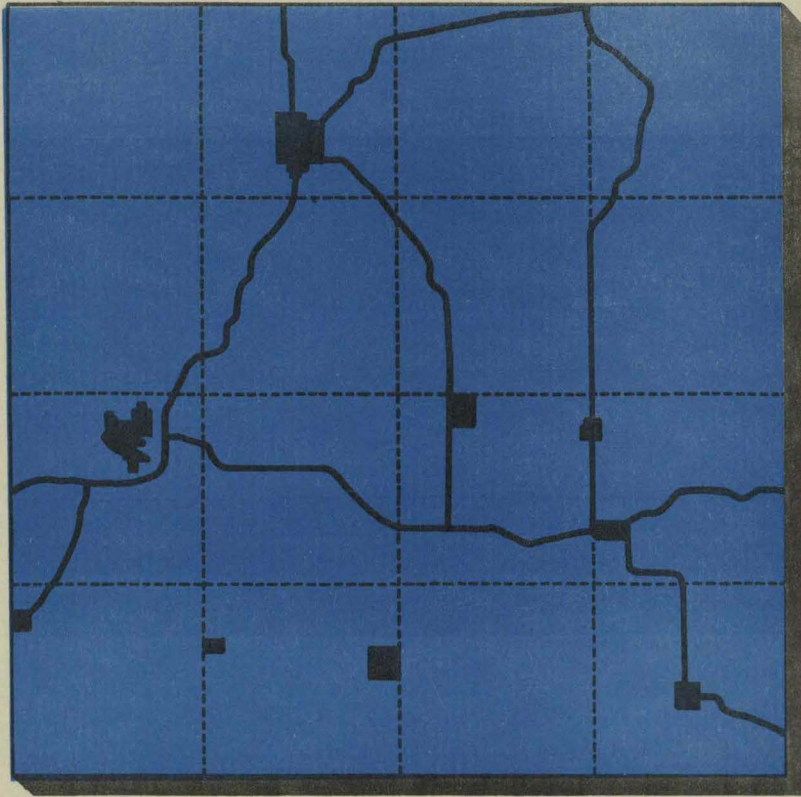


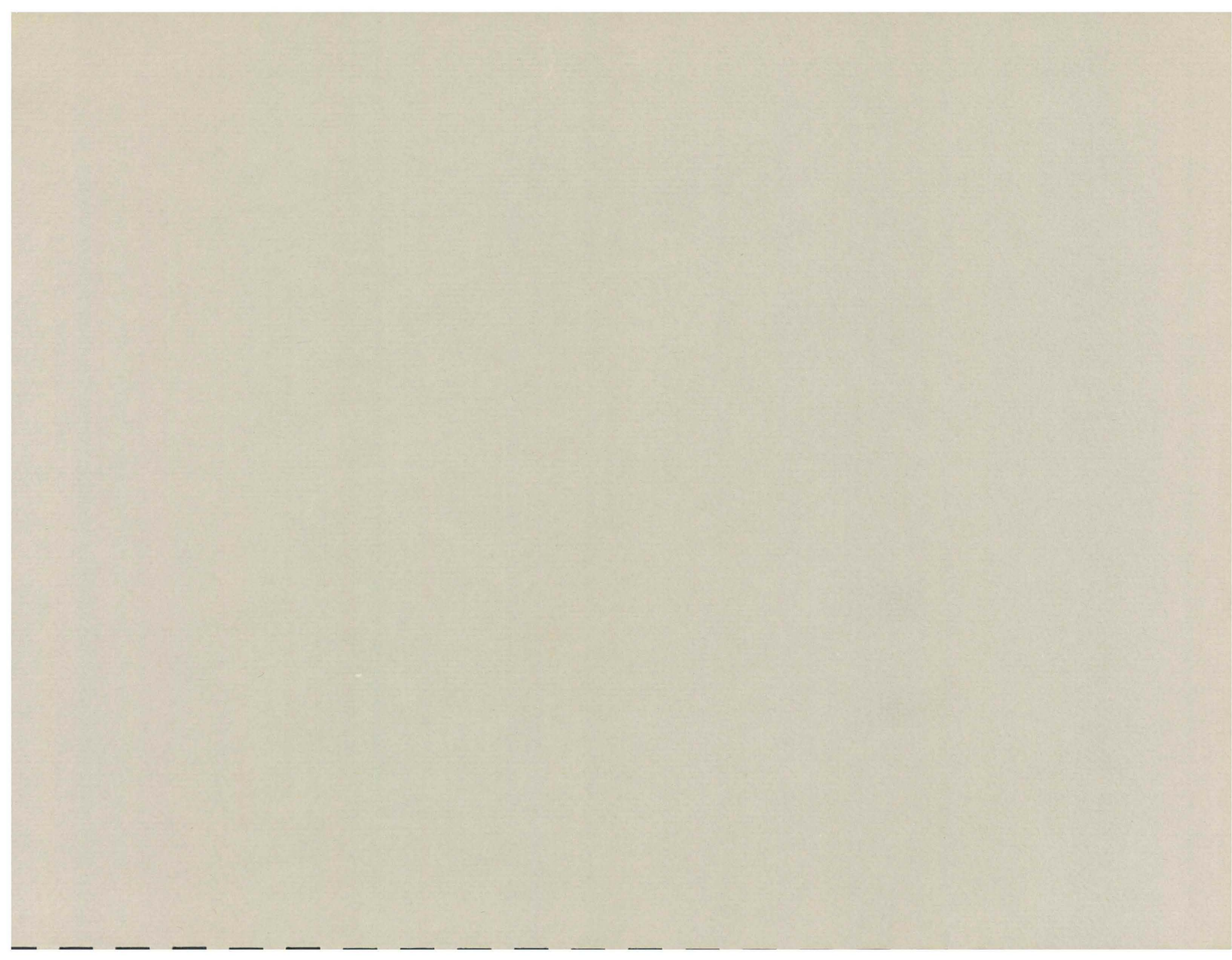
HT
168
.J66
J66
1967

JONES COUNTY

PLANS FOR THE FUTURE



A comprehensive plan for Jones County, Iowa



JONES COUNTY

PLANS FOR THE FUTURE

*Rec'd 2-6-68
from Mayor Les Linn
Monticello.
WJ*

A Comprehensive Plan for Jones County, Iowa
and the Incorporated Areas of

Monticello
Wyoming
Oxford Junction
Olin
Onslow
Martelle
Center Junction
Morley

Urban Planning Grant: Project No. Iowa P. 44
Prepared under contract for and financed in part by the
Iowa Development Commission under the provisions of
Chapter 280, Laws of the 58th General Assembly of Iowa,
as amended.

The preparation of this report was financially aided through a Federal Grant 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.

Prepared by: SCRUGGS and HAMMOND, Inc.
Planning Consultants
East Peoria, Illinois

JONES COUNTY, IOWA

Board of Supervisors

Grover Benischeck, Chairman	Henry Adams
Everett Mayberry	Louis Hanken
James Moran	

Regional Planning Commission

Fred W. Petersen, Chairman	Harold Calvert, Vice Chairman
Leigh Clark	Robert May
Glenn Brown	Lewis Driebelbis
John Supple, Jr.	Herbert Westphal
Virgil Vernon	Louis Helgens
Earl Mayberry	Kenneth Jorgensen
Kenneth Howie	Ray Benischeck
Jack Stingley	Gene Smith

Joe Legg, Secretary

SCRUGGS and
HAMMOND, Inc.

Planning Consultants

2914 Caterpillar Trail
East Peoria, Illinois 61611

December 4, 1967

Jones County Regional Planning Commission
Anamosa, Iowa

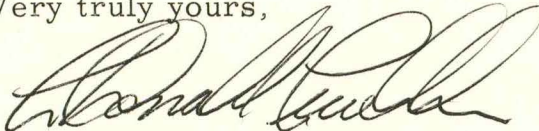
Gentlemen:

We are pleased to submit the Jones County Comprehensive Plan. This report culminates the past two years' planning program under which this plan has been developed.

We are grateful for the cooperation which was received throughout the county in collecting the data contained herein, and without which the report could not have been prepared.

We trust this plan will serve as a sound guide to programs of the future for Jones County.

