804	99	903
		AUTOS OWNED	965	340	1305
		RETAIL EMPLOYEES	8		8
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	63		63
		TOTAL EMPLOYEES	71		71
		TOTAL SCHOOL ENROLLMENTS	636		636
2	547	DWELLING UNITS	342	45	387
		POPULATION	1042	152	1194
		EMPLOYED RESIDENTS	367	96	463
		AUTOS OWNED	427	222	649
		RETAIL EMPLOYEES	36	103	139
		MANUFACTURING EMPLOYEES	11		11
		OTHER EMPLOYEES	179	607	786
		TOTAL EMPLOYEES	226	710	936
		TOTAL SCHOOL ENROLLMENTS	1100		1100

DATE 9/29/69

PAGE 12

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
3	400	DWELLING UNITS	4		4
		POPULATION			
		EMPLOYED RESIDENTS			
		AUTOS OWNED			
		RETAIL EMPLOYEES	201	170	371
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	51	184	235
		TOTAL EMPLOYEES	252	354	606
		TOTAL SCHOOL ENROLLMENTS			
3	456	DWELLING UNITS	267		267
		POPULATION	714	145-	569
		EMPLOYED RESIDENTS	286	16-	270
		AUTOS OWNED	325	19	344
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	16		16
		OTHER EMPLOYEES	34		34
		TOTAL EMPLOYEES	50		50
		TOTAL SCHOOL ENROLLMENTS			
3	457	DWELLING UNITS	376	107	483
		POPULATION	1150	29	1179
		EMPLOYED RESIDENTS	440	98	538
		AUTOS OWNED	481	174	655
		RETAIL EMPLOYEES	94		94
		MANUFACTURING EMPLOYEES	23		23
		OTHER EMPLOYEES	184	1	185
		TOTAL EMPLOYEES	301	1	302
		TOTAL SCHOOL ENROLLMENTS	629		629
3	458	DWELLING UNITS	43	48	91
		POPULATION	107	74	181
		EMPLOYED RESIDENTS	34	35	69
		AUTOS OWNED	27	33	60
		RETAIL EMPLOYEES	406	22	428
		MANUFACTURING EMPLOYEES	512		512
		OTHER EMPLOYEES	527	27	554
		TOTAL EMPLOYEES	1445	49	1494
		TOTAL SCHOOL ENROLLMENTS			
3	459	DWELLING UNITS	219	67	286
		POPULATION	755	30	785
		EMPLOYED RESIDENTS	238	55	293
		AUTOS OWNED	284	108	392
		RETAIL EMPLOYEES	28	22	50
		MANUFACTURING EMPLOYEES	10		10
		OTHER EMPLOYEES	120	27	147
		TOTAL EMPLOYEES	158	49	207
		TOTAL SCHOOL ENROLLMENTS	202		202

DATE 9/29/69

PAGE 13

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
3	460	DWELLING UNITS	5		5
		POPULATION	14	3-	11
		EMPLOYED RESIDENTS	4		4
		AUTOS OWNED	5		5
		RETAIL EMPLOYEES	130		130
		MANUFACTURING EMPLOYEES	1275		1275
		OTHER EMPLOYEES	76		76
		TOTAL EMPLOYEES	1481		1481
		TOTAL SCHOOL ENROLLMENTS			
		3	461	DWELLING UNITS	305
POPULATION	1110			105	1215
EMPLOYED RESIDENTS	396			117	513
AUTOS OWNED	396			181	577
RETAIL EMPLOYEES	47				47
MANUFACTURING EMPLOYEES	89				89
OTHER EMPLOYEES	111			1	112
TOTAL EMPLOYEES	247			1	248
TOTAL SCHOOL ENROLLMENTS	1546				1546
3	462			DWELLING UNITS	62
		POPULATION	259	52-	207
		EMPLOYED RESIDENTS	81	4-	77
		AUTOS OWNED	86	6	92
		RETAIL EMPLOYEES	39	49	88
		MANUFACTURING EMPLOYEES	64	118	182
		OTHER EMPLOYEES	58	59	117
		TOTAL EMPLOYEES	161	226	387
		TOTAL SCHOOL ENROLLMENTS			
		3	463	DWELLING UNITS	281
POPULATION	1090			251	1341
EMPLOYED RESIDENTS	341			155	496
AUTOS OWNED	352			223	575
RETAIL EMPLOYEES				49	49
MANUFACTURING EMPLOYEES	36				36
OTHER EMPLOYEES	84			61	145
TOTAL EMPLOYEES	120			110	230
TOTAL SCHOOL ENROLLMENTS	205				205
3	464			DWELLING UNITS	388
		POPULATION	1550	459	2009
		EMPLOYED RESIDENTS	538	287	825
		AUTOS OWNED	498	360	858
		RETAIL EMPLOYEES	35		35
		MANUFACTURING EMPLOYEES	17		17
		OTHER EMPLOYEES	17	1	18
		TOTAL EMPLOYEES	69	1	70
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 14

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
3	465	DWELLING UNITS	140	667	807
		POPULATION	626	2255	2881
		EMPLOYED RESIDENTS	209	926	1135
		AUTOS OWNED	209	1066	1275
		RETAIL EMPLOYEES		121	121
		MANUFACTURING EMPLOYEES	32		32
		OTHER EMPLOYEES		240	240
		TOTAL EMPLOYEES	32	361	393
		TOTAL SCHOOL ENROLLMENTS	1093		1093
		3	466	DWELLING UNITS	341
POPULATION	1292			170-	1122
EMPLOYED RESIDENTS	410			11	421
AUTOS OWNED	441			68	509
RETAIL EMPLOYEES					
MANUFACTURING EMPLOYEES					
OTHER EMPLOYEES	20			14	34
TOTAL EMPLOYEES	20			14	34
TOTAL SCHOOL ENROLLMENTS					
3	467			DWELLING UNITS	328
		POPULATION	1182	51	1233
		EMPLOYED RESIDENTS	393	92	485
		AUTOS OWNED	446	172	618
		RETAIL EMPLOYEES	17	36	53
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	17	48	65
		TOTAL EMPLOYEES	34	84	118
		TOTAL SCHOOL ENROLLMENTS			
		3	468	DWELLING UNITS	393
POPULATION	1572			243-	1329
EMPLOYED RESIDENTS	481			1-	480
AUTOS OWNED	584			72	656
RETAIL EMPLOYEES	9				9
MANUFACTURING EMPLOYEES	8				8
OTHER EMPLOYEES	45			6	51
TOTAL EMPLOYEES	62			6	68
TOTAL SCHOOL ENROLLMENTS	625				625
3	469			DWELLING UNITS	835
		POPULATION	3370	409-	2961
		EMPLOYED RESIDENTS	963	37	1000
		AUTOS OWNED	1123	189	1312
		RETAIL EMPLOYEES	54	107	161
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	107	162	269
		TOTAL EMPLOYEES	161	269	430
		TOTAL SCHOOL ENROLLMENTS	583		583

DATE	PAGE 15				
SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
3	471	DWELLING UNITS	9		9
		POPULATION	28	6-	22
		EMPLOYED RESIDENTS	9	1-	8
		AUTOS OWNED	9		9
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES			
		TOTAL EMPLOYEES			
		TOTAL SCHOOL ENROLLMENTS			
3	472	DWELLING UNITS	106	4	110
		POPULATION	438	76-	362
		EMPLOYED RESIDENTS	105	2-	103
		AUTOS OWNED	135	14	149
		RETAIL EMPLOYEES		94	94
		MANUFACTURING EMPLOYEES	13		13
		OTHER EMPLOYEES	34	175	209
		TOTAL EMPLOYEES	47	269	316
		TOTAL SCHOOL ENROLLMENTS	866	10330	11196
3	473	DWELLING UNITS	46		46
		POPULATION	129	26-	103
		EMPLOYED RESIDENTS	46	2-	44
		AUTOS OWNED	56	2	58
		RETAIL EMPLOYEES	10		10
		MANUFACTURING EMPLOYEES	2667	320	2987
		OTHER EMPLOYEES	207	8	215
		TOTAL EMPLOYEES	2884	328	3212
		TOTAL SCHOOL ENROLLMENTS			
4	UNZONED	DWELLING UNITS	671	129	800
		POPULATION	1845	170	2015
		EMPLOYED RESIDENTS	710	68	778
		AUTOS OWNED	527	427	954
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	62		62
		OTHER EMPLOYEES	214	3	217
		TOTAL EMPLOYEES	276	3	279
		TOTAL SCHOOL ENROLLMENTS	1107		1107
4	581	DWELLING UNITS	204	16	220
		POPULATION	810	10-	800
		EMPLOYED RESIDENTS	312	3-	309
		AUTOS OWNED	232	147	379
		RETAIL EMPLOYEES	23		23
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	124	3-	121
		TOTAL EMPLOYEES	147	3-	144
		TOTAL SCHOOL ENROLLMENTS	323		323

DATE	PAGE 1				
SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
4	582	DWELLING UNITS	123	37	16
		POPULATION	453	87	54
		EMPLOYED RESIDENTS	174	35	20
		AUTOS OWNED	129	127	25
		RETAIL EMPLOYEES	2		
		MANUFACTURING EMPLOYEES	709	39	74
		OTHER EMPLOYEES	174	1	17
		TOTAL EMPLOYEES	885	40	92
		TOTAL SCHOOL ENROLLMENTS			
4	583	DWELLING UNITS	275	250	52
		POPULATION	1091	814	190
		EMPLOYED RESIDENTS	421	315	73
		AUTOS OWNED	312	591	90
		RETAIL EMPLOYEES	78		7
		MANUFACTURING EMPLOYEES	89		8
		OTHER EMPLOYEES	45	7	5
		TOTAL EMPLOYEES	212	7	21
		TOTAL SCHOOL ENROLLMENTS		1500	1500
4	586	DWELLING UNITS	464	239-	22
		POPULATION	1710	950-	76
		EMPLOYED RESIDENTS	659	366-	29
		AUTOS OWNED	489	129-	36
		RETAIL EMPLOYEES		10	10
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	191	4-	18
		TOTAL EMPLOYEES	191	6	197
		TOTAL SCHOOL ENROLLMENTS	425		425
4	587	DWELLING UNITS	183	92	275
		POPULATION	775	290	1065
		EMPLOYED RESIDENTS	298	113	411
		AUTOS OWNED	222	283	505
		RETAIL EMPLOYEES	34	17	51
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	183	48	231
		TOTAL EMPLOYEES	217	65	282
		TOTAL SCHOOL ENROLLMENTS			
4	588	DWELLING UNITS	56	202	258
		POPULATION	231	745	976
		EMPLOYED RESIDENTS	89	288	377
		AUTOS OWNED	66	396	462
		RETAIL EMPLOYEES		28	28
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	137	95	232
		TOTAL EMPLOYEES	137	123	260
		TOTAL SCHOOL ENROLLMENTS			



DATE 9/29/69

PAGE 17

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
4	589	DWELLING UNITS	26	24	50
		POPULATION	101	78	179
		EMPLOYED RESIDENTS	39	30	69
		AUTOS OWNED	29	56	85
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	99	91	190
		TOTAL EMPLOYEES	99	91	190
		TOTAL SCHOOL ENROLLMENTS			
5	486	DWELLING UNITS	146	650	796
		POPULATION	529	1893	2422
		EMPLOYED RESIDENTS	203	732	935
		AUTOS OWNED	151	1002	1153
		RETAIL EMPLOYEES		9	9
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	228	46	274
		TOTAL EMPLOYEES	228	55	283
		TOTAL SCHOOL ENROLLMENTS	540	540	
5	487	DWELLING UNITS	257	1844	2101
		POPULATION	1028	6070	7098
		EMPLOYED RESIDENTS	395	2346	2741
		AUTOS OWNED	294	3086	3380
		RETAIL EMPLOYEES		17	17
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	65	707	772
		TOTAL EMPLOYEES	65	724	789
		TOTAL SCHOOL ENROLLMENTS	583	1417	2000
5	488	DWELLING UNITS	84	224	308
		POPULATION	356	917	1273
		EMPLOYED RESIDENTS	137	355	492
		AUTOS OWNED	102	504	606
		RETAIL EMPLOYEES		15	15
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	110	244	354
		TOTAL EMPLOYEES	110	259	369
		TOTAL SCHOOL ENROLLMENTS	330	330	
5	489	DWELLING UNITS	258	87-	171
		POPULATION	789	347-	442
		EMPLOYED RESIDENTS	304	133-	171
		AUTOS OWNED	225	15-	210
		RETAIL EMPLOYEES	7	7	14
		MANUFACTURING EMPLOYEES		150	150
		OTHER EMPLOYEES	386	144	530
		TOTAL EMPLOYEES	393	301	694
		TOTAL SCHOOL ENROLLMENTS	593	360	953

DATE 9/29/69

PAGE 18

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
5	490	DWELLING UNITS	16	25	41
		POPULATION	57	66	123
		EMPLOYED RESIDENTS	22	25	47
		AUTOS OWNED	16	43	59
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	191	136-	55
		TOTAL EMPLOYEES	191	136-	55
		TOTAL SCHOOL ENROLLMENTS			
5	491	DWELLING UNITS	35	118	153
		POPULATION	124	332	456
		EMPLOYED RESIDENTS	48	128	176
		AUTOS OWNED	35	182	217
		RETAIL EMPLOYEES		7	7
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	188	7	195
		TOTAL EMPLOYEES	188	14	202
		TOTAL SCHOOL ENROLLMENTS			
5	492	DWELLING UNITS	295	14	309
		POPULATION	1020	117-	903
		EMPLOYED RESIDENTS	392	43-	349
		AUTOS OWNED	292	138	430
		RETAIL EMPLOYEES	1	7	8
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	91	102	193
		TOTAL EMPLOYEES	92	109	201
		TOTAL SCHOOL ENROLLMENTS	300	300	
5	493	DWELLING UNITS	71	2-	69
		POPULATION	281	50-	231
		EMPLOYED RESIDENTS	108	19-	89
		AUTOS OWNED	80	30	110
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	78	7	85
		TOTAL EMPLOYEES	78	7	85
		TOTAL SCHOOL ENROLLMENTS			
5	494	DWELLING UNITS	64		64
		POPULATION	252	39-	213
		EMPLOYED RESIDENTS	97	15-	82
		AUTOS OWNED	72	29	101
		RETAIL EMPLOYEES	4	7	11
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	114	21-	93
		TOTAL EMPLOYEES	118	14-	104
		TOTAL SCHOOL ENROLLMENTS			

DATE	9/29/69		PAGE	19	DATE	9/29/69		PAGE	20		
SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985	SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
5	584	DWELLING UNITS	444	1438	1882	6	590	DWELLING UNITS	25	14	34
		POPULATION	1695	4375	6070			POPULATION	83	47	130
		EMPLOYED RESIDENTS	652	1692	2344			EMPLOYED RESIDENTS	32	18	50
		AUTOS OWNED	485	2406	2891			AUTOS OWNED	24	33	57
		RETAIL EMPLOYEES	17	51	68			RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES		50	50			MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	400	252	652			OTHER EMPLOYEES	134	12	146
		TOTAL EMPLOYEES	417	353	770			TOTAL EMPLOYEES	134	12	146
		TOTAL SCHOOL ENROLLMENTS	140	1200	1340			TOTAL SCHOOL ENROLLMENTS			
5	585	DWELLING UNITS	830	943	1773	7	UNZONED	DWELLING UNITS	859	1286	2145
		POPULATION	3360	2732	6092			POPULATION	2835	4245	7080
		EMPLOYED RESIDENTS	1291	1061	2352			EMPLOYED RESIDENTS	1130	1604	2734
		AUTOS OWNED	960	1942	2902			AUTOS OWNED	838	2265	3103
		RETAIL EMPLOYEES	92	73	165			RETAIL EMPLOYEES	88	100	188
		MANUFACTURING EMPLOYEES	25		25			MANUFACTURING EMPLOYEES	48	152	200
		OTHER EMPLOYEES	354	24	378			OTHER EMPLOYEES	393	17	410
		TOTAL EMPLOYEES	471	97	568			TOTAL EMPLOYEES	529	269	798
		TOTAL SCHOOL ENROLLMENTS	1291	60	1351			TOTAL SCHOOL ENROLLMENTS	1878	1680	3558
5	591	DWELLING UNITS	30	5	35	8	UNZONED	DWELLING UNITS	425	215	640
		POPULATION	114	2-	112			POPULATION	1637	528	2165
		EMPLOYED RESIDENTS	44	1-	43			EMPLOYED RESIDENTS	630	206	836
		AUTOS OWNED	33	20	53			AUTOS OWNED	467	487	954
		RETAIL EMPLOYEES						RETAIL EMPLOYEES	73	26	99
		MANUFACTURING EMPLOYEES						MANUFACTURING EMPLOYEES	12	8	20
		OTHER EMPLOYEES	96	73	169			OTHER EMPLOYEES	229	147	376
		TOTAL EMPLOYEES	96	73	169			TOTAL EMPLOYEES	314	181	495
		TOTAL SCHOOL ENROLLMENTS						TOTAL SCHOOL ENROLLMENTS	189	150	335
5	592	DWELLING UNITS	110	4	114	8	495	DWELLING UNITS	764	243	1007
		POPULATION	417	52-	365			POPULATION	2650	455	3105
		EMPLOYED RESIDENTS	160	19-	141			EMPLOYED RESIDENTS	1020	179	1199
		AUTOS OWNED	119	55	174			AUTOS OWNED	757	611	1368
		RETAIL EMPLOYEES	19	7	26			RETAIL EMPLOYEES		24	24
		MANUFACTURING EMPLOYEES	850	425	1275			MANUFACTURING EMPLOYEES		30	30
		OTHER EMPLOYEES	582	123	705			OTHER EMPLOYEES	151	3-	148
		TOTAL EMPLOYEES	1451	555	2006			TOTAL EMPLOYEES	151	51	202
		TOTAL SCHOOL ENROLLMENTS						TOTAL SCHOOL ENROLLMENTS	586		586
6	UNZONED	DWELLING UNITS	816	95	911	9	100	DWELLING UNITS	22		22
		POPULATION	2689	221	2910			POPULATION	42		42
		EMPLOYED RESIDENTS	1035	89	1124			EMPLOYED RESIDENTS	18	5	23
		AUTOS OWNED	769	513	1282			AUTOS OWNED	12	6.	18
		RETAIL EMPLOYEES	82	100	182			RETAIL EMPLOYEES	165	7	172
		MANUFACTURING EMPLOYEES	10	40	50			MANUFACTURING EMPLOYEES	280	24-	256
		OTHER EMPLOYEES	606	115-	491			OTHER EMPLOYEES	1559	834-	725
		TOTAL EMPLOYEES	698	25	723			TOTAL EMPLOYEES	2004	851-	1153
		TOTAL SCHOOL ENROLLMENTS	185	150	335			TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 21