Very truly yours,



L. Donald Luebbe, AIP
Principal Planner

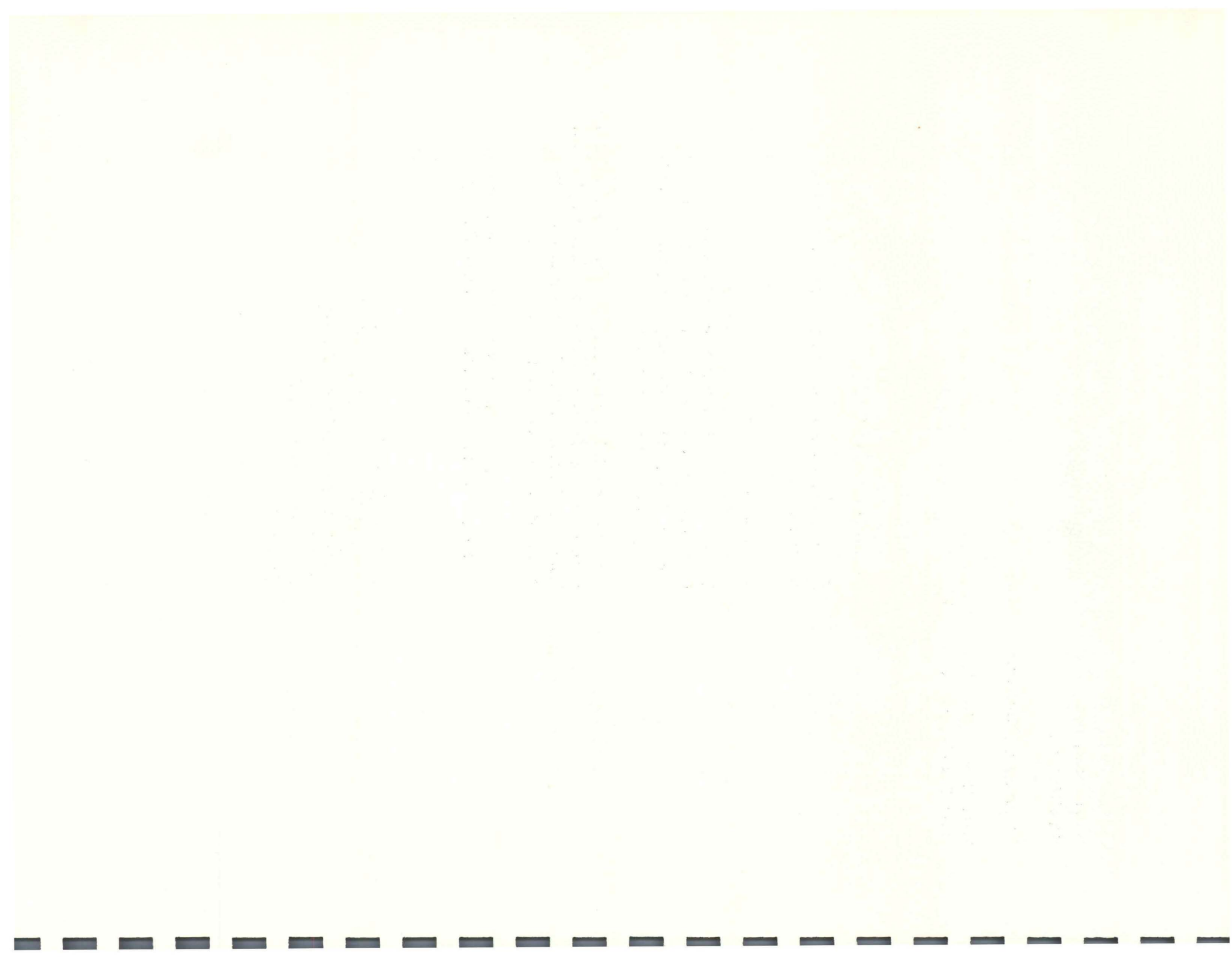


TABLE OF CONTENTS

	Page
CHAPTER I BACKGROUND FOR PLANNING COUNTY - PEOPLE - ECONOMY	1
County Background, Location, and Environment	1
Soil Considerations for Future Development	8
The Present County - How Its Land Is Used	23
Economic Factors	41
Human Resources	51
CHAPTER II GUIDING FUTURE COUNTY GROWTH	67
CHAPTER III ROADS, STREETS AND HIGHWAYS	87
Existing Road and Street System	87
Implications for Street and Highway Planning	96
A Street and Highway Plan for Jones County	101
CHAPTER IV PUBLIC BUILDINGS AND UTILITIES	113
Public Buildings	113
Utilities	121
CHAPTER V SCHOOLS AND RECREATION	139
Existing School Facilities	139
Current Expansion of School Facilities	144
Standard for School Planning	144
Future School Enrollments	145
Future Classroom Needs	145
Other Considerations for Future School Planning	152
Background for Recreation Planning	153
Existing Recreation Areas	157
Future Recreation Needs and Potentials	160
Recreation Planning Proposals	162
CHAPTER VI IMPLEMENTING THE PLAN	167
Capital Improvements	167
The Plan and Methods of Implementation	173

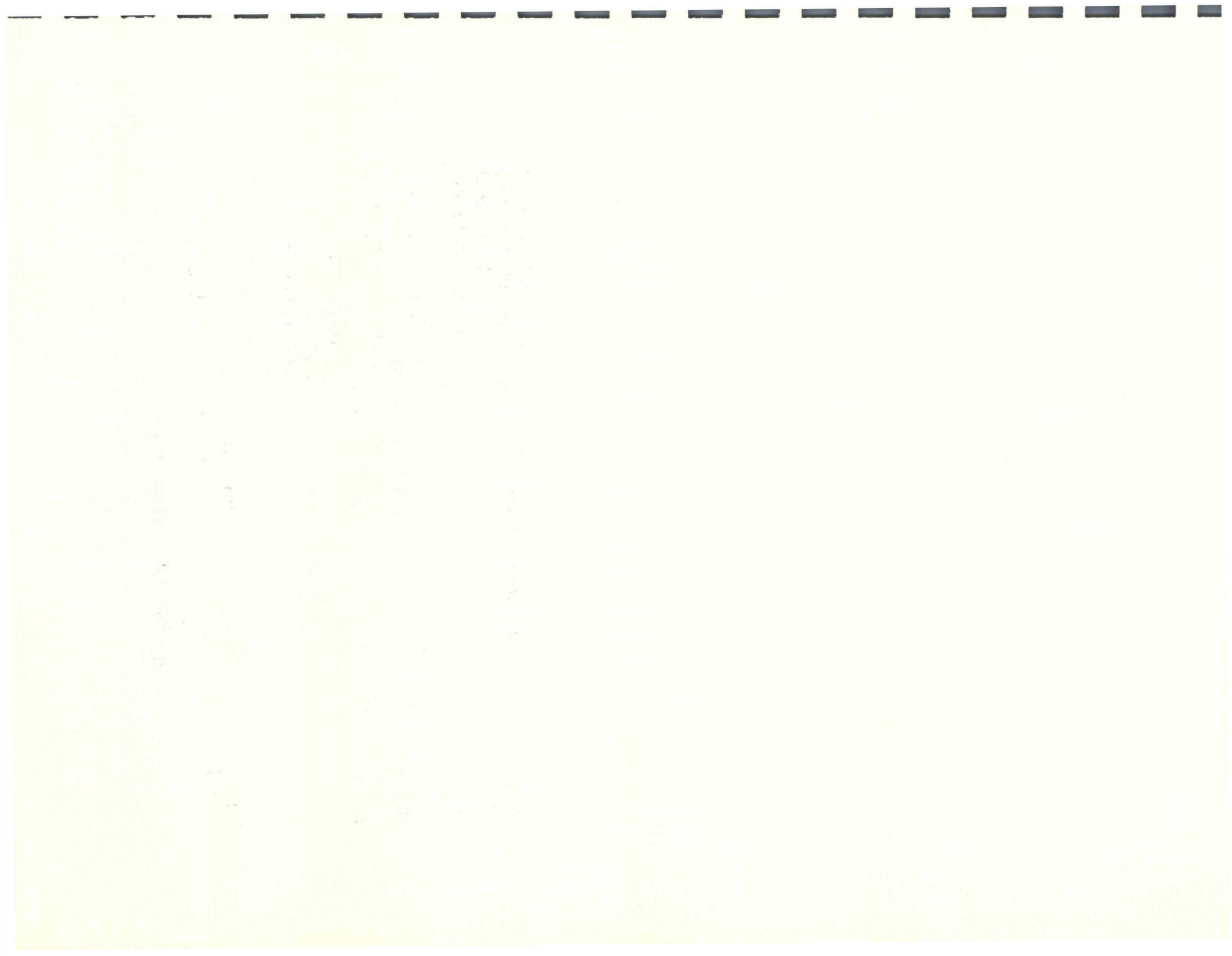
Table of Contents (cont'd)