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
9	101	DWELLING UNITS	168		168
		POPULATION	210	2	212
		EMPLOYED RESIDENTS	73	21	94
		AUTOS OWNED	65	32	97
		RETAIL EMPLOYEES	560		560
		MANUFACTURING EMPLOYEES	161	14-	147
		OTHER EMPLOYEES	1268	42-	1226
		TOTAL EMPLOYEES	1989	56-	1933
		TOTAL SCHOOL ENROLLMENTS			
9	102	DWELLING UNITS	81		81
		POPULATION	206	2	208
		EMPLOYED RESIDENTS	71	26	97
		AUTOS OWNED	22	11	33
		RETAIL EMPLOYEES	97	7	104
		MANUFACTURING EMPLOYEES	320	27-	293
		OTHER EMPLOYEES	242	8-	234
		TOTAL EMPLOYEES	659	28-	631
		TOTAL SCHOOL ENROLLMENTS	146		146
9	103	DWELLING UNITS	2		2
		POPULATION	7		7
		EMPLOYED RESIDENTS		2	2
		AUTOS OWNED			
		RETAIL EMPLOYEES	58	99	157
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	26	819	845
		TOTAL EMPLOYEES	84	918	1002
		TOTAL SCHOOL ENROLLMENTS			
9	104	DWELLING UNITS	95		95
		POPULATION	112	1	113
		EMPLOYED RESIDENTS	29	9	38
		AUTOS OWNED	29	16	45
		RETAIL EMPLOYEES	195		195
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	124	2-	122
		TOTAL EMPLOYEES	319	2-	317
		TOTAL SCHOOL ENROLLMENTS			
9	105	DWELLING UNITS	1		1
		POPULATION	3		3
		EMPLOYED RESIDENTS		1	1
		AUTOS OWNED			
		RETAIL EMPLOYEES	32		32
		MANUFACTURING EMPLOYEES	19	2-	17
		OTHER EMPLOYEES	52		52
		TOTAL EMPLOYEES	103	2-	101
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 22

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
9	110	DWELLING UNITS	19		19
		POPULATION	62	1	63
		EMPLOYED RESIDENTS	20	5	25
		AUTOS OWNED	20	10	30
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	4956	421-	4535
		OTHER EMPLOYEES	1790	2-	1788
		TOTAL EMPLOYEES	6746	423-	6323
		TOTAL SCHOOL ENROLLMENTS			
9	111	DWELLING UNITS	247		247
		POPULATION	623		629
		EMPLOYED RESIDENTS	300	84	384
		AUTOS OWNED	246	126	372
		RETAIL EMPLOYEES	54	28	82
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	1000	2	1002
		TOTAL EMPLOYEES	1054	30	1084
		TOTAL SCHOOL ENROLLMENTS			
9	112	DWELLING UNITS	224		224
		POPULATION	553		557
		EMPLOYED RESIDENTS	170	47	217
		AUTOS OWNED	163	82	245
		RETAIL EMPLOYEES	3		3
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	79	3-	76
		TOTAL EMPLOYEES	82	3-	79
		TOTAL SCHOOL ENROLLMENTS	1135		1135
9	113	DWELLING UNITS	414		414
		POPULATION	1176	13	1189
		EMPLOYED RESIDENTS	370	103	473
		AUTOS OWNED	380	196	576
		RETAIL EMPLOYEES	113	28	141
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	31	8	39
		TOTAL EMPLOYEES	144	36	180
		TOTAL SCHOOL ENROLLMENTS	310		310
9	114	DWELLING UNITS	179		179
		POPULATION	569	6	575
		EMPLOYED RESIDENTS	148	42	190
		AUTOS OWNED	161	83	244
		RETAIL EMPLOYEES	1	7	8
		MANUFACTURING EMPLOYEES	100	8-	92
		OTHER EMPLOYEES	9	1-	8
		TOTAL EMPLOYEES	110	2-	108
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 23

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
9	115	DWELLING UNITS	302		302
		POPULATION	927	10	937
		EMPLOYED RESIDENTS	309	85	394
		AUTOS OWNED	289	147	436
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	142	12-	130
		OTHER EMPLOYEES	7		7
		TOTAL EMPLOYEES	149	12-	137
		TOTAL SCHOOL ENROLLMENTS			
9	116	DWELLING UNITS	7		7
		POPULATION	17		17
		EMPLOYED RESIDENTS	5	1	6
		AUTOS OWNED			
		RETAIL EMPLOYEES	80		80
		MANUFACTURING EMPLOYEES	932	22-	910
		OTHER EMPLOYEES	105		105
		TOTAL EMPLOYEES	1117	22-	1095
		TOTAL SCHOOL ENROLLMENTS			
9	117	DWELLING UNITS	67		67
		POPULATION	219	2	221
		EMPLOYED RESIDENTS	90	25	115
		AUTOS OWNED	65	32	97
		RETAIL EMPLOYEES	3		3
		MANUFACTURING EMPLOYEES	4359	336-	4023
		OTHER EMPLOYEES	45	1-	44
		TOTAL EMPLOYEES	4407	337-	4070
		TOTAL SCHOOL ENROLLMENTS			
9	120	DWELLING UNITS	250		250
		POPULATION	820	9	829
		EMPLOYED RESIDENTS	190	53	243
		AUTOS OWNED	172	90	262
		RETAIL EMPLOYEES	14		14
		MANUFACTURING EMPLOYEES	358	83	441
		OTHER EMPLOYEES	85	4	89
		TOTAL EMPLOYEES	457	87	544
		TOTAL SCHOOL ENROLLMENTS			
9	121	DWELLING UNITS	559		559
		POPULATION	1493	16	1509
		EMPLOYED RESIDENTS	398	109	507
		AUTOS OWNED	398	212	610
		RETAIL EMPLOYEES	28	28	56
		MANUFACTURING EMPLOYEES	172	15-	157
		OTHER EMPLOYEES	171	6	177
		TOTAL EMPLOYEES	371	19	390
		TOTAL SCHOOL ENROLLMENTS	432		432

DATE 9/29/69

PAGE 24

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
9	122	DWELLING UNITS	762		762
		POPULATION	2507	27	2534
		EMPLOYED RESIDENTS	765	212	977
		AUTOS OWNED	640	326	966
		RETAIL EMPLOYEES	36	41	77
		MANUFACTURING EMPLOYEES	26	2-	24
		OTHER EMPLOYEES	142	13	155
		TOTAL EMPLOYEES	204	52	256
		TOTAL SCHOOL ENROLLMENTS	752		752
9	123	DWELLING UNITS	752		752
		POPULATION	2557	27	2584
		EMPLOYED RESIDENTS	821	229	1050
		AUTOS OWNED	718	375	1093
		RETAIL EMPLOYEES		49	49
		MANUFACTURING EMPLOYEES	1594	149	1743
		OTHER EMPLOYEES	88	15	103
		TOTAL EMPLOYEES	1682	213	1895
		TOTAL SCHOOL ENROLLMENTS	763		763
9	124	DWELLING UNITS	319		319
		POPULATION	999	14	1013
		EMPLOYED RESIDENTS	296	84	380
		AUTOS OWNED	229	118	347
		RETAIL EMPLOYEES	18	35	53
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	42	7	49
		TOTAL EMPLOYEES	60	42	102
		TOTAL SCHOOL ENROLLMENTS	599		599
9	125	DWELLING UNITS	638		638
		POPULATION	2016	22	2038
		EMPLOYED RESIDENTS	732	204	936
		AUTOS OWNED	688	363	1051
		RETAIL EMPLOYEES	66	21	87
		MANUFACTURING EMPLOYEES	25	2-	23
		OTHER EMPLOYEES	37	2-	35
		TOTAL EMPLOYEES	128	17	145
		TOTAL SCHOOL ENROLLMENTS			
9	126	DWELLING UNITS	484		484
		POPULATION	1442	15	1457
		EMPLOYED RESIDENTS	495	136	631
		AUTOS OWNED	545	288	833
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	29	1-	28
		TOTAL EMPLOYEES	29	1-	28
		TOTAL SCHOOL ENROLLMENTS	296		296

DATE 9/29/69

PAGE 25

SAD NO.	ZONF NO.	ACTIVITY	BASE YEAR	CHANGE	1985
9	130	DWELLING UNITS	599		599
		POPULATION	1360	15	1375
		EMPLOYED RESIDENTS	481	133	614
		AUTOS OWNED	445	238	683
		RETAIL EMPLOYEES	12		12
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	76	4-	72
		TOTAL EMPLOYEES	88	4-	84
		TOTAL SCHOOL ENROLLMENTS			
9	131	DWELLING UNITS	599	162	761
		POPULATION	1755	491	2246
		EMPLOYED RESIDENTS	529	327	856
		AUTOS OWNED	466	435	901
		RETAIL EMPLOYEES	15		15
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	19	10	29
		TOTAL EMPLOYEES	34	10	44
		TOTAL SCHOOL ENROLLMENTS			
9	132	DWELLING UNITS	215	70	285
		POPULATION	712	241	953
		EMPLOYED RESIDENTS	181	134	315
		AUTOS OWNED	246	246	492
		RETAIL EMPLOYEES	8		8
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	6	7	13
		TOTAL EMPLOYEES	14	7	21
		TOTAL SCHOOL ENROLLMENTS			
9	133	DWELLING UNITS	569		569
		POPULATION	1656	29	1685
		EMPLOYED RESIDENTS	450	129	579
		AUTOS OWNED	542	286	828
		RETAIL EMPLOYEES	29	34	63
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	62	10	72
		TOTAL EMPLOYEES	91	44	135
		TOTAL SCHOOL ENROLLMENTS	566	90	656
9	134	DWELLING UNITS	179		179
		POPULATION	650	7	657
		EMPLOYED RESIDENTS	238	67	305
		AUTOS OWNED	199	103	302
		RETAIL EMPLOYEES	9		9
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	747	36-	711
		TOTAL EMPLOYEES	756	36-	720
		TOTAL SCHOOL ENROLLMENTS	2000	300	2300

DATE 9/29/69

PAGE 26

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
9	135	DWELLING UNITS	202		202
		POPULATION	1022	408-	614
		EMPLOYED RESIDENTS	396	95-	301
		AUTOS OWNED	417	42-	375
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	21	2-	19
		OTHER EMPLOYEES	7		7
		TOTAL EMPLOYEES	28	2-	26
		TOTAL SCHOOL ENROLLMENTS			
9	136	DWELLING UNITS	414		414
		POPULATION	1155	12	1167
		EMPLOYED RESIDENTS	378	102	480
		AUTOS OWNED	452	240	692
		RETAIL EMPLOYEES	95		95
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	72	3-	69
		TOTAL EMPLOYEES	167	3-	164
		TOTAL SCHOOL ENROLLMENTS			
9	137	DWELLING UNITS	555	16	571
		POPULATION	1721	68	1789
		EMPLOYED RESIDENTS	530	165	695
		AUTOS OWNED	555	318	873
		RETAIL EMPLOYEES	16		16
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	131	5	136
		TOTAL EMPLOYEES	147	5	152
		TOTAL SCHOOL ENROLLMENTS	1799		1799
9	138	DWELLING UNITS	466		466
		POPULATION	1313	24	1337
		EMPLOYED RESIDENTS	422	120	542
		AUTOS OWNED	574	212	786
		RETAIL EMPLOYEES	28		28
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	13	1-	12
		TOTAL EMPLOYEES	41	1-	40
		TOTAL SCHOOL ENROLLMENTS			
10	140	DWELLING UNITS	11	.	11
		POPULATION	39	3-	36
		EMPLOYED RESIDENTS	14	1	15
		AUTOS OWNED	14	1	15
		RETAIL EMPLOYEES	8		8
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES			
		TOTAL EMPLOYEES	8		8
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69						DATE 9/29/69					
PAGE 27						PAGE 28					
SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985	SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
10	141	DWELLING UNITS	27		27	10	146	DWELLING UNITS	87	87	174
		POPULATION	105	5-	100			POPULATION	315	288	603
		EMPLOYED RESIDENTS	26	2	28			EMPLOYED RESIDENTS	76	87	163
		AUTOS OWNED	39	2	41			AUTOS OWNED	76	94	170
		RETAIL EMPLOYEES						RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES						MANUFACTURING EMPLOYEES	111		111
		OTHER EMPLOYEES	35	5	40			OTHER EMPLOYEES	276		276
		TOTAL EMPLOYEES	35	5	40			TOTAL EMPLOYEES	387		387
		TOTAL SCHOOL ENROLLMENTS						TOTAL SCHOOL ENROLLMENTS			
10	142	DWELLING UNITS	359	87	446	10	147	DWELLING UNITS	331		331
		POPULATION	1142	218	1360			POPULATION	1006	45-	961
		EMPLOYED RESIDENTS	480	162	642			EMPLOYED RESIDENTS	412	31	443
		AUTOS OWNED	418	152	570			AUTOS OWNED	445	30	475
		RETAIL EMPLOYEES	3		3			RETAIL EMPLOYEES	139	65	204
		MANUFACTURING EMPLOYEES	17		17			MANUFACTURING EMPLOYEES	256		256
		OTHER EMPLOYEES						OTHER EMPLOYEES	129	46	175
		TOTAL EMPLOYEES	20		20			TOTAL EMPLOYEES	524	111	635
		TOTAL SCHOOL ENROLLMENTS						TOTAL SCHOOL ENROLLMENTS	683	330	1013
10	143	DWELLING UNITS	434	3	437	10	148	DWELLING UNITS	170	5	175
		POPULATION	1280	46-	1234			POPULATION	466	8-	458
		EMPLOYED RESIDENTS	451	38	489			EMPLOYED RESIDENTS	210	22	232
		AUTOS OWNED	420	33	453			AUTOS OWNED	198	20	218
		RETAIL EMPLOYEES	117		117			RETAIL EMPLOYEES	26	65	91
		MANUFACTURING EMPLOYEES						MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	58		58			OTHER EMPLOYEES		46	46
		TOTAL EMPLOYEES	175		175			TOTAL EMPLOYEES	26	111	137
		TOTAL SCHOOL ENROLLMENTS						TOTAL SCHOOL ENROLLMENTS			
10	144	DWELLING UNITS	201	11	212	10	149	DWELLING UNITS	78		78
		POPULATION	796	6	802			POPULATION	256	11-	245
		EMPLOYED RESIDENTS	220	30	250			EMPLOYED RESIDENTS	116	9	125
		AUTOS OWNED	288	37	325			AUTOS OWNED	102	8	110
		RETAIL EMPLOYEES	26		26			RETAIL EMPLOYEES	12		12
		MANUFACTURING EMPLOYEES	59	104	163			MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	562	13	575			OTHER EMPLOYEES			
		TOTAL EMPLOYEES	647	117	764			TOTAL EMPLOYEES	12		12
		TOTAL SCHOOL ENROLLMENTS						TOTAL SCHOOL ENROLLMENTS			
10	145	DWELLING UNITS	187		187	10	150	DWELLING UNITS	526	84	610
		POPULATION	567	25-	542			POPULATION	1436	164	1600
		EMPLOYED RESIDENTS	236	18	254			EMPLOYED RESIDENTS	445	117	562
		AUTOS OWNED	248	17	265			AUTOS OWNED	586	164	750
		RETAIL EMPLOYEES	106	37	143			RETAIL EMPLOYEES	6		6
		MANUFACTURING EMPLOYEES	9		9			MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	59	24	83			OTHER EMPLOYEES	207	4	211
		TOTAL EMPLOYEES	174	61	235			TOTAL EMPLOYEES	213	4	217
		TOTAL SCHOOL ENROLLMENTS	492		492			TOTAL SCHOOL ENROLLMENTS	2280		2280