ILLUSTRATIONS

Soil Associations	19
Existing Land Use , Jones County	24
Existing Land Use	
Monticello	25
Wyoming	26
Oxford Junction	27
Olin	28
Onslow	29
Martelle	30
Center Junction	31
Morley	32
Unincorporated Towns, Jones County	33 - 34
Age-Sex Distribution	54
Future Land Use	70
Future Development Plan	
Monticello	72
Wyoming	74
Oxford Junction	76
Olin	78
Onslow	80
Martelle	81
Center Junction	82
Morley	84
Pavement Width and Condition	
Monticello	88
Wyoming	89
Oxford Junction	90
Olin	91
Onslow	92
Martelle	93
Center Junction	94
Morley	95
1965 Traffic Volumes	99
Circulation Plan	102
Recommended Street and Highway Cross Sections	103
Existing and Proposed Paved Roads	104
Public Utilities	
Town of Monticello	
Water	122
Sanitary	123
Town of Wyoming	
Water - Sanitary	125

Table of Contents (cont'd)

Town of Oxford Junction	
Water - Sanitary	127
Town of Olin	
Water - Sanitary	129
Town of Onslow	
Water - Sanitary	131
Town of Martelle	
Water - Sanitary	132
Town of Center Junction	
Water - Sanitary	134
Town of Morley	
Water Sanitary	136
School District Map	140
Regional Recreation	155
Central Park - Jones County Conservation District	165
Recreation & Conservation	166



CHAPTER I
BACKGROUND FOR PLANNING
COUNTY - PEOPLE - ECONOMY

County Background, Location, and
Environment

Location and Proximity to Markets

Jones County is located in the eastern portion of the State of Iowa approximately 175 miles west of Chicago, 200 miles south of Minneapolis-St. Paul and 250 miles north of St. Louis.

Other nearby urban centers include the Quad Cities (Davenport, Rock Island, Moline, East Moline), 50 miles southeast; Iowa City, 30 miles south; Cedar Rapids, 20 miles west; and Dubuque, 25 miles northeast.

An area within a 250 air mile radius from Jones County includes almost all of Iowa, two-thirds of Illinois, one-fourth of Indiana, the northern one-half of Missouri, three-fourths of Wisconsin, and a small portion each of Michigan and Minnesota.

Approximately 21 million people live within this 250-mile radius of Jones County. Four metropolitan areas, which themselves have a population of approximately 11 million, also fall within this 250-mile radius of Jones County. These metropolitan centers are as follows:

Chicago	6.2 million population
St. Louis	2.1 " "
Milwaukee	1.2 " "
Minneapolis-St. Paul	1.5 " "

Rail lines through Jones County include the Chicago, Milwaukee, St. Paul and Pacific Railroad and the Chicago and Northwestern Railroad. Passenger service is provided by the Rock Island and Pacific Railway in Iowa City. Milwaukee passenger service is available in Marion, Iowa, twelve miles west of Jones County.

Commercial air travel is available into the Iowa City airport by Ozark Airlines. Air service at Cedar Rapids is provided by both United and Ozark Airlines. Ozark Airlines provides service to Dubuque.

The main north-south highway connection through Jones County is U. S. Route 151 which connects the metropolitan centers of Cedar Rapids and Dubuque. State Route 64 between Cedar Rapids and Maquoketa is the principal east-west route through Jones County. East-west Interstate Route 80 lies approximately twenty miles south of Jones County and gives convenient access from Jones County to the interstate network of highways. Interstate 80 runs from New York and Philadelphia through Cleveland, Chicago, Omaha and Salt Lake City.

Historical Background

The area which presently comprises Jones County, Iowa, was originally part of a vast strip of land known as the "Black Hawk Purchase." This strip of land, which extended fifty miles westward from the Mississippi River, was ceded to the U. S. Government by the Sac and Fox Indians in a treaty signed on September 21, 1832 with the U. S. Government following the Black Hawk War.

On June 18, 1834, the area of the Black Hawk Purchase was attached to the Territory of Michigan for administrative purposes. The Legislative Council of the Territory of Michigan passed an act on September 6, 1834 which organized the area of the Black Hawk Purchase into the two counties of Dubuque and Des Moines.

After the State of Michigan was admitted to the Union, the area comprising the present State of Iowa was placed under the jurisdiction of the new Territory of Wisconsin on April 28, 1836. It was during this year that the first settlers came to the area that was to become Jones County. They located at Bowen's Prairie, northwest of Monticello. Subsequently, Fairview and Scotch Grove were settled in 1837, followed by Anamosa, Wyoming, Rome, Jackson, and Wayne, about 1838.

On November 6, 1837, a law was enacted which provided for the subdivision of Dubuque County into 14 new counties including Jones County. Jones County was named after General George W. Jones of Dubuque who represented the Territory of Wisconsin in Congress at the time Dubuque County was subdivided.

After the subdivision of Dubuque County, Bellevue was made the capital of both Jones and Linn Counties from 1838 to 1839. Concurrently, on November 12, 1838, commissioners were appointed to select a county seat for Jones County. Edinburg was selected, but because none of the county officers lived in Edinburg, and people objected to traveling into the wilderness in order to conduct county business, it failed to flourish as a town. Thus, upon petition, the State Legislature instructed the commissioners to name two places, of which one was to be selected by vote of the citizens to become the new county seat. The commissioners selected Newport (eight miles southeast of Anamosa on the Wapsipinicon River) and Dale's Ford (a community in the northeastern part of the county near Cascade) as the alternative sites for the new county seat. Newport was selected, but it proved to be even less suitable than Edinburg which it replaced. The Legislature then ordained that another election be held to select another county seat. In this election, each voter was to cast one ballot for the spot of his choice. If no one site received a majority of votes, a second election was to be held to select a site from the two most popular choices. The sites receiving the most votes were Newport and Lexington, but neither received a majority. In a run-off election on June 11, 1847, Lexington became the new county seat.