DATE			PAGE 29		
SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
10	151	DWELLING UNITS	388	5	393
		POPULATION	1094	35-	1059
		EMPLOYED RESIDENTS	452	40	492
		AUTOS OWNED	598	49	647
		RETAIL EMPLOYEES	2		2
		MANUFACTURING EMPLOYEES	94		94
		OTHER EMPLOYEES	17		17
		TOTAL EMPLOYEES	113		113
		TOTAL SCHOOL ENROLLMENTS			
10	152	DWELLING UNITS	667	6	673
		POPULATION	1968	74-	1894
		EMPLOYED RESIDENTS	724	60	784
		AUTOS OWNED	813	62	875
		RETAIL EMPLOYEES	137		137
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	70		70
		TOTAL EMPLOYEES	207		207
		TOTAL SCHOOL ENROLLMENTS			
10	153	DWELLING UNITS	57	3	60
		POPULATION	159	1	160
		EMPLOYED RESIDENTS	97	13	110
		AUTOS OWNED	66	9	75
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	3		3
		TOTAL EMPLOYEES	3		3
		TOTAL SCHOOL ENROLLMENTS			
10	154	DWELLING UNITS	44	5	49
		POPULATION	132	8	140
		EMPLOYED RESIDENTS	23	4	27
		AUTOS OWNED	40	8	48
		RETAIL EMPLOYEES		37	37
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	46	50	96
		TOTAL EMPLOYEES	46	87	133
		TOTAL SCHOOL ENROLLMENTS			
10	155	DWELLING UNITS	305		305
		POPULATION	1156	51-	1105
		EMPLOYED RESIDENTS	364	26	390
		AUTOS OWNED	462	32	494
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	56	1	57
		TOTAL EMPLOYEES	56	1	57
		TOTAL SCHOOL ENROLLMENTS	672		672

DATE			PAGE 30		
SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
10	156	DWELLING UNITS	620	34	654
		POPULATION	1885	11	1896
		EMPLOYED RESIDENTS	706	90	796
		AUTOS OWNED	779	97	876
		RETAIL EMPLOYEES	4		4
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	63		63
		TOTAL EMPLOYEES	67		67
		TOTAL SCHOOL ENROLLMENTS	939		939
10	157	DWELLING UNITS	770	16	786
		POPULATION	2379	49-	2330
		EMPLOYED RESIDENTS	850	85	935
		AUTOS OWNED	991	93	1084
		RETAIL EMPLOYEES	11		11
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	36	1	37
		TOTAL EMPLOYEES	47	1	48
		TOTAL SCHOOL ENROLLMENTS	740		740
10	160	DWELLING UNITS	200	65	265
		POPULATION	618	165	783
		EMPLOYED RESIDENTS	203	86	289
		AUTOS OWNED	287	120	407
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	25	1	26
		TOTAL EMPLOYEES	25	1	26
		TOTAL SCHOOL ENROLLMENTS			
10	161	DWELLING UNITS	98	44	142
		POPULATION	339	130	469
		EMPLOYED RESIDENTS	88	49	137
		AUTOS OWNED	113	62	175
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES			
		TOTAL EMPLOYEES			
		TOTAL SCHOOL ENROLLMENTS	205		205
10	162	DWELLING UNITS	81	11	92
		POPULATION	269	22	291
		EMPLOYED RESIDENTS	95	21	116
		AUTOS OWNED	139	29	168
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		1	1
		TOTAL EMPLOYEES		1	1
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69					DATE 9/29/69						
PAGE 31					PAGE 32						
SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985	SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
10	163	DWELLING UNITS	60	36	96	10	168	DWELLING UNITS	81	83	164
		POPULATION	192	108	300			POPULATION	318	217	535
		EMPLOYED RESIDENTS	43	32	75			EMPLOYED RESIDENTS	118	107	225
		AUTOS OWNED	96	84	180			AUTOS OWNED	145	130	275
		RETAIL EMPLOYEES						RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES						MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		4	4			OTHER EMPLOYEES	5		5
		TOTAL EMPLOYEES		4	4			TOTAL EMPLOYEES	5		5
		TOTAL SCHOOL ENROLLMENTS						TOTAL SCHOOL ENROLLMENTS			
10	164	DWELLING UNITS	523	82	605	10	169	DWELLING UNITS	107	16	123
		POPULATION	1830	200	2030			POPULATION	267	27	294
		EMPLOYED RESIDENTS	614	157	771			EMPLOYED RESIDENTS	99	24	123
		AUTOS OWNED	817	203	1020			AUTOS OWNED	121	29	150
		RETAIL EMPLOYEES						RETAIL EMPLOYEES		75	75
		MANUFACTURING EMPLOYEES						MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	13	10	23			OTHER EMPLOYEES	44	195	239
		TOTAL EMPLOYEES	13	10	23			TOTAL EMPLOYEES	44	270	314
		TOTAL SCHOOL ENROLLMENTS	429		429			TOTAL SCHOOL ENROLLMENTS			
10	165	DWELLING UNITS	299	158	457	11	200	DWELLING UNITS	143		143
		POPULATION	1014	468	1482			POPULATION	226	6-	220
		EMPLOYED RESIDENTS	360	231	591			EMPLOYED RESIDENTS	48	8	56
		AUTOS OWNED	517	328	845			AUTOS OWNED	48	13	61
		RETAIL EMPLOYEES						RETAIL EMPLOYEES	145	35	180
		MANUFACTURING EMPLOYEES						MANUFACTURING EMPLOYEES	19		19
		OTHER EMPLOYEES	24	1	25			OTHER EMPLOYEES	517	12	529
		TOTAL EMPLOYEES	24	1	25			TOTAL EMPLOYEES	681	47	728
		TOTAL SCHOOL ENROLLMENTS						TOTAL SCHOOL ENROLLMENTS			
10	166	DWELLING UNITS	466	65	531	11	201	DWELLING UNITS	83		83
		POPULATION	1585	140	1725			POPULATION	107	3-	104
		EMPLOYED RESIDENTS	578	130	708			EMPLOYED RESIDENTS	36	6	42
		AUTOS OWNED	727	157	884			AUTOS OWNED	24	5	29
		RETAIL EMPLOYEES						RETAIL EMPLOYEES	381		381
		MANUFACTURING EMPLOYEES						MANUFACTURING EMPLOYEES	5		5
		OTHER EMPLOYEES	46	1	47			OTHER EMPLOYEES	409	2	411
		TOTAL EMPLOYEES	46	1	47			TOTAL EMPLOYEES	795	2	797
		TOTAL SCHOOL ENROLLMENTS						TOTAL SCHOOL ENROLLMENTS			
10	167	DWELLING UNITS	385	30	415	11	202	DWELLING UNITS	119		119
		POPULATION	1328	38	1366			POPULATION	167	4-	163
		EMPLOYED RESIDENTS	511	79	590			EMPLOYED RESIDENTS	71	12	83
		AUTOS OWNED	601	90	691			AUTOS OWNED	84	19	103
		RETAIL EMPLOYEES	3		3			RETAIL EMPLOYEES	461	11	472
		MANUFACTURING EMPLOYEES						MANUFACTURING EMPLOYEES	173		173
		OTHER EMPLOYEES	33	6	39			OTHER EMPLOYEES	824	3	827
		TOTAL EMPLOYEES	36	6	42			TOTAL EMPLOYEES	1458	14	1472
		TOTAL SCHOOL ENROLLMENTS	419		419			TOTAL SCHOOL ENROLLMENTS			



DATE 9/29/69

PAGE 33

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
11	203	DWELLING UNITS	190		190
		POPULATION	690	37-	653
		EMPLOYED RESIDENTS	190	26	216
		AUTOS OWNED	180	33	213
		RETAIL EMPLOYEES	116		116
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	364		364
		TOTAL EMPLOYEES	480		480
		TOTAL SCHOOL ENROLLMENTS			
11	204	DWELLING UNITS	119		119
		POPULATION	345	9-	336
		EMPLOYED RESIDENTS	71	12	83
		AUTOS OWNED	95	21	116
		RETAIL EMPLOYEES	22	5	27
		MANUFACTURING EMPLOYEES	145		145
		OTHER EMPLOYEES	112		112
		TOTAL EMPLOYEES	279	5	284
		TOTAL SCHOOL ENROLLMENTS			
11	210	DWELLING UNITS	655		655
		POPULATION	2202	59-	2143
		EMPLOYED RESIDENTS	602	102	704
		AUTOS OWNED	559	122	681
		RETAIL EMPLOYEES	16		16
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	83		83
		TOTAL EMPLOYEES	99		99
		TOTAL SCHOOL ENROLLMENTS	649	30	679
11	211	DWELLING UNITS	119		119
		POPULATION	452	12-	440
		EMPLOYED RESIDENTS	131	23	154
		AUTOS OWNED	95	20	115
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	1720		1720
		OTHER EMPLOYEES	60	1	61
		TOTAL EMPLOYEES	1780	1	1781
		TOTAL SCHOOL ENROLLMENTS			
11	212	DWELLING UNITS	12		12
		POPULATION	12	23	35
		EMPLOYED RESIDENTS	6	16	22
		AUTOS OWNED	6	15	21
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	976		976
		OTHER EMPLOYEES	233		233
		TOTAL EMPLOYEES	1209		1209
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 34

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
11	213	DWELLING UNITS	24		24
		POPULATION	83	2-	81
		EMPLOYED RESIDENTS	12	2	14
		AUTOS OWNED		25	25
		RETAIL EMPLOYEES	12	1	12
		MANUFACTURING EMPLOYEES	761		761
		OTHER EMPLOYEES	258	2	260
		TOTAL EMPLOYEES	1031	2	1033
		TOTAL SCHOOL ENROLLMENTS			
11	214	DWELLING UNITS			
		POPULATION			
		EMPLOYED RESIDENTS			
		AUTOS OWNED			
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	1286	17	1303
		OTHER EMPLOYEES	296		296
		TOTAL EMPLOYEES	1582	17	1599
		TOTAL SCHOOL ENROLLMENTS			
11	215	DWELLING UNITS			
		POPULATION			
		EMPLOYED RESIDENTS			
		AUTOS OWNED			
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		1	1
		TOTAL EMPLOYEES		1	1
		TOTAL SCHOOL ENROLLMENTS			
11	216	DWELLING UNITS	179		179
		POPULATION	476	14-	462
		EMPLOYED RESIDENTS	179	30	209
		AUTOS OWNED	143	31	174
		RETAIL EMPLOYEES	2		2
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	304		304
		TOTAL EMPLOYEES	306		306
		TOTAL SCHOOL ENROLLMENTS	338		338
11	217	DWELLING UNITS			
		POPULATION			
		EMPLOYED RESIDENTS			
		AUTOS OWNED			
		RETAIL EMPLOYEES	42		42
		MANUFACTURING EMPLOYEES	82	518	600
		OTHER EMPLOYEES	77		77
		TOTAL EMPLOYEES	201	518	719
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 35

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
11	220	DWELLING UNITS	420		420
		POPULATION	1032	26-	1006
		EMPLOYED RESIDENTS	420	72	492
		AUTOS OWNED	373	81	454
		RETAIL EMPLOYEES	11		11
		MANUFACTURING EMPLOYEES	165		165
		OTHER EMPLOYEES	941		941
		TOTAL EMPLOYEES	1117		1117
		TOTAL SCHOOL ENROLLMENTS			
11	221	DWELLING UNITS	564	6	570
		POPULATION	1440		1440
		EMPLOYED RESIDENTS	516	104	620
		AUTOS OWNED	588	148	736
		RETAIL EMPLOYEES	23	40	63
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	28	21	49
		TOTAL EMPLOYEES	51	61	112
		TOTAL SCHOOL ENROLLMENTS	34		34
11	224	DWELLING UNITS	319	4	323
		POPULATION	838	11-	827
		EMPLOYED RESIDENTS	307	57	364
		AUTOS OWNED	283	66	349
		RETAIL EMPLOYEES	18		18
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	3		3
		TOTAL EMPLOYEES	21		21
		TOTAL SCHOOL ENROLLMENTS	262	262-	
11	225	DWELLING UNITS	814		814
		POPULATION	2419	72-	2347
		EMPLOYED RESIDENTS	861	143	1004
		AUTOS OWNED	852	183	1035
		RETAIL EMPLOYEES	21		21
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	190		190
		TOTAL EMPLOYEES	211		211
		TOTAL SCHOOL ENROLLMENTS	567	292	859
11	226	DWELLING UNITS	389	7	396
		POPULATION	1074	10-	1064
		EMPLOYED RESIDENTS	448	85	533
		AUTOS OWNED	484	115	599
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	144	3	147
		TOTAL EMPLOYEES	144	3	147
		TOTAL SCHOOL ENROLLMENTS	2240	2240-	

DATE 9/29/69

PAGE 36

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
11	227	DWELLING UNITS	378		378
		POPULATION	1038	29-	1009
		EMPLOYED RESIDENTS	354	60	414
		AUTOS OWNED	364	80	444
		RETAIL EMPLOYEES	116		116
		MANUFACTURING EMPLOYEES	53		53
		OTHER EMPLOYEES	193		193
		TOTAL EMPLOYEES	362		362
		TOTAL SCHOOL ENROLLMENTS	832		832
11	228	DWELLING UNITS	378		378
		POPULATION	1192	129-	1063
		EMPLOYED RESIDENTS	497	36	533
		AUTOS OWNED	497	57	554
		RETAIL EMPLOYEES	39		39
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	61		61
		TOTAL EMPLOYEES	100		100
		TOTAL SCHOOL ENROLLMENTS			
11	229	DWELLING UNITS	472		472
		POPULATION	1676	49-	1627
		EMPLOYED RESIDENTS	566	95	661
		AUTOS OWNED	614	132	746
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	24		24
		TOTAL EMPLOYEES	24		24
		TOTAL SCHOOL ENROLLMENTS	350		350
11	230	DWELLING UNITS	604		604
		POPULATION	2029	53-	1976
		EMPLOYED RESIDENTS	604	103	707
		AUTOS OWNED	751	165	916
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	29		29
		TOTAL EMPLOYEES	29		29
		TOTAL SCHOOL ENROLLMENTS			
11	231	DWELLING UNITS	604		604
		POPULATION	1778	53-	1725
		EMPLOYED RESIDENTS	559	93	652
		AUTOS OWNED	776	141	917
		RETAIL EMPLOYEES	77		77
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	37		37
		TOTAL EMPLOYEES	114		114
		TOTAL SCHOOL ENROLLMENTS	532		532

DATE 9/29/69

PAGE 37

SAD NO.	ZONF NO.	ACTIVITY	BASE YEAR	CHANGE	1985
11	232	DWELLING UNITS	55	7	62
		POPULATION	231	22	253
		EMPLOYED RESIDENTS	77	24	101
		AUTOS OWNED	88	33	121
		RETAIL EMPLOYEES	3		3
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	3		3
		TOTAL EMPLOYEES	6		6
		TOTAL SCHOOL ENROLLMENTS			
11	233	DWELLING UNITS	374	13	387
		POPULATION	1474	11	1485
		EMPLOYED RESIDENTS	363	77	440
		AUTOS OWNED	507	131	638
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES			
		TOTAL EMPLOYEES			
		TOTAL SCHOOL ENROLLMENTS			
11	234	DWELLING UNITS	264	7	271
		POPULATION	880	1	881
		EMPLOYED RESIDENTS	253	51	304
		AUTOS OWNED	308	77	385
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	16		16
		TOTAL EMPLOYEES	16		16
		TOTAL SCHOOL ENROLLMENTS			
11	240	DWELLING UNITS	209	7	216
		POPULATION	580	2	582
		EMPLOYED RESIDENTS	232	48	280
		AUTOS OWNED	220	55	275
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	208	17	225
		OTHER EMPLOYEES	62	8	70
		TOTAL EMPLOYEES	270	25	295
		TOTAL SCHOOL ENROLLMENTS			
11	241	DWELLING UNITS	209		209
		POPULATION	568	17-	551
		EMPLOYED RESIDENTS	220	37	257
		AUTOS OWNED	220	48	268
		RETAIL EMPLOYEES	72		72
		MANUFACTURING EMPLOYEES	46	35	81
		OTHER EMPLOYEES	187		187
		TOTAL EMPLOYEES	305	35	340
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 38

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
11	242	DWELLING UNITS	46		46
		POPULATION	93	3-	90
		EMPLOYED RESIDENTS	35	6	41
		AUTOS OWNED	46	10	56
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	24		24
		OTHER EMPLOYEES	65		65
		TOTAL EMPLOYEES	89		89
		TOTAL SCHOOL ENROLLMENTS			
11	243	DWELLING UNITS	197	7	204
		POPULATION	522	5	527
		EMPLOYED RESIDENTS	244	52	296
		AUTOS OWNED	244	64	308
		RETAIL EMPLOYEES	64		64
		MANUFACTURING EMPLOYEES	183	52	235
		OTHER EMPLOYEES	92		92
		TOTAL EMPLOYEES	339	52	391
		TOTAL SCHOOL ENROLLMENTS			
11	244	DWELLING UNITS	396		396
		POPULATION	1353	35-	1318
		EMPLOYED RESIDENTS	439	76	515
		AUTOS OWNED	561	124	685
		RETAIL EMPLOYEES	38		38
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	37		37
		TOTAL EMPLOYEES	75		75
		TOTAL SCHOOL ENROLLMENTS			
11	245	DWELLING UNITS	352	24	376
		POPULATION	1210	46	1256
		EMPLOYED RESIDENTS	352	88	440
		AUTOS OWNED	407	125	532
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	15	3	18
		TOTAL EMPLOYEES	15	3	18
		TOTAL SCHOOL ENROLLMENTS	342		342
11	246	DWELLING UNITS	308	23	331
		POPULATION	1012	48	1060
		EMPLOYED RESIDENTS	310	81	391
		AUTOS OWNED	440	137	577
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	17		17
		TOTAL EMPLOYEES	17		17
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 39

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
11	247	DWELLING UNITS	297	49	346
		POPULATION	1067	140	1207
		EMPLOYED RESIDENTS	397	156	553
		AUTOS OWNED	441	183	624
		RETAIL EMPLOYEES		11	11
		MANUFACTURING EMPLOYEES	55		55
		OTHER EMPLOYEES	12	10	22
		TOTAL EMPLOYEES	67	21	88
		TOTAL SCHOOL ENROLLMENTS			
11	248	DWELLING UNITS	154	256	410
		POPULATION	539	856	1395
		EMPLOYED RESIDENTS	154	327	481
		AUTOS OWNED	209	471	680
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	70	28	98
		TOTAL EMPLOYEES	70	28	98
		TOTAL SCHOOL ENROLLMENTS	1252		1252
11	249	DWELLING UNITS	209	66	275
		POPULATION	803	225	1028
		EMPLOYED RESIDENTS	330	178	508
		AUTOS OWNED	373	225	598
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	15	3	18
		TOTAL EMPLOYEES	15	3	18
		TOTAL SCHOOL ENROLLMENTS	343		343
11	252	DWELLING UNITS	353	28	381
		POPULATION	1091	55	1146
		EMPLOYED RESIDENTS	375	106	481
		AUTOS OWNED	470	148	618
		RETAIL EMPLOYEES	18	139	157
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	32	83	115
		TOTAL EMPLOYEES	50	222	272
		TOTAL SCHOOL ENROLLMENTS			
12	222	DWELLING UNITS	420		420
		POPULATION	1236	19-	1217
		EMPLOYED RESIDENTS	408	52	460
		AUTOS OWNED	552	82	634
		RETAIL EMPLOYEES	83	7	90
		MANUFACTURING EMPLOYEES		65	65
		OTHER EMPLOYEES	8	102	110
		TOTAL EMPLOYEES	91	174	265
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 40

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
12	223	DWELLING UNITS	252	81	333
		POPULATION	696	210	906
		EMPLOYED RESIDENTS	216	105	321
		AUTOS OWNED	276	145	421
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	13	1	14
		TOTAL EMPLOYEES	13	1	14
		TOTAL SCHOOL ENROLLMENTS			
12	250	DWELLING UNITS	492		492
		POPULATION	1166	17-	1149
		EMPLOYED RESIDENTS	421	54	475
		AUTOS OWNED	503	75	578
		RETAIL EMPLOYEES	100		100
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	87		87
		TOTAL EMPLOYEES	187		187
		TOTAL SCHOOL ENROLLMENTS			
12	251	DWELLING UNITS	246		246
		POPULATION	813	13-	800
		EMPLOYED RESIDENTS	310	39	349
		AUTOS OWNED	342	51	393
		RETAIL EMPLOYEES	283		283
		MANUFACTURING EMPLOYEES	12		12
		OTHER EMPLOYEES	342	52	394
		TOTAL EMPLOYEES	637	52	689
		TOTAL SCHOOL ENROLLMENTS	3769	600	4369
12	253	DWELLING UNITS	321		321
		POPULATION	856	14-	842
		EMPLOYED RESIDENTS	289	36	325
		AUTOS OWNED	418	62	480
		RETAIL EMPLOYEES	184	71	255
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	44	292	336
		TOTAL EMPLOYEES	228	363	591
		TOTAL SCHOOL ENROLLMENTS			
12	254	DWELLING UNITS	75	162	237
		POPULATION	268	566	834
		EMPLOYED RESIDENTS	90	230	320
		AUTOS OWNED	128	338	466
		RETAIL EMPLOYEES	8		8
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	8	3	11
		TOTAL EMPLOYEES	16	3	19
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 41

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
12	255	DWELLING UNITS	182	142	324
		POPULATION	72	390	1118
		EMPLOYED RESIDENTS	294	222	516
		AUTOS OWNED	312	249	561
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	25		25
		OTHER EMPLOYEES	12	4	16
		TOTAL EMPLOYEES	37	4	41
		TOTAL SCHOOL ENROLLMENTS			
12	256	DWELLING UNITS	96	199	295
		POPULATION	332	654	986
		EMPLOYED RESIDENTS	147	333	480
		AUTOS OWNED	161	376	537
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	13		13
		TOTAL EMPLOYEES	13		13
		TOTAL SCHOOL ENROLLMENTS			
12	257	DWELLING UNITS	43	617	660
		POPULATION	118	1836	1954
		EMPLOYED RESIDENTS	42	756	798
		AUTOS OWNED	56	1030	1086
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	3	12	15
		TOTAL EMPLOYEES	3	12	15
		TOTAL SCHOOL ENROLLMENTS	181	90	271
12	260	DWELLING UNITS	192	20	212
		POPULATION	633	57	690
		EMPLOYED RESIDENTS	271	66	337
		AUTOS OWNED	271	74	345
		RETAIL EMPLOYEES	7		7
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	12	1	13
		TOTAL EMPLOYEES	19	1	20
		TOTAL SCHOOL ENROLLMENTS			
12	261	DWELLING UNITS	158	4	162
		POPULATION	531	5	536
		EMPLOYED RESIDENTS	192	30	222
		AUTOS OWNED	237	42	279
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	17		17
		TOTAL EMPLOYEES	17		17
		TOTAL SCHOOL ENROLLMENTS	254		254

DATE 9/29/69

PAGE 42

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
12	262	DWELLING UNITS	124	20	144
		POPULATION	396	56	452
		EMPLOYED RESIDENTS	102	31	133
		AUTOS OWNED	203	68	271
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		1	1
		TOTAL EMPLOYEES		1	1
		TOTAL SCHOOL ENROLLMENTS			
12	263	DWELLING UNITS	181		181
		POPULATION	633	10-	623
		EMPLOYED RESIDENTS	181	23	204
		AUTOS OWNED	237	35	272
		RETAIL EMPLOYEES	326		326
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	49	16	65
		TOTAL EMPLOYEES	375	16	391
		TOTAL SCHOOL ENROLLMENTS			
12	264	DWELLING UNITS	418		418
		POPULATION	1130	17-	1113
		EMPLOYED RESIDENTS	441	57	498
		AUTOS OWNED	498	74	572
		RETAIL EMPLOYEES	2		2
		MANUFACTURING EMPLOYEES	5		5
		OTHER EMPLOYEES	68		68
		TOTAL EMPLOYEES	75		75
		TOTAL SCHOOL ENROLLMENTS			
12	265	DWELLING UNITS	136	128	264
		POPULATION	384	349	733
		EMPLOYED RESIDENTS	170	201	371
		AUTOS OWNED	167	206	373
		RETAIL EMPLOYEES	20		20
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	30	2	32
		TOTAL EMPLOYEES	50	2	52
		TOTAL SCHOOL ENROLLMENTS	228		228
12	266	DWELLING UNITS	113	81	194
		POPULATION	350	242	592
		EMPLOYED RESIDENTS	90	84	174
		AUTOS OWNED	167	162	329
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	4	2	6
		TOTAL EMPLOYEES	4	2	6
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 43

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
12	270	DWELLING UNITS	174	20	194
		POPULATION	512	52	564
		EMPLOYED RESIDENTS	196	51	247
		AUTOS OWNED	229	65	294
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		1	1
		TOTAL EMPLOYEES		1	1
		TOTAL SCHOOL ENROLLMENTS			
12	271	DWELLING UNITS	545		545
		POPULATION	1733	26-	1707
		EMPLOYED RESIDENTS	494	63	557
		AUTOS OWNED	555	84	639
		RETAIL EMPLOYEES	21		21
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	84		84
		TOTAL EMPLOYEES	105		105
		TOTAL SCHOOL ENROLLMENTS	924		924
12	272	DWELLING UNITS	316		316
		POPULATION	970	14-	956
		EMPLOYED RESIDENTS	283	36	319
		AUTOS OWNED	327	49	376
		RETAIL EMPLOYEES	152		152
		MANUFACTURING EMPLOYEES	11		11
		OTHER EMPLOYEES	45		45
		TOTAL EMPLOYEES	208		208
		TOTAL SCHOOL ENROLLMENTS	421		421
12	273	DWELLING UNITS	142		142
		POPULATION	491	7-	484
		EMPLOYED RESIDENTS	153	20	173
		AUTOS OWNED	207	31	238
		RETAIL EMPLOYEES	22		22
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	10		10
		TOTAL EMPLOYEES	32		32
		TOTAL SCHOOL ENROLLMENTS	196		196
12	274	DWELLING UNITS	425	20	445
		POPULATION	1264	43	1307
		EMPLOYED RESIDENTS	512	93	605
		AUTOS OWNED	557	116	673
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	21	1	22
		TOTAL EMPLOYEES	21	1	22
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 44

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
12	280	DWELLING UNITS	185	356	541
		POPULATION	491	1087	1578
		EMPLOYED RESIDENTS	203	529	732
		AUTOS OWNED	223	595	818
		RETAIL EMPLOYEES	120	7	127
		MANUFACTURING EMPLOYEES	5		5
		OTHER EMPLOYEES	13	109	122
		TOTAL EMPLOYEES	138	116	254
		TOTAL SCHOOL ENROLLMENTS			
12	281	DWELLING UNITS	283		283
		POPULATION	959	14-	945
		EMPLOYED RESIDENTS	362	46	408
		AUTOS OWNED	293	45	338
		RETAIL EMPLOYEES		94	94
		MANUFACTURING EMPLOYEES	6		6
		OTHER EMPLOYEES	17	206	223
		TOTAL EMPLOYEES	23	300	323
		TOTAL SCHOOL ENROLLMENTS			
12	282	DWELLING UNITS	22		22
		POPULATION	44	1-	43
		EMPLOYED RESIDENTS	11	2	13
		AUTOS OWNED	22	4	26
		RETAIL EMPLOYEES		58	58
		MANUFACTURING EMPLOYEES	9	65	74
		OTHER EMPLOYEES	21	519	540
		TOTAL EMPLOYEES	30	642	672
		TOTAL SCHOOL ENROLLMENTS			
12	283	DWELLING UNITS	229		229
		POPULATION	785	11-	774
		EMPLOYED RESIDENTS	249	32	281
		AUTOS OWNED	283	43	326
		RETAIL EMPLOYEES		14	14
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	4	348	352
		TOTAL EMPLOYEES	4	362	366
		TOTAL SCHOOL ENROLLMENTS	221		221
12	284	DWELLING UNITS	60		60
		POPULATION	207	3-	204
		EMPLOYED RESIDENTS	81	11	92
		AUTOS OWNED	73	11	84
		RETAIL EMPLOYEES	38	118	156
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		1388	1388
		TOTAL EMPLOYEES	38	1506	1544
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 45

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
12	285	DWELLING UNITS	55	170	225
		POPULATION	207	627	834
		EMPLOYED RESIDENTS	68	245	313
		AUTOS OWNED	65	241	306
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	5		5
		OTHER EMPLOYEES		2	2
		TOTAL EMPLOYEES	5	2	7
		TOTAL SCHOOL ENROLLMENTS			

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
12	286	DWELLING UNITS	216		216
		POPULATION	676	10-	666
		EMPLOYED RESIDENTS	309	39	348
		AUTOS OWNED	320	49	369
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	4	118	122
		TOTAL EMPLOYEES	4	118	122
		TOTAL SCHOOL ENROLLMENTS		300	300

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
12	287	DWELLING UNITS	222	224	446
		POPULATION	701	674	1375
		EMPLOYED RESIDENTS	204	242	446
		AUTOS OWNED	222	278	500
		RETAIL EMPLOYEES	13	14	27
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	9	235	244
		TOTAL EMPLOYEES	22	249	271
		TOTAL SCHOOL ENROLLMENTS	558		558

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
12	341	DWELLING UNITS	24	527	551
		POPULATION	84	1816	1900
		EMPLOYED RESIDENTS	27	677	704
		AUTOS OWNED	27	693	720
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		80	80
		TOTAL EMPLOYEES		80	80
		TOTAL SCHOOL ENROLLMENTS		5300	5300

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
12	342	DWELLING UNITS	35		35
		POPULATION	120	2-	118
		EMPLOYED RESIDENTS	21	3	24
		AUTOS OWNED	29	5	34
		RETAIL EMPLOYEES		7	7
		MANUFACTURING EMPLOYEES		217	217
		OTHER EMPLOYEES	13	350	363
		TOTAL EMPLOYEES	13	574	587
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 46

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
13	300	DWELLING UNITS	63		63
		POPULATION	214	64-	150
		EMPLOYED RESIDENTS	125	25-	100
		AUTOS OWNED	59	7-	52
		RETAIL EMPLOYEES	212		212
		MANUFACTURING EMPLOYEES	24	4	28
		OTHER EMPLOYEES	116		116
		TOTAL EMPLOYEES	352	4	356
		TOTAL SCHOOL ENROLLMENTS			

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
13	301	DWELLING UNITS	72		72
		POPULATION	245	75-	170
		EMPLOYED RESIDENTS	73	15-	58
		AUTOS OWNED	53	6-	47
		RETAIL EMPLOYEES	112		112
		MANUFACTURING EMPLOYEES	1		1
		OTHER EMPLOYEES	231		231
		TOTAL EMPLOYEES	344		344
		TOTAL SCHOOL ENROLLMENTS			

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
13	310	DWELLING UNITS			
		POPULATION			
		EMPLOYED RESIDENTS			
		AUTOS OWNED			
		RETAIL EMPLOYEES	42		42
		MANUFACTURING EMPLOYEES	4106	516	4622
		OTHER EMPLOYEES	11		11
		TOTAL EMPLOYEES	4159	516	4675
		TOTAL SCHOOL ENROLLMENTS			

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
13	311	DWELLING UNITS	51		51
		POPULATION	173	8-	165
		EMPLOYED RESIDENTS	68	6	74
		AUTOS OWNED	53	10	63
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES			
		TOTAL EMPLOYEES			
		TOTAL SCHOOL ENROLLMENTS			

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
13	312	DWELLING UNITS	258		258
		POPULATION	877	42-	835
		EMPLOYED RESIDENTS	358	30	388
		AUTOS OWNED	412	81	493
		RETAIL EMPLOYEES	4		4
		MANUFACTURING EMPLOYEES	948	4	952
		OTHER EMPLOYEES	143		143
		TOTAL EMPLOYEES	1095	4	1099
		TOTAL SCHOOL ENROLLMENTS			