Subsequent attempts were made to move the county seat to Madison, to Jackson Township, Center Junction, and Anamosa. The latter won a contest with Madison on April 6, 1857 and to the present day Anamosa has remained the seat of Jones County.

During the years that the county seat question was being resolved, the county was organized into townships. The four townships of Rome, Fairview, Washington, and Richland were officially organized on July 5, 1842. Subsequently, each of these four townships was subdivided into smaller units. The sixteenth and last township was organized in 1898.

Today there are many historical structures throughout Jones County. These include among other things several old houses, barns, bridges, and Indian artifacts. One of these historical structures is a 73-year old stone bridge which spans Deer Creek several miles northwest of Monticello. It was built in 1892 by Reuben Ely and his father, Reuben Ely, Sr. The three arch stone bridge is still in everyday use on the road running through land owned by Neil Hayden. The bridge has withstood the wear and tear of time very well. The rustic beauty of its smooth, even stones, and the perfect symmetry of its three arches is evidence of the masterful craftsmanship of its builders.

Another interesting historical sight in Jones County is an ancient stone wall which was built by Indians at an undetermined date. The wall located about a mile from Ely's mill along the Maquoketa River in the eastern part of the county was discovered about forty years ago by Walter Ely. Now overgrown by vegetation, the wall is constructed of hand laid native rock without mortar. Its height varies from one to three feet except at the point where it bridges a gulley - here it is nine feet high. The wall, built of stones as large as three feet in diameter, is almost 240 feet long. It extends upward along a hill from the point at which the hill protrudes from the flood plain of the Maquoketa River.

The Village of Stone City which lies on the eastern boundary of the county today is noted primarily for its limestone, but in the past it was famous as an artists' colony and a poets' retreat. The community reached its peak toward the latter part of the nineteenth century. By 1896, over 1,000 men were employed in the quarries and 160,000 railroad carloads of stone worth over three million dollars had been shipped from the area. Unfortunately, Portland Cement, which eventually took over most of the quarries' markets, was introduced at the height of the area's prosperity. Thus, by 1900 Stone City had become a ghost town.

In the early 1930's, Stone City experienced a renaissance having become an artists' colony and receiving wide acclaim. The colony was made famous by Grant Wood, famous Iowa artist who was on the faculty of the Stone City Colony. One of Wood's well-known paintings is entitled, "Stone City." The center of the art colony was the old Senator Green mansion which was built in 1883. This building later served as the summer home of Professor Paul Engle of the University of Iowa, a well-known poet. By 1939, the colony had been abandoned. The village experienced a second rebirth in 1952 when quarrying operations were resumed by C. B. DeWees and William C. Weber. DeWees' interest was bought out by Weber in 1959 and under his ownership the operations of the quarry have expanded.

No historical sketch of Jones County would be complete without mentioning the Jones County Fair. This fair is the largest single county fair in Iowa and the fifth largest fair of any kind in the state. Each year the fair draws record-breaking crowds. In 1961, for example, there were over 150,000 visitors. County residents, feeling that a day of relaxation and pleasure was needed to climax the yearly farm work, established the fair in the fall of 1853. During these early years, the fair was held at various sites throughout the county and enjoyed wide popularity. But during the Civil War years when it was located at Anamosa, fair attendance dwindled and lack of interest brought it to a standstill. In 1874, the fair was reorganized and moved to Monticello.

Concurrently, Anamosa reorganized a fair under the Anamosa Fair Association and the two county fairs were great rivals until the Anamosa Fair was discontinued in 1932. With each year, the Jones County Fair has been improved. Not only have the fairgrounds been improved and expanded, but also the quality of entertainment has been improved, holding its own among the top fairs in the country.

Today, Jones County with its population of over 20,000 has nine incorporated towns within its boundaries, and four unincorporated villages which maintain post offices.

Climate

The climate in Jones County is fairly typical of that generally found in the east-central part of Iowa. Minimum and maximum temperatures are: spring, 15° and 95°; summer 36° and 103°; fall 0° and 99°; winter -25° and 65°. The annual mean temperature is 47.8. The first killing frost occurs around October 1st, and the last killing frost occurs around the first of May. The annual mean precipitation over a ten-year period from 1951 through 1960 was 32.89 inches. Over the time span, the lowest annual mean precipitation was 25.70 inches in 1956, and the highest was 43.98 inches in 1951. The annual mean snowfall over a seven-year period, from 1954 through 1960, was 28.2 inches. The lowest annual mean snowfall during this period was 14.9 inches in 1956, and the highest was 53.6 inches in 1959. Although storms and even tornadoes are not unusual, the weather remains ideal for agriculture. Of the year-round precipitation, approximately seventy percent falls in the growing season from April through September. This accounts for the fact that Jones County has consistently ranked high among Iowa counties in the production of agricultural products.

Geology and Topography

One million years ago most of the State of Iowa including the area presently comprising Jones County, was covered by the great ice sheet which swept down from the north. As a result, the northwest and north central sections of the state are covered by glacial deposits which consist primarily of pulverized limestone, clay, sand, and gravel. The uppermost layer of this soil is mixed with organic remains resulting in a topsoil of black loam. At various locations in the county, the alluvial deposits are so thin that the bedrock is either just below the surface or completely exposed.