DATE				PAGE	47	DATE				PAGE	48
SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985	SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
13	313	DWELLING UNITS	37		37	13	323	DWELLING UNITS	143	19	162
		POPULATION	126	6-	120			POPULATION	486	37	523
		EMPLOYED RESIDENTS	42	4	46			EMPLOYED RESIDENTS	226	51	277
		AUTOS OWNED	32	6	38			AUTOS OWNED	226	79	305
		RETAIL EMPLOYEES	1		1			RETAIL EMPLOYEES	103		103
		MANUFACTURING EMPLOYEES	3954	41	3995			MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	34		34			OTHER EMPLOYEES	156	1	157
		TOTAL EMPLOYEES	3989	41	4030			TOTAL EMPLOYEES	259	1	260
		TOTAL SCHOOL ENROLLMENTS						TOTAL SCHOOL ENROLLMENTS	1555		1555
13	314	DWELLING UNITS	464		464	13	324	DWELLING UNITS	538	19	557
		POPULATION	1578	80-	1498			POPULATION	1829	25-	1804
		EMPLOYED RESIDENTS	445	35	480			EMPLOYED RESIDENTS	695	86	781
		AUTOS OWNED	407	78	485			AUTOS OWNED	768	185	953
		RETAIL EMPLOYEES	13		13			RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	61	10	71			MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	41		41			OTHER EMPLOYEES	21	1	22
		TOTAL EMPLOYEES	115	10	125			TOTAL EMPLOYEES	21	1	22
		TOTAL SCHOOL ENROLLMENTS						TOTAL SCHOOL ENROLLMENTS			
13	320	DWELLING UNITS	560		560	13	325	DWELLING UNITS	63	76	139
		POPULATION	1904	90-	1814			POPULATION	214	237	451
		EMPLOYED RESIDENTS	695	58	753			EMPLOYED RESIDENTS	78	110	188
		AUTOS OWNED	675	133	808			AUTOS OWNED	78	129	207
		RETAIL EMPLOYEES	35		35			RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	30	5	35			MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	243		243			OTHER EMPLOYEES		2	2
		TOTAL EMPLOYEES	308	5	313			TOTAL EMPLOYEES		2	2
		TOTAL SCHOOL ENROLLMENTS						TOTAL SCHOOL ENROLLMENTS			
13	321	DWELLING UNITS	348		348	13	326	DWELLING UNITS	388	160	548
		POPULATION	1183	56-	1127			POPULATION	1319	456	1775
		EMPLOYED RESIDENTS	432	36	468			EMPLOYED RESIDENTS	471	250	721
		AUTOS OWNED	471	93	564			AUTOS OWNED	483	334	817
		RETAIL EMPLOYEES	13		13			RETAIL EMPLOYEES		93	93
		MANUFACTURING EMPLOYEES						MANUFACTURING EMPLOYEES	13	2	15
		OTHER EMPLOYEES	51		51			OTHER EMPLOYEES	26	313	339
		TOTAL EMPLOYEES	64		64			TOTAL EMPLOYEES	39	408	447
		TOTAL SCHOOL ENROLLMENTS	898	60	958			TOTAL SCHOOL ENROLLMENTS	525		525
13	322	DWELLING UNITS	305	38	343	13	327	DWELLING UNITS	554	269	823
		POPULATION	1037	74	1111			POPULATION	1884	784	2668
		EMPLOYED RESIDENTS	412	90	502			EMPLOYED RESIDENTS	678	415	1093
		AUTOS OWNED	412	142	554			AUTOS OWNED	678	529	1207
		RETAIL EMPLOYEES	4		4			RETAIL EMPLOYEES	41	86	127
		MANUFACTURING EMPLOYEES						MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	46	1	47			OTHER EMPLOYEES	148	284	432
		TOTAL EMPLOYEES	50	1	51			TOTAL EMPLOYEES	189	370	559
		TOTAL SCHOOL ENROLLMENTS	743		743			TOTAL SCHOOL ENROLLMENTS	1803		1803



DATE 9/29/69

PAGE 49

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
13	328	DWELLING UNITS	124	34	158
		POPULATION	155	357	512
		EMPLOYED RESIDENTS	49	136	185
		AUTOS OWNED	73	232	305
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	50	1	51
		TOTAL EMPLOYEES	50	1	51
		TOTAL SCHOOL ENROLLMENTS	1312	120	1432
13	329	DWELLING UNITS	371	19	390
		POPULATION	1261	2	1263
		EMPLOYED RESIDENTS	415	57	472
		AUTOS OWNED	546	142	688
		RETAIL EMPLOYEES	9	58	67
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	62	184	246
		TOTAL EMPLOYEES	71	242	313
		TOTAL SCHOOL ENROLLMENTS			
13	330	DWELLING UNITS	253		253
		POPULATION	951	45-	906
		EMPLOYED RESIDENTS	263	21	284
		AUTOS OWNED	293	58	351
		RETAIL EMPLOYEES	47		47
		MANUFACTURING EMPLOYEES	2		2
		OTHER EMPLOYEES	8		8
		TOTAL EMPLOYEES	57		57
		TOTAL SCHOOL ENROLLMENTS			
13	331	DWELLING UNITS	214		214
		POPULATION	677	33-	644
		EMPLOYED RESIDENTS	244	20	264
		AUTOS OWNED	244	48	292
		RETAIL EMPLOYEES	107		107
		MANUFACTURING EMPLOYEES	23	4	27
		OTHER EMPLOYEES	73		73
		TOTAL EMPLOYEES	203	4	207
		TOTAL SCHOOL ENROLLMENTS			
13	333	DWELLING UNITS	257	4	261
		POPULATION	913	30-	883
		EMPLOYED RESIDENTS	364	37	401
		AUTOS OWNED	275	59	334
		RETAIL EMPLOYEES	38	65	103
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		203	203
		TOTAL EMPLOYEES	38	268	306
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 50

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
13	334	DWELLING UNITS	625	57	682
		POPULATION	1845	72	1917
		EMPLOYED RESIDENTS	712	130	842
		AUTOS OWNED	795	243	1038
		RETAIL EMPLOYEES		29	29
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	17	89	106
		TOTAL EMPLOYEES	17	118	135
		TOTAL SCHOOL ENROLLMENTS	395	395-	
13	335	DWELLING UNITS	507	114	621
		POPULATION	1885	310	2195
		EMPLOYED RESIDENTS	556	180	736
		AUTOS OWNED	681	315	996
		RETAIL EMPLOYEES	7		7
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	46	24	70
		TOTAL EMPLOYEES	53	24	77
		TOTAL SCHOOL ENROLLMENTS	843	1080	1923
13	336	DWELLING UNITS	116	23	139
		POPULATION	382	53	435
		EMPLOYED RESIDENTS	117	34	151
		AUTOS OWNED	117	50	167
		RETAIL EMPLOYEES	6	108	114
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		359	359
		TOTAL EMPLOYEES	6	467	473
		TOTAL SCHOOL ENROLLMENTS			
13	337	DWELLING UNITS	173	322	495
		POPULATION	670	1155	1825
		EMPLOYED RESIDENTS	270	568	838
		AUTOS OWNED	286	695	981
		RETAIL EMPLOYEES		79	79
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	31	266	297
		TOTAL EMPLOYEES	31	345	376
		TOTAL SCHOOL ENROLLMENTS	681	395	1076
13	338	DWELLING UNITS	344	38	382
		POPULATION	1136	65	1201
		EMPLOYED RESIDENTS	333	68	401
		AUTOS OWNED	355	116	471
		RETAIL EMPLOYEES	15		15
		MANUFACTURING EMPLOYEES	16	3	19
		OTHER EMPLOYEES	16	11	27
		TOTAL EMPLOYEES	47	14	61
		TOTAL SCHOOL ENROLLMENTS	222	478	700

DATE	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
9/29/69					
				PAGE	51
13	340	DWELLING UNITS	69	566	635
		POPULATION	223	1821	2044
		EMPLOYED RESIDENTS	80	751	831
		AUTOS OWNED	97	1021	1118
		RETAIL EMPLOYEES	2	2-	
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		60	60
		TOTAL EMPLOYEES	2	58	60
		TOTAL SCHOOL ENROLLMENTS		270	270
13	343	DWELLING UNITS	117	19	136
		POPULATION	443	48	491
		EMPLOYED RESIDENTS	147	38	185
		AUTOS OWNED	174	69	243
		RETAIL EMPLOYEES		29	29
		MANUFACTURING EMPLOYEES	924		924
		OTHER EMPLOYEES	1	92	93
		TOTAL EMPLOYEES	925	121	1046
		TOTAL SCHOOL ENROLLMENTS			
13	344	DWELLING UNITS	23		23
		POPULATION	34	2-	32
		EMPLOYED RESIDENTS	11		11
		AUTOS OWNED	23	5	28
		RETAIL EMPLOYEES	24		24
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		221	221
		TOTAL EMPLOYEES	24	221	245
		TOTAL SCHOOL ENROLLMENTS			
13	345	DWELLING UNITS	181	19	200
		POPULATION	655	36	691
		EMPLOYED RESIDENTS	181	36	217
		AUTOS OWNED	249	80	329
		RETAIL EMPLOYEES		29	29
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		339	339
		TOTAL EMPLOYEES		368	368
		TOTAL SCHOOL ENROLLMENTS			
14	315	DWELLING UNITS	532		532
		POPULATION	1809	56	1865
		EMPLOYED RESIDENTS	532	159	691
		AUTOS OWNED	523	219	742
		RETAIL EMPLOYEES	12	63	75
		MANUFACTURING EMPLOYEES	36		36
		OTHER EMPLOYEES	87	3	90
		TOTAL EMPLOYEES	135	66	201
		TOTAL SCHOOL ENROLLMENTS	659		659

DATE	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
9/29/69					
				PAGE	5
14	316	DWELLING UNITS			
		POPULATION			
		EMPLOYED RESIDENTS			
		AUTOS OWNED			
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES		99	99
		OTHER EMPLOYEES		168	168
		TOTAL EMPLOYEES		267	267
		TOTAL SCHOOL ENROLLMENTS			
14	317	DWELLING UNITS	143	15	158
		POPULATION	1760	1206-	554
		EMPLOYED RESIDENTS	704	425-	279
		AUTOS OWNED	527	299-	228
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	675	12	687
		TOTAL EMPLOYEES	675	2	687
		TOTAL SCHOOL ENROLLMENTS	276	270	546
14	318	DWELLING UNITS	244		244
		POPULATION	767		790
		EMPLOYED RESIDENTS	232	69	301
		AUTOS OWNED	302	126	428
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	3	9	12
		TOTAL EMPLOYEES	3	9	12
		TOTAL SCHOOL ENROLLMENTS			
14	332	DWELLING UNITS			
		POPULATION			
		EMPLOYED RESIDENTS			
		AUTOS OWNED			
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES		1070	1070
		OTHER EMPLOYEES	1550	4	1554
		TOTAL EMPLOYEES	1550	1074	2624
		TOTAL SCHOOL ENROLLMENTS			
14	339	DWELLING UNITS	61		61
		POPULATION	225	7	232
		EMPLOYED RESIDENTS	70	22	92
		AUTOS OWNED	75	31.	106
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES			
		TOTAL EMPLOYEES			
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 53

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
14	360	DWELLING UNITS	45		45
		POPULATION	181		187
		EMPLOYED RESIDENTS	57	17	74
		AUTOS OWNED	57	24	81
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES		90	90
		OTHER EMPLOYEES	2	60	62
		TOTAL EMPLOYEES	2	150	152
		TOTAL SCHOOL ENROLLMENTS			
14	361	DWELLING UNITS	316		316
		POPULATION	1300	40	1340
		EMPLOYED RESIDENTS	385	113	498
		AUTOS OWNED	463	193	656
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		427	427
		TOTAL EMPLOYEES		427	427
		TOTAL SCHOOL ENROLLMENTS			
14	362	DWELLING UNITS	35	190	225
		POPULATION	115	646	761
		EMPLOYED RESIDENTS	36	263	299
		AUTOS OWNED	41	333	374
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		2	2
		TOTAL EMPLOYEES		2	2
		TOTAL SCHOOL ENROLLMENTS			
14	363	DWELLING UNITS	147		147
		POPULATION	531	17	548
		EMPLOYED RESIDENTS	136	41	177
		AUTOS OWNED	181	76	257
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	5		5
		TOTAL EMPLOYEES	5		5
		TOTAL SCHOOL ENROLLMENTS	171	180	351
14	365	DWELLING UNITS	48		48
		POPULATION	168	5	173
		EMPLOYED RESIDENTS	53	15	68
		AUTOS OWNED	80	34	114
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		179	179
		TOTAL EMPLOYEES		179	179
		TOTAL SCHOOL ENROLLMENTS		270	270

DATE 9/29/69

PAGE 54

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
14	366	DWELLING UNITS	11		11
		POPULATION	34	1	35
		EMPLOYED RESIDENTS	17	4	21
		AUTOS OWNED	23	10	33
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES			
		TOTAL EMPLOYEES			
		TOTAL SCHOOL ENROLLMENTS			
14	370	DWELLING UNITS	260	92	352
		POPULATION	1074	426	1500
		EMPLOYED RESIDENTS	302	228	530
		AUTOS OWNED	358	330	688
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	4		4
		OTHER EMPLOYEES	25		25
		TOTAL EMPLOYEES	29		29
		TOTAL SCHOOL ENROLLMENTS	258	60	318
14	371	DWELLING UNITS	79	273	352
		POPULATION	237	1033	1270
		EMPLOYED RESIDENTS	88	504	592
		AUTOS OWNED	88	559	647
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		24	24
		TOTAL EMPLOYEES		24	24
		TOTAL SCHOOL ENROLLMENTS		180	180
14	372	DWELLING UNITS	135	31	166
		POPULATION	384	102	486
		EMPLOYED RESIDENTS	113	67	180
		AUTOS OWNED	141	105	246
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		95	95
		TOTAL EMPLOYEES		95	95
		TOTAL SCHOOL ENROLLMENTS			
14	373	DWELLING UNITS	45		45
		POPULATION	141	4	145
		EMPLOYED RESIDENTS	17	6	23
		AUTOS OWNED	35	15	50
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		84	84
		TOTAL EMPLOYEES		84	84
		TOTAL SCHOOL ENROLLMENTS			

DATE	9/29/69		PAGE	55	
SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
14	374	DWELLING UNITS	233	46	279
		POPULATION	704	165	869
		EMPLOYED RESIDENTS	227	125	352
		AUTOS OWNED	260	182	442
		RETAIL EMPLOYEES	3	16	19
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	9	54	63
		TOTAL EMPLOYEES	12	70	82
		TOTAL SCHOOL ENROLLMENTS			
14	380	DWELLING UNITS	245	31	276
		POPULATION	755	121	876
		EMPLOYED RESIDENTS	308	142	450
		AUTOS OWNED	262	156	418
		RETAIL EMPLOYEES	15	79	94
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	115	5	120
		TOTAL EMPLOYEES	130	84	214
		TOTAL SCHOOL ENROLLMENTS	453		453
14	381	DWELLING UNITS	128		128
		POPULATION	387	12	399
		EMPLOYED RESIDENTS	168	50	218
		AUTOS OWNED	143	61	204
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	9		9
		TOTAL EMPLOYEES	9		9
		TOTAL SCHOOL ENROLLMENTS			
14	382	DWELLING UNITS	23		23
		POPULATION	68	2	70
		EMPLOYED RESIDENTS	11	3	14
		AUTOS OWNED	34	14	48
		RETAIL EMPLOYEES	18	95	113
		MANUFACTURING EMPLOYEES	105		105
		OTHER EMPLOYEES	64	16	80
		TOTAL EMPLOYEES	187	111	298
		TOTAL SCHOOL ENROLLMENTS			
15	616	DWELLING UNITS	169	57	226
		POPULATION	524	143	667
		EMPLOYED RESIDENTS	204	68	272
		AUTOS OWNED	150	144	294
		RETAIL EMPLOYEES	100	10-	90
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	51	5	56
		TOTAL EMPLOYEES	151	5-	146
		TOTAL SCHOOL ENROLLMENTS	109		109

DATE	9/29/69		PAGE	56	
SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
15	617	DWELLING UNITS	263	117	380
		POPULATION	900	338	1238
		EMPLOYED RESIDENTS	352	142	494
		AUTOS OWNED	257	288	545
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	220	98-	122
		TOTAL EMPLOYEES	220	98-	122
		TOTAL SCHOOL ENROLLMENTS	375	480	855
15	618	DWELLING UNITS	283	27	310
		POPULATION	840	36	876
		EMPLOYED RESIDENTS	328	24	352
		AUTOS OWNED	240	146	386
		RETAIL EMPLOYEES	120	45-	75
		MANUFACTURING EMPLOYEES	150	50-	100
		OTHER EMPLOYEES	220	101-	119
		TOTAL EMPLOYEES	490	196-	294
		TOTAL SCHOOL ENROLLMENTS	320		320
15	619	DWELLING UNITS	386	51	437
		POPULATION	965	74	1039
		EMPLOYED RESIDENTS	377	40	417
		AUTOS OWNED	276	182	458
		RETAIL EMPLOYEES	106	31-	75
		MANUFACTURING EMPLOYEES	483	492	975
		OTHER EMPLOYEES	110	42-	68
		TOTAL EMPLOYEES	699	419	1118
		TOTAL SCHOOL ENROLLMENTS	120		120
16	610	DWELLING UNITS	277	20	297
		POPULATION	805	33	838
		EMPLOYED RESIDENTS	312	25	337
		AUTOS OWNED	230	138	368
		RETAIL EMPLOYEES	63	25-	38
		MANUFACTURING EMPLOYEES		35	35
		OTHER EMPLOYEES	162	45-	117
		TOTAL EMPLOYEES	225	35-	190
		TOTAL SCHOOL ENROLLMENTS	157	60	217
16	611	DWELLING UNITS	248	17	265
		POPULATION	825	22	847
		EMPLOYED RESIDENTS	321	19	340
		AUTOS OWNED	236	138	374
		RETAIL EMPLOYEES	147	60-	87
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	60	67	127
		TOTAL EMPLOYEES	207	7	214
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 57

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
17	170	DWELLING UNITS	22		22
		POPULATION	100	15-	85
		EMPLOYED RESIDENTS	33	2	35
		AUTOS OWNED	22	3	25
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		6	6
		TOTAL EMPLOYEES		6	6
		TOTAL SCHOOL ENROLLMENTS			
17	171	DWELLING UNITS	244		244
		POPULATION	821	27-	794
		EMPLOYED RESIDENTS	255	52	307
		AUTOS OWNED	244	64	308
		RETAIL EMPLOYEES	150	21	171
		MANUFACTURING EMPLOYEES	153		153
		OTHER EMPLOYEES	73	32	105
		TOTAL EMPLOYEES	376	53	429
		TOTAL SCHOOL ENROLLMENTS	394		394
17	172	DWELLING UNITS	475		475
		POPULATION	1518	50-	1468
		EMPLOYED RESIDENTS	586	118	704
		AUTOS OWNED	446	118	564
		RETAIL EMPLOYEES	58	123	181
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	13	158	171
		TOTAL EMPLOYEES	71	281	352
		TOTAL SCHOOL ENROLLMENTS			
17	173	DWELLING UNITS	366	96	462
		POPULATION	1399	306	1705
		EMPLOYED RESIDENTS	421	217	638
		AUTOS OWNED	466	276	742
		RETAIL EMPLOYEES	7	82	89
		MANUFACTURING EMPLOYEES	41		41
		OTHER EMPLOYEES	103	97	200
		TOTAL EMPLOYEES	151	179	330
		TOTAL SCHOOL ENROLLMENTS	572		572
17	174	DWELLING UNITS	122		122
		POPULATION	389	13-	376
		EMPLOYED RESIDENTS	122	24	146
		AUTOS OWNED	122	32	154
		RETAIL EMPLOYEES	9		9
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	690	6	696
		TOTAL EMPLOYEES	699	6	705
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 58

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
17	175	DWELLING UNITS	44		243
		POPULATION	189		822
		EMPLOYED RESIDENTS	61		329
		AUTOS OWNED	67		380
		RETAIL EMPLOYEES		62	62
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	3	85	88
		TOTAL EMPLOYEES	3	147	150
		TOTAL SCHOOL ENROLLMENTS		960	960
17	176	DWELLING UNITS	237	473	710
		POPULATION	850	1599	2449
		EMPLOYED RESIDENTS	274	706	980
		AUTOS OWNED	267	739	1006
		RETAIL EMPLOYEES		103	103
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	3	206	209
		TOTAL EMPLOYEES	3	309	312
		TOTAL SCHOOL ENROLLMENTS	252	120	372
17	177	DWELLING UNITS	133		133
		POPULATION	420	14-	406
		EMPLOYED RESIDENTS	149	30	179
		AUTOS OWNED	140	38	178
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	8	131	139
		TOTAL EMPLOYEES	8	131	139
		TOTAL SCHOOL ENROLLMENTS		330	330
17	178	DWELLING UNITS	33		33
		POPULATION	113	4-	109
		EMPLOYED RESIDENTS	26	5	31
		AUTOS OWNED	35	8	43
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		31	31
		TOTAL EMPLOYEES		31	31
		TOTAL SCHOOL ENROLLMENTS			
17	179	DWELLING UNITS	167		167
		POPULATION	499	17-	482
		EMPLOYED RESIDENTS	148	30	178
		AUTOS OWNED	188	50	238
		RETAIL EMPLOYEES		.	
		MANUFACTURING EMPLOYEES		336	336
		OTHER EMPLOYEES	14	40	54
		TOTAL EMPLOYEES	14	376	390
		TOTAL SCHOOL ENROLLMENTS			

DATE	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	PAGE 59
9/29/69	17	180			
		DWELLING UNITS	44		44
		POPULATION	129	4-	125
		EMPLOYED RESIDENTS	30	6	36
		AUTOS OWNED	34	9	43
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		19	19
		TOTAL EMPLOYEES		19	19
		TOTAL SCHOOL ENROLLMENTS			
	17	181			
		DWELLING UNITS	2		2
		POPULATION	5		5
		EMPLOYED RESIDENTS		2	2
		AUTOS OWNED		2	2
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES	111		111
		OTHER EMPLOYEES			
		TOTAL EMPLOYEES	111		111
		TOTAL SCHOOL ENROLLMENTS			
	17	182			
		DWELLING UNITS	1		1
		POPULATION	6	3-	3
		EMPLOYED RESIDENTS		1	1
		AUTOS OWNED		1	1
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		12	12
		TOTAL EMPLOYEES		12	12
		TOTAL SCHOOL ENROLLMENTS			
	17	183			
		DWELLING UNITS	28	744	772
		POPULATION	80	2379	2459
		EMPLOYED RESIDENTS	26	958	984
		AUTOS OWNED	29	1121	1150
		RETAIL EMPLOYEES	13		13
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		32	32
		TOTAL EMPLOYEES	13	32	45
		TOTAL SCHOOL ENROLLMENTS			
	17	184			
		DWELLING UNITS			
		POPULATION			
		EMPLOYED RESIDENTS			
		AUTOS OWNED			
		RETAIL EMPLOYEES	4		4
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	31	6	37
		TOTAL EMPLOYEES	35	6	41
		TOTAL SCHOOL ENROLLMENTS			

DATE	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	PAGE 6
9/29/69	17	185			
		DWELLING UNITS	148	426	57
		POPULATION	466	1473	193
		EMPLOYED RESIDENTS	150	626	77
		AUTOS OWNED	166	740	90
		RETAIL EMPLOYEES		103	10
		MANUFACTURING EMPLOYEES		117	11
		OTHER EMPLOYEES	76	147	22
		TOTAL EMPLOYEES	76	367	44
		TOTAL SCHOOL ENROLLMENTS			
	17	190			
		DWELLING UNITS	128		12
		POPULATION	375	13-	36
		EMPLOYED RESIDENTS	170	35	20
		AUTOS OWNED	128	34	16
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	10	103	11
		TOTAL EMPLOYEES	10	103	11
		TOTAL SCHOOL ENROLLMENTS	125	125-	
	17	191			
		DWELLING UNITS	63		6
		POPULATION	220	7-	21
		EMPLOYED RESIDENTS	84	17	10
		AUTOS OWNED	110	30	14
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		138	13
		TOTAL EMPLOYEES		138	13
		TOTAL SCHOOL ENROLLMENTS			
	17	192			
		DWELLING UNITS	11		1
		POPULATION	21	1-	21
		EMPLOYED RESIDENTS	11	1	1
		AUTOS OWNED	11	2	1
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		58	5
		TOTAL EMPLOYEES		58	5
		TOTAL SCHOOL ENROLLMENTS			
	17	193			
		DWELLING UNITS	32		3
		POPULATION	86	13-	8
		EMPLOYED RESIDENTS	23	4	2
		AUTOS OWNED	43	12	5
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		5	!
		TOTAL EMPLOYEES		5	!
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 61

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
17	194	DWELLING UNITS	11		11
		POPULATION	47	9-	38
		EMPLOYED RESIDENTS	12		12
		AUTOS OWNED	11	1	12
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES			
		TOTAL EMPLOYEES			
		TOTAL SCHOOL ENROLLMENTS			
17	195	DWELLING UNITS	32	599	631
		POPULATION	118	2012	2130
		EMPLOYED RESIDENTS	38	815	853
		AUTOS OWNED	43	972	1015
		RETAIL EMPLOYEES		164	164
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		301	301
		TOTAL EMPLOYEES		465	465
		TOTAL SCHOOL ENROLLMENTS		330	330
17	196	DWELLING UNITS	22	311	333
		POPULATION	81	1102	1183
		EMPLOYED RESIDENTS	19	324	343
		AUTOS OWNED	23	409	432
		RETAIL EMPLOYEES		164	164
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		205	205
		TOTAL EMPLOYEES		369	369
		TOTAL SCHOOL ENROLLMENTS			
17	197	DWELLING UNITS	151		151
		POPULATION	538	18-	520
		EMPLOYED RESIDENTS	142	28	170
		AUTOS OWNED	152	40	192
		RETAIL EMPLOYEES	20		20
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		2	2
		TOTAL EMPLOYEES	20	2	22
		TOTAL SCHOOL ENROLLMENTS		330	330
17	290	DWELLING UNITS	43		43
		POPULATION	161	5	166
		EMPLOYED RESIDENTS	45	12	57
		AUTOS OWNED	43	14	57
		RETAIL EMPLOYEES	80	41	121
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	99	48	147
		TOTAL EMPLOYEES	179	89	268
		TOTAL SCHOOL ENROLLMENTS			

DATE 9/29/69

PAGE 62

SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
17	291	DWELLING UNITS	171	142	313
		POPULATION	527	404	931
		EMPLOYED RESIDENTS	182	218	400
		AUTOS OWNED	191	249	440
		RETAIL EMPLOYEES	11	21	32
		MANUFACTURING EMPLOYEES	13		13
		OTHER EMPLOYEES	25	27	52
		TOTAL EMPLOYEES	49	48	97
		TOTAL SCHOOL ENROLLMENTS	458	270	728
17	292	DWELLING UNITS	54		54
		POPULATION	160	5-	155
		EMPLOYED RESIDENTS	77	16	93
		AUTOS OWNED	57	15	72
		RETAIL EMPLOYEES	99		99
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	8	1	9
		TOTAL EMPLOYEES	107	1	108
		TOTAL SCHOOL ENROLLMENTS			
17	293	DWELLING UNITS	257		257
		POPULATION	963	35-	928
		EMPLOYED RESIDENTS	316	61	377
		AUTOS OWNED	353	91	444
		RETAIL EMPLOYEES		21	21
		MANUFACTURING EMPLOYEES		29	29
		OTHER EMPLOYEES	58	24	82
		TOTAL EMPLOYEES	58	74	132
		TOTAL SCHOOL ENROLLMENTS	418		418
17	294	DWELLING UNITS	407	167	574
		POPULATION	1584	573	2157
		EMPLOYED RESIDENTS	554	382	936
		AUTOS OWNED	514	401	915
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES			
		TOTAL EMPLOYEES			
		TOTAL SCHOOL ENROLLMENTS			
17	295	DWELLING UNITS	75		75
		POPULATION	310	11-	299
		EMPLOYED RESIDENTS	90	18	108
		AUTOS OWNED	139	36	175
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES			
		TOTAL EMPLOYEES			
		TOTAL SCHOOL ENROLLMENTS			

DATE	9/29/69			PAGE	63
SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
17	296	DWELLING UNITS	32	95	127
		POPULATION	107	303	410
		EMPLOYED RESIDENTS	27	100	127
		AUTOS OWNED	32	129	161
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		3	3
		TOTAL EMPLOYEES		3	3
		TOTAL SCHOOL ENROLLMENTS			
17	297	DWELLING UNITS	21		21
		POPULATION	75	3-	72
		EMPLOYED RESIDENTS	34	7	41
		AUTOS OWNED	32	9	41
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		8	8
		TOTAL EMPLOYEES		8	8
		TOTAL SCHOOL ENROLLMENTS			
17	298	DWELLING UNITS	75	71	146
		POPULATION	557	91-	466
		EMPLOYED RESIDENTS	218	8	226
		AUTOS OWNED	206	20	226
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES			
		TOTAL EMPLOYEES			
		TOTAL SCHOOL ENROLLMENTS			
17	299	DWELLING UNITS	43	71	114
		POPULATION	137	213	350
		EMPLOYED RESIDENTS	34	75	109
		AUTOS OWNED	49	114	163
		RETAIL EMPLOYEES	18	18-	
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES		18	18
		TOTAL EMPLOYEES	18		18
		TOTAL SCHOOL ENROLLMENTS			
18	612	DWELLING UNITS	423	62	485
		POPULATION	1368	157	1525
		EMPLOYED RESIDENTS	534	78	612
		AUTOS OWNED	391	281	672
		RETAIL EMPLOYEES	22	10-	12
		MANUFACTURING EMPLOYEES		60	60
		OTHER EMPLOYEES	405	41-	364
		TOTAL EMPLOYEES	427	9	436
		TOTAL SCHOOL ENROLLMENTS	1127	240	1367

DATE	9/29/69			PAGE	64
SAD NO.	ZONE NO.	ACTIVITY	BASE YEAR	CHANGE	1985
18	613	DWELLING UNITS	355	65	420
		POPULATION	1090	110	1200
		EMPLOYED RESIDENTS	426	56	482
		AUTOS OWNED	312	216	528
		RETAIL EMPLOYEES	89	45-	44
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	282	35	317
		TOTAL EMPLOYEES	371	10-	361
		TOTAL SCHOOL ENROLLMENTS	210	120	330
18	614	DWELLING UNITS	533	129	662
		POPULATION	1733	317	2050
		EMPLOYED RESIDENTS	679	145	824
		AUTOS OWNED	495	408	903
		RETAIL EMPLOYEES	89	45-	44
		MANUFACTURING EMPLOYEES	108	48-	60
		OTHER EMPLOYEES	202	53	255
		TOTAL EMPLOYEES	399	40-	359
		TOTAL SCHOOL ENROLLMENTS			
18	615	DWELLING UNITS	174	58	232
		POPULATION	618	182	800
		EMPLOYED RESIDENTS	242	79	321
		AUTOS OWNED	176	176	352
		RETAIL EMPLOYEES			
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	147	7-	140
		TOTAL EMPLOYEES	147	7-	140
		TOTAL SCHOOL ENROLLMENTS			
19	350	DWELLING UNITS	884	89	973
		POPULATION	3447	78	3525
		EMPLOYED RESIDENTS	1126	324	1450
		AUTOS OWNED	1180	356	1536
		RETAIL EMPLOYEES	12		12
		MANUFACTURING EMPLOYEES			
		OTHER EMPLOYEES	10	30	40
		TOTAL EMPLOYEES	22	30	52
		TOTAL SCHOOL ENROLLMENTS	772	120	892
19	351	DWELLING UNITS	249	203	452
		POPULATION	1141	412	1553
		EMPLOYED RESIDENTS	316	225	541
		AUTOS OWNED	340	248	588
		RETAIL EMPLOYEES	9	45	54
		MANUFACTURING EMPLOYEES	6		6
		OTHER EMPLOYEES	30	19	49
		TOTAL EMPLOYEES	45	64	109
		TOTAL SCHOOL ENROLLMENTS			





**APPENDICES**

APPENDIX 1

APPENDIX 1

JOINT TECHNICAL COMMITTEE  
TRANSPORTATION PLANNING PROCESS

Addendum to Minutes  
Meeting of March 22, 1965  
As Submitted by R.I. County Planning Department

Apportioning 1985 Employment Projection for the Metropolitan Area to Rock Island, Scott and Henry Counties

Data available for counties:

(1) Labor Force Estimate by Illinois and Iowa State Employment Office, 1961, 1962, 1963 and 1964.

(2) County Business Patterns, U.S. Department of Commerce, Washington, D.C.; U.S. Government Printing Office, 1947, 1951, 1953, 1956 and 1962.

(3) Output (measured in Total Personal Income and assume the same productivity for each County), "Survey of Buying Power," Sales Management, 1954 to 1964.