According to the Iowa Geological Survey, all of the bedrock exposed or near surface in Jones County belongs to the Silurian System. With the exception of the quarries at Stone City, and perhaps a few small agricultural limestone operations, the quarries of the county are all operated by portable quarry equipment. These quarries are operated primarily for the production of road construction aggregate. Agricultural lime is produced as a by-product. Since portable type quarrying is highly competitive in the area, a quarry may be inactive for several years and then, when the market is right, may be reactivated.

Quality characteristics of the Silurian dolomitic limestone vary widely over short distances, and resistance to abrasion is the most variable factor. Thus, within the same quarter section, a quarry may be opened in hard, durable stone, while the stone of an adjacent quarry may be too soft for any aggregate use.

The stone in the Stone City area belongs to a member of the Silurian System known as Anamosa Stone. This is the only stone quarried in Iowa at the present time for the production of dimension stone. The Anamosa Stone of the Stone City area has a desirable color variation, incipient laminations, and durability. The laminations simplify cutting slabs of a desired thickness.

In general, rock similar to that presently being quarried for aggregate is easily available over most of the county except for an area approximately one mile wide and four miles long extending from the northwest into the southeast sections of the county. Over this area, drift and loess cover is thick enough to make it impractical to quarry the rock.*

Generally, the topography of Jones County may be described as rolling. The local relief of the county is approximately 400 feet. The highest elevation is approximately 1100 feet above mean sea level; the lowest elevation is about 700 feet above sea level. The topography along the Wapsipinicon and Maquoketa Rivers is steeply rolling due to past erosion of these rivers. The most gently rolling topography is found in the northwest quarter of the county.

*Correspondence, Mr. H. G. Hershey, Director, Iowa Geological Survey.

Surface Waters and Drainage

The southern and south central parts of the county are drained by the Wapsipinicon River. The north central and northern sections are drained by the south and north forks of the Maquoketa River southeasterly into the Mississippi River. Present plans call for the construction of a dam on the Maquoketa River in the northeast part of Scotch Grove Township. This plan is part of the development of the proposed Indian Bluff recreational area and is discussed in further detail in the Schools, Recreation, and Conservation portion of this report.

Ground Water Resources

Generally, it may be stated that ground water resources in Jones County are excellent. Along the major streams adequate water may be obtained from the alluvial deposits adjacent to the streams. However, because of the ready availability of Silurian water, very few wells are completed in alluvium or Pleistocene gravels alone, but are continued deeper into the upper part of Silurian geological substratum. Penetration into the Silurian varies according to the water requirements of the well owner. A well of shallow penetration yields fifteen to twenty-five gallons per minute. Proportionately, a well of approximately 250 feet penetrates the entire Silurian and produces 75 gallons per minute.

Although 98% of the water produced in Jones County is obtained from the Silurian, potentially deeper water sources are available. For example, wells may be completed in the St. Peter sandstone at a depth of approximately 875 feet; and another water source, the Jordan, may be tapped at a depth of approximately 1,250 feet.

Mineral analysis of the Silurian water in Jones County indicates that it is acceptable for all drinking and domestic uses.*

Scenic Resources

Jones County is extremely fortunate to have inherited a legacy of great natural beauty. A true wilderness area lies only six miles southeast

*Ibid.

of Monticello along the Maquoketa River. This area, the site of the proposed Indian Bluff State Park, is still untouched by the hands of modern man. The area contains two old Indian campgrounds in addition to an ancient Indian stone wall. Also, there are many spectacular natural rock formations. These include many caves, Chimney Rock which towers 80 feet above the Maquoketa River, and Eagle Point Bluff overlooking the wild beauty of the Maquoketa River.

Development plans tentatively suggest the damming of the Maquoketa River. The lake, if formed according to the original plans, would have a shoreline of approximately 30 miles and a water surface area of approximately 1,000 acres. It is estimated that there are over 3,000 acres of timberland in the Indian Bluffs area.

In June 1962, the Picture Rock recreational area was opened to the public. It was developed by the Jones County Conservation Board after permission was granted by the Iowa Conservation Commission in the fall of 1961. Located in the Indian Bluffs area, the park has sixty acres which were developed for fishing, boating, hiking, and picnicking.

It is estimated that over 317,000 people live within thirty-five miles of Indian Bluffs and over 1,000,000 people live within 100 miles of the area.

A number of parks and wildlife refuges have been created and are described in some detail in the Schools, Recreation and Conservation chapter of this report. Outstanding among these are Wapsipinicon State Park and Muskrat Slough Wildlife Refuge.

Soil Considerations for Future Development

The value of soil as a factor in land use development is becoming more widely recognized. Similar to the manner in which soil analysis has served as a guide to agricultural management practices in the past, soil analysis can reveal important factors relative to the potential of lands for residential, industrial, and even recreational use.

General Comments Relative to Soils Influence on Development

Certain factors should be considered in evaluating how soils bear on future development. One such factor is the extent to which artificial drainage can influence the agricultural productivity of Jones County soils. A large amount of the nearly level and gently sloping land not on ridge tops already has or needs artificial drainage for optimum returns from cultivation. In contrast, sloping lands need protection from erosion.

The surface of most of the upland in the county is loess, a smaller part is glacial material. A large percent of the loess is over four feet thick. The remainder of the loess surfaced area in the county is underlain with glacial material or limestone bedrock.

Native vegetation consisted of a succession of timber and prairie in most of the county with moderately dark colored soils developing. Timber was dominant along the eastern edge of the county and bordering the Wapcipinicon River with light colored soils developing. Prairie vegetation was dominant in the extreme northeast and in the area southwest of the Wapsipinicon River with dark colored soils developing.

Jones County Soil Associations

Following are the typical characteristics of major soil associations found in Jones County. A reference number is given with each soil association group. By referring to the map, "Soil Associations," these reference numbers indicate the extent and location of the soils association groups.