1963 Distribution of Employment:

<u>County</u>	<u>1963%</u>	<u>1963 Employment</u>
Rock Island	51.6%	69,656
Scott	36.3%	49,040
<u>Henry</u>	<u>12.1%</u>	<u>16,355</u>
Metropolitan Area	100.0%	135,051

Limits of 1985 Employment Apportionment:

<u>Data Source</u>	<u>County</u>	<u>1985%</u>	<u>1985 Employment</u>
(1) L.F.E.	Rock Island	53.2%	88,900
(2) C.B.P.	Rock Island	48.8%	81,300
(3) O.	Rock Island	48.3%	75,900
(1) L.F.E.	Scott	36.9%	61,600
(2) C.B.P.	Scott	40.5%	67,500
(3) O.	Scott	41.7%	72,500
(1) L.F.E.	Henry	9.9%	16,500
(2) C.B.P.	Henry	10.9%	18,200
(3) O.	<u>Henry</u>	<u>10.5%</u>	<u>18,600</u>
	Metropolitan Area	100.0%	167,000

Meeting with Iowa-Illinois Industrial Development Group results:

Rock Island & Scott Counties - Balanced employment growth -  
Slightly faster growth rate for Rock Island County.

Henry County - Interstate highway mileage favors Henry County  
employment growth.

Resolve 1985 Employment Apportionment:

Assume Henry County will still account for 12.1% of Metropolitan  
area employment in 1985.

Alternative Apportionments for Rock Island and Scott Counties:

<u>Apportionment</u>	<u>County</u>	<u>1985%</u>	<u>1985 Employment</u>
Balanced growth	Rock Island	51.6%	86,000
Balanced growth	Scott	36.3%	61,000
Balanced growth	Henry	12.1%	20,000
R.I. County faster	Rock Island	52.6%	88,000
R.I. County faster	Scott	35.3%	59,000
R.I. County faster	Henry	12.1%	20,000

Use the "balanced growth" apportionment since assuming a faster  
growth rate for Rock Island County results in a 1985 employment  
figure for Scott County which is below the lower limit of pos-  
sible 1985 employment for Scott County.

Thus, the 1985 Employment Apportionment is as follows:

<u>County</u>	<u>1985%</u>	<u>1985 Employment</u>
Rock Island	51.6%	86,000
Scott	36.3%	61,000
Henry	12.1%	20,000

APPENDIX 2

APPENDIX 2

ORIGIN OF INDEPENDENT POPULATION PROJECTIONS CITED  
IN ECONOMIC POTENTIAL REPORT  
CITIZENS PLANNING ADVISORY COMMITTEE

Meeting of Thursday, September 10, 1964

Members Present: Huston - Chairman, Arndt, Graham, Parlier, Parr,  
Wood

Members Absent: Beckstrom, Hermes, Huffman, Johnson, Mahoney,  
Young

Aldermen Present: Harris, Jamieson, Lagerblade, Lassuy

Staff Present: Pfeifer, Schneidermeyer, Swanson, Williams,  
Luhman

Mr. Williams presented the population projections that have been completed by the 701 Program planning staff. Population projections have been made for the three-county metropolitan area (Rock Island, Henry, and Scott counties), for each county individually, and for Moline.

The approach used in projecting total population for each area was to study and project trends in the three components of population change: births, deaths, and net migration.

METROPOLITAN AREA

The following specific assumptions were used in projecting the 1985 population of the three-county metropolitan area:

1. By 1965 the birth rate (births per 1,000 population) will decline from its higher than usual post-war level: after 1965 the rate will continue at a level slightly higher than the pre-war trend. (This assumption is based on studies at the national level).
2. There will continue to be a slight decline in the death rate (deaths per 1,000 population).

3. Because net migration has had a negligible influence in the metropolitan area since World War II, it was assumed that its influence was too small to be calculated in the projection.

Using these assumptions, the 1985 metropolitan area population was projected to be 417,000. This is a projected increase of 97,625 persons in the 25 year forecast period (1960-1985), or an average annual increase of about 3,900 people.

It was pointed out that this projection compares favorably with projections using national rates calculated by the Census Bureau.



APPENDIX 3

### APPENDIX 3

#### COMPUTER MODEL FOR SMALL AREA FORECASTING

The planners are required to develop two factors towards effectuating their planning desires. These factors are the Zonal Location factor by which the District wide future activity increment is initially allocated amongst the zones, and the Activity Location factor by which activity levels can be reduced from those zones in a District not having sufficient vacant developable land to support the added activity levels.

Initial allocation to each zone of each future activity increment can be done in two general ways:

- Exact Allocation; and
- Proportional Allocation.

Thus, five conditions can be effectuated. They are:

- A given activity magnitude of a given zone can be increased by an exact amount;
- A given activity magnitude of a given zone can be decreased by an exact amount;
- The activity magnitude of a given zone can be left unchanged;
- The amount of increase can be determined by the size of the District increment of that activity, by the relative weight of a given zone's Zonal Location Factor, and by the capacity of that zone to accommodate the increase; and
- The amount of decrease can be determined by the size of the District decrement of that activity, by the relative weight of that zone's Zonal Location Factor, and by the minimum to which an activity can be reduced.

The design of the program is such that adjustment is first made to those zones requesting "exact" changes. If an exact change request is in a negative direction, then the overall District increment for that activity is increased by that amount. If an

exact change request is positive, the overall District increment which is to be distributed to the remaining zones is reduced by that amount.

The Zonal Location Factor is composed of two parts: the I part and the ZLF part.

If an exact change is desired, whether it be positive, negative, or exactly zero, the I portion should be filled. A plus sign (+) indicates an exact positive change. A minus sign (-) indicates an exact negative change. To incur a proportion change, the I portion should be left unfilled.

For each activity, in the case of an exact change request, the number placed in the ZLF portion (two decimals are implied) is applied to the present zone activity magnitude. In the case of a proportional (not "exact") change, the ZLF portion is divided by the total of similar (proportional) ZLF's for zones in the District and the resulting factor applied to the District future activity increment.

The following examples may assist in explaining these points:

Example 1: District Increment 250

<u>Zone No.</u>	<u>Present Magnitude</u>	<u>I, ZLF</u>	<u>Future Magnitude</u>
A	40	+ 25	$40 + ( 40 \times .25 ) = 50$
B	80	- 55	$80 - ( 80 \times .55 ) = 35$
C	70	+ 00	$70 + ( 70 \times .00 ) = 70$
D	50	8	$50 + ( 285 \times 8/20 ) = 164$
E	90	12	$90 + ( 285 \times 12/20 ) = 261$

Example 2: District Decrease 75

<u>Zone No.</u>	<u>Present Magnitude</u>	<u>I, ZLF</u>	<u>Future Magnitude</u>
A	40	+ 20	$40 - ( 40 \times .25 ) = 50$
B	80	- 55	$80 - ( 80 \times .55 ) = 35$
C	70	+ 00	$70 - ( 70 \times .00 ) = 70$
D	50	8	$50 - ( 40 \times 8/20 ) = 34$
E	90	12	$90 - ( 40 \times 12/20 ) = 66$

In the case of an exact negative change (I is minus), the value of the ZLF cannot exceed 1.00. Otherwise, a negative future activity magnitude is obtained.

The Activity Location Factors are used to establish priorities and weights by which activity magnitudes are reduced in those cases where a zone does not have sufficient land area to accommodate all the activity originally allocated to it. If a selected activity of a selected zone has been designated to have an exact change made to its present activity level, the associated Activity Location Factor is ignored and can be left blank. The greater an Activity Location Factor, the more important is that activity to its zone and the less will be the relative activity reduction.

Computer run Phase II makes use of all of the data required by the Phase I run plus an additional set of three cards per zone (see Appendix 3). A table is produced which lists the following items per district:

- Total future activity per activity
- Total future land use per activity

and for each zone within the district:

- Present activity level, per activity
- Future activity level, per activity
- Total developable land area
- Total occupied land area
- Future density, per activity

or for each zone within a district:

- Present land use, per activity
- Future land use, per activity
- Total developable land area
- Total occupied land area
- Future density, per activity.

### APPENDIX 3

#### ZONAL FORECASTS: PRIMARY VARIABLES PREPARATION OF PARAMETER AND DATA CARDS

The Zonal Allocation Model (ZAM) primary variable computer program is designed to minimize the amount of punch cards required, minimize problems of cards ordering, provide the user with many options in input and output format and exactitude, and optimize the limited available machine core storage by processing each district separately.

The ZAM program has the following restrictions:

Maximum number of <u>primary activities</u>	12
Maximum number of <u>districts</u>	99
Maximum number of <u>zones per district</u>	50
Maximum number of <u>iterations</u>	9

There are six types of data cards required to perform Phase I.\*

<u>Number</u>	<u>Name</u>	<u>Frequenýcy</u>
1	Project	1 per project
2	Activity Name	1 per activity
3	District Parameter	1 per district
4	Zonal Density	1 per zone
5	Zonal Area	1 per zone
6	Zonal Activity Magnitude	1 per zone
K	Special set of control constants. These never change and should <u>always</u> be considered the first set of data cards. They should always precede the <u>Project Card</u> for a particular study.	

---

\* Phase I involves a process that was not used in the Bi-State forecasting. These data cards, however, were still needed and used.

1. PROJECT CARD 1 per project

Position: Immediate following special set of control constants.

Col. 1 + (plus sign)

Col. 2- 3 Number of activities (NACT S12)

Col. 4- 5 Number of districts (NODIST S99)

Col. 6- 9 Four character abbreviation for activity 1

Col. 10-13 Four character abbreviation for activity 2

Col. 14-17 Four character abbreviation for activity 3

Col. 18-21 Four character abbreviation for activity 4

Col. 22-25 Four character abbreviation for activity 5

Col. 26-29 Four character abbreviation for activity 6

Col. 30-33 Four character abbreviation for activity 7

Col. 34-37 Four character abbreviation for activity 8

Col. 38-41 Four character abbreviation for activity 9

Col. 42-45 Four character abbreviation for activity 10

Col. 46-49 Four character abbreviation for activity 11

Col. 50-53 Four character abbreviation for activity 12

2. ACTIVITY NAME CARD 1 per activity

Position: These cards should be sequenced in order of the activity numbers they are identifying. They immediately follow the Project Card.

Col. 1-12 Twelve character (including spaces) name for each primary activity.

Col. 13-14 Associated activity number (e.g., 1,2,...12)

3. DISTRICT PARAMETER CARD 1 per district

Position: This card precedes all cards associated with that district. If the district is the first among those making up the study, its District Parameter Card should immediately follow the last Activity Name Card; otherwise, it should follow the last data card for the last zone of the preceding district in the deck.

Col. 1-2 District identification number (01,02,...99)

Col. 3-4 Number of zones contained by that district (01 to 50)

Col. 5 Phase of program being performed: "CLIENT LEAVE BLANK"

- Col. 6            Iterations: the maximum of times that it is desired that the program attempt to allocate activities not fully allocated on previous passes (maximum = 9)
- Col. 7            Area: indicate if the Area per activity per zone is given. Area not given will be computed by dividing the given activity magnitude by the associated density per acre.
- 1 = Area not given  
                  2 = Area is given
- Col. 8            Print:
- 1 = Do not print after each iteration, only after the last
- 2 = Print after each iteration
- Col. 9            Bypass:
- 1 = Do not perform tests to determine if any zone is overallocated. Print after first allocation.
- 2 = Test if sufficient area is available for allocated activities; if not sufficient, reallocate.
- Col. 10           Print Type:
- 1 = Print horizon year activity magnitudes, by activity.
- 2 = Print horizon year areas, by activity.
- Col. 11           Available Area Test:
- 1 = Area occupied by new activity to be tested against Net Developable Area as given on Card 4.
- 2 = Area occupied by new activity plus present area to be tested against Total Area available as given on Card 6.

4. ZONAL DENSITY CARD

1 per zone

Position: This card is the first of a set of three data cards supplying required information for a zone. If the particular zone is the first in order of all the zones comprising a district, then this card immediately follows the District Parameter Card; otherwise, this card immediately follows the last of the set of three zone cards for the zone immediately preceding.

Col. 1- 4 Zone identification number: this number is unique to a zone within the entire study region.

Col. 5-12 Net Developable Area in acres (there is an implied decimal point between Col. 11 and 12)

--- Present density in tenths of an activity per acre (e.g., ---35 equals 3.5 dwelling units per acre). There is an implied decimal point between the next-to-last and last columns.

Col. 13-17 Present Density, activity 1  
Col. 18-22 Present Density, activity 2  
Col. 23-27 Present Density, activity 3  
Col. 28-32 Present Density, activity 4  
Col. 33-37 Present Density, activity 5  
Col. 38-42 Present Density, activity 6  
Col. 43-47 Present Density, activity 7  
Col. 48-52 Present Density, activity 8  
Col. 53-57 Present Density, activity 9  
Col. 58-62 Present Density, activity 10  
Col. 63-67 Present Density, activity 11  
Col. 68-72 Present Density, activity 12

5. ZONAL AREA CARD

1 per zone

Position: This card is the second of a set of three cards associated with a given zone. It immediately follows the Zonal Density Card for the same zone. However, if Column 7 of the District Parameter Card is punched with a "1", this card can be omitted for all zones in the district.



Col. 1- 4            Zone Identification Number

Present Area: the present area encompassed by each activity in a zone is expressed in tenths of an acre. A decimal point is implied between the next-to-last and last column of each area field.

Col. 5-10	Area in acres, activity	1
Col. 11-16	Area in acres, activity	2
Col. 17-22	Area in acres, activity	3
Col. 23-28	Area in acres, activity	4
Col. 29-34	Area in acres, activity	5
Col. 35-40	Area in acres, activity	6
Col. 41-46	Area in acres, activity	7
Col. 47-52	Area in acres, activity	8
Col. 53-58	Area in acres, activity	9
Col. 59-64	Area in acres, activity	10
Col. 65-70	Area in acres, activity	11
Col. 71-76	Area in acres, activity	12

6. ZONAL ACTIVITY MAGNITUDES

1 per zone

Position: This card is the third of a set of three cards associated with a given zone. It immediately follows the Zonal Area Card (if included), otherwise, it follows the Zonal Density Card for the same zone.

Col. 1- 4            Zone Identification Number

Col. 5-12            Total Area: this sum is a grand total of all area presently developed or developable in the future. It is expressed in tenths of an acre with the decimal point implied between Columns 11 and 12.

--- Present Activity Magnitude: For each activity, the present magnitude is expressed in whole numbers. Since sales figures are usually quite large, they are generally expressed in thousands of dollars.

Col. 13-17	Magnitude of activity	1
Col. 18-22	Magnitude of activity	2
Col. 23-27	Magnitude of activity	3

Col. 28-32	Magnitude of activity	4
Col. 33-37	Magnitude of activity	5
Col. 38-42	Magnitude of activity	6
Col. 43-47	Magnitude of activity	7
Col. 48-52	Magnitude of activity	8
Col. 53-57	Magnitude of activity	9
Col. 58-62	Magnitude of activity	10
Col. 63-67	Magnitude of activity	11
Col. 68-72	Magnitude of activity	12

There are an additional four types of cards required to perform Phase II.

In order to perform Phase II of the Zonal Allocation Model, an additional card is required for each district and an additional set of three cards is required for each zone.

The added district card (District Horizon Card) should immediately precede the added sets of zone cards for all the zones for that district. The Phase II sets of zone cards should be in the same exact order in regard to zone number as are the Phase I sets of zone cards. Each deck of added cards applicable to a given district should be placed as a block immediately after the last set of Phase I zone cards for that same district. If the given district is not the last district, then the Phase II added deck for that district will not only immediately follow the last set of Phase I zone cards, but will at the same time be immediately in front of the District Parameter Card of the following district.

In order to perform Phase I and Phase II (Phase II cannot be performed alone), column 5 of the District Parameter Card should be punched with a "2".

7. DISTRICT HORIZON CARD 1 per district

Position: This card should immediately follow the last card of the last set of zonal cards of the preceding district. It should precede the first card of the first set of Phase II zonal cards for that district.

Col. 1- 2	District Number	
Col. 3- 8	District Horizon Year Magnitude, activity	1
Col. 9-14	District Horizon Year Magnitude, activity	2
Col. 15-20	District Horizon Year Magnitude, activity	3
Col. 21-26	District Horizon Year Magnitude, activity	4

Col. 27-32	District Horizon Year Magnitude, activity	5
Col. 33-38	District Horizon Year Magnitude, activity	6
Col. 39-44	District Horizon Year Magnitude, activity	7
Col. 45-50	District Horizon Year Magnitude, activity	8
Col. 51-56	District Horizon Year Magnitude, activity	9
Col. 57-62	District Horizon Year Magnitude, activity	10
Col. 63-68	District Horizon Year Magnitude, activity	11
Col. 69-74	District Horizon Year Magnitude, activity	12

8. ZONAL LOCATION CARD

1 per zone

Position: This is the first of a set of three cards for each zone. If the zone to which it belongs is the first zone of the district, then this card immediately follows the District Horizon Card.