Areas dominated by nearly level and gently sloping dark colored soils formed in alluvium.

7. Judson-Kennebec - Colo association: deep, well to poorly drained, medium to moderately fine textured alluvial soils. Minor areas of more sloping adjacent uplands are included.
- 11 Dickinson-Waukegan association: well to excessively drained, medium and coarse textured outwash soils.

Areas dominated by nearly level and gently sloping dark colored, well to poorly drained soils.

- 62 Kenyon-Floyd-Clyde association: deep, medium textured soils developed in glacial materials.
- 65 Dinsdale-Klinger-Maxfield association: deep, medium textured soils developed in loess 15 to 40 inches thick overlying glacial materials. The well drained Dinsdale soils are sometimes on moderately sloping topography.
- 79 Tama-Muscatine-Dinsdale association: deep, medium textured soils developed in loess or in loess over glacial materials. Only minor area of poorly drained soils occurs in the association.

Areas dominated by moderately sloping, moderately dark colored, medium textured, well drained, deep soils.

- 59 Downs-Dinsdale and Kenyon association: soils developed in loess, glacial materials or in loess over glacial material. Some gently rolling slopes are included.
- 69 Downs association: moderately dark colored soils developed in loess.
- 77 Kenyon-Dinsdale association: soils developed in glacial materials or in loess over glacial materials.

Areas dominated by moderately sloping and sloping, light to moderately dark colored, deep well drained soils:

- 70 Fayette-Orwood-Chelsea association: developed in loess, sand and a combination of loess and sand.

Areas dominated by moderately sloping to very strongly sloping, deep, well drained soils.

- 71 Fayette-Coggan association: soils formed in loess on moderately sloping ridge tops which break sharply to soils formed in glacial material on strongly sloping and very strongly sloping side slopes. Soils are light colored.

- 80 Downs-Orwood association: moderately dark colored soils developed in loess and a loess-sand combination.
- 81 Fayette Association: soils developed in loess and are light colored. Moderately sloping ridge tops break sharply to strongly and very strongly sloping side slopes. Limestone bedrock is sometimes within 40" depth on the very strongly sloping areas.
- 82 Downs association: moderately dark colored soils developed in loess.

Areas dominated by nearly level to very strongly sloping medium textured soils very shallow to very deep over limestone bedrock.

- 67 Dubuque-Steep Stoney Land - Dorchester association: light colored soils developed in loess over limestone bedrock and deep alluvium.
- 73 Rockton-Ostrander-Sogn association: dark colored soils developed in glacial or residual material over limestone bedrock and in deep glacial materials.

Rating Limitations Defined

In evaluating the suitability of soils for various uses, it is necessary to utilize certain limiting factors. These factors and the extent to which they are present (or lacking) in certain soil association groups determine the suitability of that soil association group for a particular use.

The accepted method of rating soils usually is stated in terms of limitations. Soils are defined herein as having limitations ranging from slight to very severe (slight, moderate, severe, very severe). A soil with a slight limitation for a particular use is actually well suited for that use, while a soil having very severe or even severe limitations for such use is not normally suitable for that use.

Following is the method used to define such limitations for various possible alternative developments.

Agriculture

Slight -

Slopes range from 0 to 5 percent.

Soils are well to moderately well drained or have been artificially drained.

Areas are not subject to flooding or are protected from flooding.

Soils are medium textured and at least 30 inches to bedrock, sand or gravel.

Moderate -

Slopes range from 5 to 14 percent.

Soils are well to somewhat poorly drained or have been artificially drained if poorly drained.

Area may be subject to occasional flooding with no protection provided.

Soils are medium to moderately coarse (sandy loam) textured.

Soils may be medium textured 15 to 30 inches deep above bedrock or sand or gravel where this is the only factor outside the slight limitation rating.

Soils may be medium textured 30 to 50 inches deep above bedrock or sand or gravel where artificial drainage has been provided on poorly drained soils.

Severe -

Slopes range from 14 to 18 percent.

Artificial drainage has not been provided on poorly drained soils.

Areas subject to frequent flooding.

Soils coarse textured (loamy sand or sandier) and over 30 inches deep over bedrock.

Poorly drained, medium textured soils 30 to 50 inches deep to bedrock, sand or gravel which have not been artificially drained.

Poorly drained, medium textured soils 15 to 30 inches deep to bedrock, sand or gravel.

Very Severe -

Slopes are greater than 18 percent.
Artificial drainage has not been provided on
very poorly drained soils.
Soils are moderately coarse or coarse textured
and 15 to 30 inches over bedrock.
Soils are less than 15 inches deep over bedrock.

Highways - Road Fills

Slight - (AASHO - A-2, and A-4)

Texture is loamy sand to clay loam.
Soil is well or moderately well drained.
Soil is over 4 feet thick.
Organic matter content is low (less than 3 percent).

Moderate - (AASHO - A-4 with some A-2 and some A-6)

Texture is sand, or silty.
Soil is somewhat poorly drained.
Soil is 15 to 48 inches thick over hard bedrock.
Organic matter content is 3 to 10 percent.
Areas are not subject to flooding.
Slopes range from 14 to 18 percent.

Severe - (AASHO - A-6 with some A-4 and some A-7)

Texture is clayey.
Soil is poorly drained.
Soil is less than 15 inches thick over hard bedrock
or 30 to 48 inches over shale.
Organic matter content is 10 to 30 percent.
Areas are subject to flooding.
Slopes are greater than 18 percent.

Very Severe - (AASHO - A-7)

Soil is less than 30 inches thick over shale.
Organic matter content is over 30 percent.

Septic Tanks

Slight -

Slopes range from 0 to 5 percent.

Soils are well drained with seasonal water table below four feet.