Col. 1- 4	Zone Identification Number	
Col. 5, 6 -10	Zonal Location Factor (I,ZLF), activity	1
Col. 11, 12-16	Zonal Location Factor (I,ZLF), activity	2
Col. 17, 18-22	Zonal Location Factor (I,ZLF), activity	3
Col. 23, 24-28	Zonal Location Factor (I,ZLF), activity	4
Col. 29, 30-34	Zonal Location Factor (I,ZLF), activity	5
Col. 35, 36-40	Zonal Location Factor (I,ZLF), activity	6
Col. 41, 42-46	Zonal Location Factor (I,ZLF), activity	7
Col. 47, 48-52	Zonal Location Factor (I,ZLF), activity	8
Col. 53, 54-58	Zonal Location Factor (I,ZLF), activity	9
Col. 59, 60-64	Zonal Location Factor (I,ZLF), activity	10
Col. 65, 66-70	Zonal Location Factor (I,ZLF), activity	11
Col. 71, 72-76	Zonal Location Factor (I,ZLF), activity	12

9. ACTIVITY LOCATION CARD

1 per zone

Position: This card, which is the second of a set of three, immediately follows the Zonal Location Factor Card for that zone.

Col. 1- 4	Zone Identification Number	
Col. 5-10	Activity Location Factor, activity	1
Col. 11-16	Activity Location Factor, activity	2
Col. 17-22	Activity Location Factor, activity	3
Col. 23-28	Activity Location Factor, activity	4
Col. 29-34	Activity Location Factor, activity	5
Col. 35-40	Activity Location Factor, activity	6
Col. 41-46	Activity Location Factor, activity	7

Col. 47-52	Activity Location Factor, activity	8
Col. 53-58	Activity Location Factor, activity	9
Col. 59-64	Activity Location Factor, activity	10
Col. 65-70	Activity Location Factor, activity	11
Col. 71-76	Activity Location Factor, activity	12

0. FUTURE DENSITY CARD 1 per zone

Position: This card should immediately follow the Activity Location Card for that same zone. If this zone is the last in the district, then by definition, this card will be immediately in front of the District Parameter Card of the next district.

Col. 1- 4 Zone Identification Number. Future density in tenths of an activity per acre (e.g., 174 equals 17.4 employees per acre). There is an implied decimal point between the next-to-last and last columns.

Col. 5-10	Future Density, activity	1
Col. 11-16	Future Density, activity	2
Col. 17-22	Future Density, activity	3
Col. 23-28	Future Density, activity	4
Col. 29-34	Future Density, activity	5
Col. 35-40	Future Density, activity	6
Col. 41-46	Future Density, activity	7
Col. 47-52	Future Density, activity	8
Col. 53-58	Future Density, activity	9
Col. 59-64	Future Density, activity	10
Col. 65-70	Future Density, activity	11
Col. 71-76	Future Density, activity	12

Special Note:

The ordering of cards and the items on the cards are of great importance. After the initial decision is made how to order the primary activities (e.g., activity 1 is dwelling units, activity 2 is wholesale employment), the position of the activities relative to each other never should be changed.

The special constant deck (K) always precedes all other data cards. The two project wide card types (1 and 2) always immediately follow the special constant deck.

Within a district, the District Parameter Card always immediately precedes the Phase I sets of zone cards for that district, and the District Horizon Card always precedes the Phase II sets of zone cards for that same district.

If the number of zones in a given district is NZ, there should be NZ sets of zone cards for both the Phase I block and for the Phase II block. After Phase I has been performed, and after the Phase II cards have been prepared, the sets of zone cards for Phase II should be in the same exact zone identification number order as the sets of zone cards for Phase I. Therefore, to perform Phase II, the block of a district's Phase II zone cards, in proper internal order, and preceded by the District Horizon Card, should be placed immediately after the last Phase I zone card of that same district.

APPENDIX 4

## ANALYSIS OF ROCK ISLAND COUNTY'S ECONOMY

### INTRODUCTION

The analysis of the economic factors upon which the Davenport-Rock Island-Moline SMSA projections are based is contained in the Economic Potential report prepared by the Moline Planning Commission. The analysis of Scott County's economy and economic potential is contained in the Background and Analysis report prepared for the Bi-State Metropolitan Planning Commission in 1967.

This appendix contains a brief analysis of the economic factors behind the projections of employment and population used in the body of the report. It is intended to cover part 1 of work item 3-1.1 of the Illinois Work Program.

### ECONOMIC FRAMEWORK OF THE SMSA

Rock Island County's economy--past, present and future--is an integral part of the larger economic area of the Davenport-Rock Island-Moline SMSA (Scott County, Iowa, Rock Island County and Henry County, Illinois). Therefore, a brief review of the SMSA's economy is appropriate to serve as a frame of reference for Rock Island County's economy.

#### Location

The Davenport-Rock Island-Moline SMSA is on the western fringe of the Midwestern manufacturing belt. It straddles the Mississippi River, 165 miles west of Chicago, 235 miles north of St. Louis, 330 miles south of Minneapolis, St. Paul.

The geographic location gives the SMSA three advantages:

- It is centrally located in the United States, with most major consumer and industrial markets easily accessible.
- The presence of the river makes it attractive to industries in which water and cheap bulk transportation are important.
- The nearby agricultural regions make the SMSA an ideal location for manufacturers and distributors of farm equipment and machinery.

## Function

The SMSA is a major center for the manufacture of farm machinery. In this respect, its role is national.

The SMSA acts as a regional center for employment, retail shopping and distribution.

- In 1960, the SMSA had a population of 348,500 equivalent to 3.3 percent of Illinois' population and 12.7 percent of Iowa's.
- In 1965, the SMSA had 121,800 nonagricultural employees, equivalent to 8.8 percent of Illinois' and 16.2 percent of Iowa's employment.
- In 1963, the SMSA's manufacturing plants had value added of \$493.8 million, the equivalent of 3.4 percent of Illinois' and 21.7 percent of Iowa's value added.
- In 1963, retail sales amounted to \$490.6 million, 3.2 percent of Illinois' total, and 12.6 percent of Iowa's total.
- In 1963, wholesale sales were \$636.5 million, 2.2 percent of Illinois' total and 13.5 percent of Iowa's total.

## Employment Trends

Total nonagricultural employment in the SMSA was 104,900 in 1960 and 121,800 in 1965. There are several items of interest regarding this 16,900 increase.

- The average annual rate of growth since 1963 was 4.7 percent, more than double the rate of 2.1 percent for the 1960-1963 period.
- The rates of growth in both periods were higher than those for Iowa and Illinois.
- Half of the employment gain since 1963 has been in manufacturing, compared with a 38 percent share for 1960-1963.
- Manufacturing registered the sharpest increase in growth rates between 1960-1963 and 1963-1965. It was paced by the SMSA's two largest industries, machinery production and primary metals production.



## Economic Outlook

The outlook for a continuation of growth of the SMSA's economy is good. There are several reasons for this conclusion.

1. There is a solid foundation of existing industries upon which to base growth.
  - Within the three-county area are located manufacturing plants of 26 of the nation's 500 largest corporations.
  - A major manufacturing industry is farm machinery production. The outlook nationally is good for this industry.
2. Existing locational assets will remain unchanged for the foreseeable future.
  - The central location with respect to national markets.
  - An advantageous position for serving the agricultural heart of the nation.
  - The Mississippi River as an attractor of firms relying upon cheap bulk transportation and water.
  - A large supply of land suitable for industrial development.
3. Favorable transportation routes.
  - The SMSA is served by four railroads. Firms in the Iowa portion enjoy the same rates as those in Illinois when shipping east, and vice versa.
  - A major interstate highway, I-80, will cut through the SMSA. Ultimately, it will reach from New York to San Francisco.
  - Another highway, I-74, when constructed will link the SMSA to the Cincinnati area.

The SMSA as a whole will be favored in the future by developments enhancing its geographic situation.

- The completion of Interstate Route I-80 from New York to San Francisco. This highway will cut through the SMSA, and it includes a circumferential highway around the core cities.

- The population of the United States is moving steadily westward. The present center of the United States in terms of population distribution, is in central Illinois. R. I. County and the SMSA will be close to the future population center of the United States. Plants serving national markets will want to take this into consideration.
- The Quad-City Airport will be expanded and modernized in the near future. Many industries are investigating the possibilities of using more air freight.

#### Other Development Factors

A detailed examination of the factors affecting industrial location is to be found in the Quad-Cities Prospectus, published by the Iowa-Illinois Industrial Development Group. Some of the more important future developments in the SMSA include:

- The construction of the atomic energy generating station in Cordova. Available electric energy in the SMSA will be doubled by 1970. Heavy users of electricity, such as Alcoa in Scott County, will have ample electric capacity for expansion.
- The expansion of Blackhawk Junior College on the Illinois side of the river. Higher education is of increasing importance in attracting industry, and in keeping residents.

#### ROCK ISLAND COUNTY

##### Resources

The geographic and locational advantages of the SMSA, discussed above, apply to all three counties. To that extent, Rock Island County has advantages vis a vis other regions, but within the SMSA the advantages tend to balance out.

There is, however, the locational advantage of being in the center of the SMSA, and of possessing the major airport for the area. Firms desiring to serve the local market, or wanting to tap the local labor force will consider the central location as an advantage. Firms having many branches (or which are branches themselves), and those with frequent contact with other areas and states, will consider the airport a locational advantage.

The airport is an asset that will increase in importance over time. More firms are using air transportation for movement of raw materials and products as well as executive travel.

### Economic Base

Table 4-1 shows that Rock Island County is a net importer of workers. In 1960, approximately 1,300 more jobs were available than could be filled by residents.

The importation arises from the strength of three industries--manufacturing, wholesaling and government. The first is almost entirely a basic industry (one which sells to buyers outside the area, and a prime mover of economic activity), the second could be either basic or nonbasic, and the third is almost entirely nonbasic.

The detailed study of the SMSA by the Moline Plan Commission found that for every 10 basic jobs, there were 7.5 nonbasic jobs. Because of Rock Island County's dominance in manufacturing, the ratio is probably even lower. What this means is that the local economy is not inbred and self-contained. It depends upon development and decisions over a broad geographic area of the nation.

### Quality of the Labor Force

One of the major elements governing an area's ability to hold and attract industry is the labor force. Available data indicate that Rock Island County has a labor force that will enable it to maintain, and perhaps slightly increase its economic position in the SMSA.

Occupations - Table 4-2 shows the occupational distribution of the resident labor force. The key occupations needed for the attraction of manufacturing--the dominant industry--are represented more heavily in Rock Island County than the average for the SMSA. These occupations are craftsmen and foremen and operatives.

Occupations from which entrepreneurs are likely to arise--setting up their own firms--also more predominant in Rock Island County. Half of the SMSA's professional and technical employees reside in Rock Island County.

Productivity - One of the measures of productivity is wages. As the Economic Base report pointed out, Rock Island County residents have higher wages. Their personal income amounted to 49.5 percent of the SMSA total while they constituted only 47.3 percent of the SMSA population.

Table 4-1

COMPARISON OF ROCK ISLAND COUNTY EMPLOYMENT  
BY PLACE OF RESIDENCE AND PLACE OF WORK  
FOR 1960

Industry Group	Employment				
	Place of Residence (Number of Workers)			Place of Work (Number of Jobs)	
	No.	Adjusted No.	%	No.	%
	(a)	(b)		(c)	
Manufacturing	24106	(28200)	45.0%	29525	46.3%
Agriculture & Mining	1523	(1500)	2.4	1588	2.5
Contract Construction	2507	(2300)	3.7	2190	3.4
Transp., Comm., & Pub. U.	3776	(3800)	6.0	3707	5.8
Wholesale Trade	1499	(2100)	3.3	2311	3.6
Retail Trade	8539	(6700)	10.7	6317	9.9
Fin, Ins, & Real Estate	2321	(2000)	3.2	2093	3.3
Services	8531	(7000)	11.2	7118	11.1
Government	3383	(6100)	9.7	6119	9.5
All Others	--	(3000)	4.8	2944	4.6
Not Reported	2044	--	--	--	--
Total	58229	62700	100.0%	64012	100.0%

a Employment reported by worker's place of residence in the 1960 Census of Population.

b Employment based on Census Data and adjusted to the industry classification used in "Place or Work" column in the following manner: (1) distribute "Not Reported" among all other industries; (2) lower industries that contain "All Others (self-employed, etc.); (3) add Rock Island Arsenal manufacturing employees to "Manufacturing"; (4) add nonreported government employment to "Government"; and (5) shift local and state hospital employment from "Services" to "Government".

c Employment reported for March by location of job in the Employment Study prepared by the Staff.

Source: 1960 Census of Population, and the Employment Study prepared by this staff, 1965.

Table 4-2

## EMPLOYMENT BY PLACE OF RESIDENCE

Occupation	Total		Metropolitan Area	
	Rock Island County Number	Percent	Number	Percent
Professional and Technical	6,426	11.0	12,750	10.5
Managers, Officials	4,107	7.1	9,188	7.6
Clerical	9,032	15.5	17,652	14.5
Sales	3,951	6.8	9,079	7.5
Craftsmen, Foremen	9,009	15.5	17,599	14.5
Operatives	12,279	21.1	23,685	19.5
Service	6,309	10.8	13,025	10.7
Laborers	3,147	5.4	6,198	5.1
Farm and Mine	1,328	2.3	6,851	5.6
Not Reported	<u>2,641</u>	<u>4.5</u>	<u>5,440</u>	<u>4.5</u>
Total	58,229	100.0	121,467	100.0

Source: U.S. Bureau of the Census, 1960.

Tables 4-3 and 4-4 show that for most industries, Rock Island County employees earn more than the SMSA average.

Unemployment - Table E-1.2.3 of Interim Report No. 1 (Economic Population Inventories) has data on unemployment in Rock Island County. In 1960, the County's unemployment rate was 5.7 percent, virtually the same as the U.S. average (5.6 percent). In the other years shown in the Table, 1962, 1963 and 1964, the unemployment rate for Rock Island County is 3 percent or less (3.0, 2.6, 2.2). In the same years the U.S. average was above 5 percent.

It is projected that unemployment rates in the future will continue to be lower than the U.S. average. There are two reasons for this outlook:

- The economy of the SMSA and the County is projected to be operating at a high level.
- The projected population, being conservative, has to be at full employment in order to provide workers to fill the projected jobs. A high unemployment rate would be inconsistent with the population and employment projections.

#### Economic Outlook

The emphasis on metalworking and machinery industries in Rock Island County makes the overall outlook good. These industries are the source of our capital goods, and as long as the long-range outlook for the U.S. economy remains good, so does the outlook for capital goods suppliers.

A degree of uncertainty enters because historically capital goods industries have been subject to more severe cyclical fluctuations than the average. Thus, just as the projections prepared in 1966 (based on data to 1963) appear somewhat low today because of the boom in industry since 1963, it is entirely possible that a more optimistic projection prepared today will seem overstated in some future period of downturn.

On balance, the upward trend in national population guarantees continued upward pressure for farm machinery, construction machinery and all types of goods to produce other goods. The locational advantages described above seem to insure that Rock Island County will share this growth.

Table 4-3

PERCENTAGE ROCK ISLAND COUNTY  
IS OF METROPOLITAN AREA EMPLOYMENT  
AND PAYROLLS IN 1965

Industry Group	Rock Island County	
	% of Metro. Area Employment	% of Metropol. Area Total Payroll
Manufacturing	63%	66%
Agriculture & Mining	17	--
Contract Construction	49	53
Transp., Comm., & P. Util.	56	58
Wholesale Trade	50	50
Retail Trade	42	43
Fin., Ins., & Rl. Est.	50	51
Services	36	37
Gov't.	57	59
Total	50%	57%

Sources: Moline Comprehensive Plan Office, op. cit., p. 88, and the economic study prepared by this Staff in 1965, Tables 2 and 15.

Table 4-4

COMPARISON OF AVERAGE PAYROLLS  
OF INDUSTRIES LOCATED IN  
ROCK ISLAND COUNTY AND THE METROPOLITAN AREA FOR 1963<sup>a</sup>

Industry Group	Average Payroll Per Employee Per Month (payrolls in 1963 dollars)	
	Rock Island County	Metropolitan Area
Manufacturing	\$565	\$558
Contract Con struction	553	533
Transp., & Publ. Util.	497	495
Wholesale Trade	477	493
Retail Trade	275	278
Finance, Ins., & Real Estate	411	219
Services	344	349
Government <sup>b</sup>	480	480
Total	\$482	\$462

<sup>a</sup> Excludes data for all agricultural and mining employees plus all self-employed persons, unpaid family workers, and domestics in private households.

<sup>b</sup> Assume that Rock Island County has the same average pay as the metropolitan area, since payroll data are not available for all levels of government in county.

Source: Unpublished tabulations of the Illinois State Employment Service and the Iowa State Employment Security Commission



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