Soils are medium textured with moderate permeability and are over 50 inches deep.

Areas are not subject to flooding.

Moderate -

Slopes range from 5 to 14 percent.

Soils are moderately well to somewhat poorly drained with seasonal water table below 42 inches naturally or through use of artificial drainage.

Soils are medium textured with moderate or moderately slow permeability and over 30 inches deep to bedrock, sand or gravel or moderately coarse to coarse textured over 5 feet.

Areas with deep soils are not subject to flooding.

Severe -

Slopes range from 14 to 18 percent.

Soils are somewhat poorly to poorly drained with seasonal water table below 42 inches through use of artificial drainage.

Soils are medium textured with slow permeability and over 15 inches deep to bedrock or moderately coarse to coarse textured over 30 inches deep to bedrock.

Areas are not subject to more than occasional flooding or are protected from flooding.

Very Severe -

Slopes are greater than 18 percent.

Soils are poorly to very poorly drained.

Soils are 15 to 30 inches to shale of very slow permeability or are less than 15 inches to bedrock.

Areas are subject to flooding.

Cottages and Utility Buildings

Slight -

Slopes range from 0 to 6 percent.

Soils are well or moderately well drained with no ponding and seasonal high water table below four foot depth.

Soils are over 6 feet deep to bedrock.

Areas are not subject to flooding.

Moderate -

Slopes range from 6 to 15 percent.

Soils are well or moderately well drained with occasional ponding or are somewhat poorly drained with no ponding and seasonal high water table is between two and four feet in depth.

Soils are 3 to 6 feet deep to hard bedrock.

Areas are not subject to flooding.

Severe -

Slopes are greater than 15 percent.

Soils are somewhat poorly drained with occasional ponding or poorly drained with no ponding and seasonal high water table is less than a two foot depth.

Soils are less than three feet deep over hard bedrock.

Areas are subject to occasional flooding.

Very Severe -

Soils are poorly drained with some ponding.

Organic matter content is over 30 percent.

Soils are less than 6 feet deep over shale.

Intensive Camp Areas -

Slight -

Slopes range from 0 to 6 percent.

Soils are well or moderately well drained with no ponding and seasonal high water table is below 3 feet in depth.

Texture is sandy loam to loam with very rapid to moderate permeability.

Areas are not subject to flooding.

Moderate -

Slopes range from 6 to 15 percent.

Soils are well or moderately well drained with occasional ponding or somewhat poorly drained with no ponding with a seasonal high water table below a 3 foot depth.

Texture is loamy sand, silt loam, silty clay loam, clay loam, or sandy clay loam with moderately slow or slow permeability.

Areas are not subject to flooding.

Severe -

Slopes are greater than 15 percent.

Soils are somewhat poorly drained with occasional ponding or poorly drained with no ponding with a seasonal high water table at less than a two-foot depth.

Texture is clayey, organic or loose sand. Rocks and stones are common.

Areas are subject to occasional flooding.

Very Severe -

Soils are very poorly drained, ponding is common.

Rocks and stones are dominant.

Flooding is common.

Intensive Picnic Areas

Slight -

Slopes range from 0 to 6 percent.

Soils are well or moderately well drained with no ponding and seasonal high water table is below 3 foot depth.

Texture is sandy loam to loam with very rapid to moderate permeability.

Areas are not subject to flooding.

Moderate -

Slopes range from 6 to 15 percent.

Soils are well or moderately well drained with occasional ponding or somewhat poorly drained with no ponding with a seasonal high water table below a 3 foot depth.

Texture is silt loam, silty clay loam, loam, clay loam, or sandy clay loam with permeability no slower than moderately slow or slow, .

Areas are subject to occasional flooding.

Severe -

Slopes are greater than 15 percent.

Soils are imperfectly drained with occasional ponding, or poorly drained with no ponding, with a seasonal high water table at less than a 2 foot depth.

Texture is loamy sand, loose sand, clayey or organic.

Rocks and stones are common.

Areas are subject to flooding several times during picnic season.

Very Severe -

Soils are very poorly drained and ponding is common.

Rocks and stones are dominant.

Flooding is frequent.

Intensive Play Areas

Slight -

Slopes range from 0 to 2 percent.
Soils are well or moderately well drained with no ponding.
Texture is sandy loam to loam with very rapid to moderate permeability.
Soils is over 5 feet deep over bedrock.
Rocks and stones are absent or rare.
Areas are not subject to flooding.

Moderate -

Slopes range from 2 to 6 percent.
Soils are well or moderately well drained with occasional ponding or somewhat poorly drained with no ponding.
Texture is loamy sand, sandy clay loam, clay loam, silty clay loam, or silt loam.
Soil is 2 to 5 feet deep over hard bedrock.
Rocks and stones are rare to occasional.
Areas are not subject to flooding.

Very Severe -

Soils are poorly drained with some ponding or very poorly drained.
Texture is organic.
Soil is less than 2 feet over shale.
Rocks and stones are common to many.
Areas are subject to flooding.

Paths and Trails

Slight -

Slopes range from 0 to 12 percent.
Soils are well or moderately well drained.
Texture is sandy loam to loam.
Rocks and stones are not common.
Areas are not subject to flooding.

Moderate -

Slopes range from 12 to 20 percent.
Soils are well or moderately well drained and
subject to ponding or somewhat poorly drained.
Texture is loamy sand, silt loam, sandy clay loam,
clay loam, and sandy clay.
Rocks and stones are common.
Areas are subject to occasional flooding.

Severe -

Slopes are greater than 20 percent.
Soils are somewhat poorly drained with ponding or
are poorly drained.
Texture is silty clay, clay, or loose sand.
Rocks and stones are common to many.
Areas are subject to regular flooding.

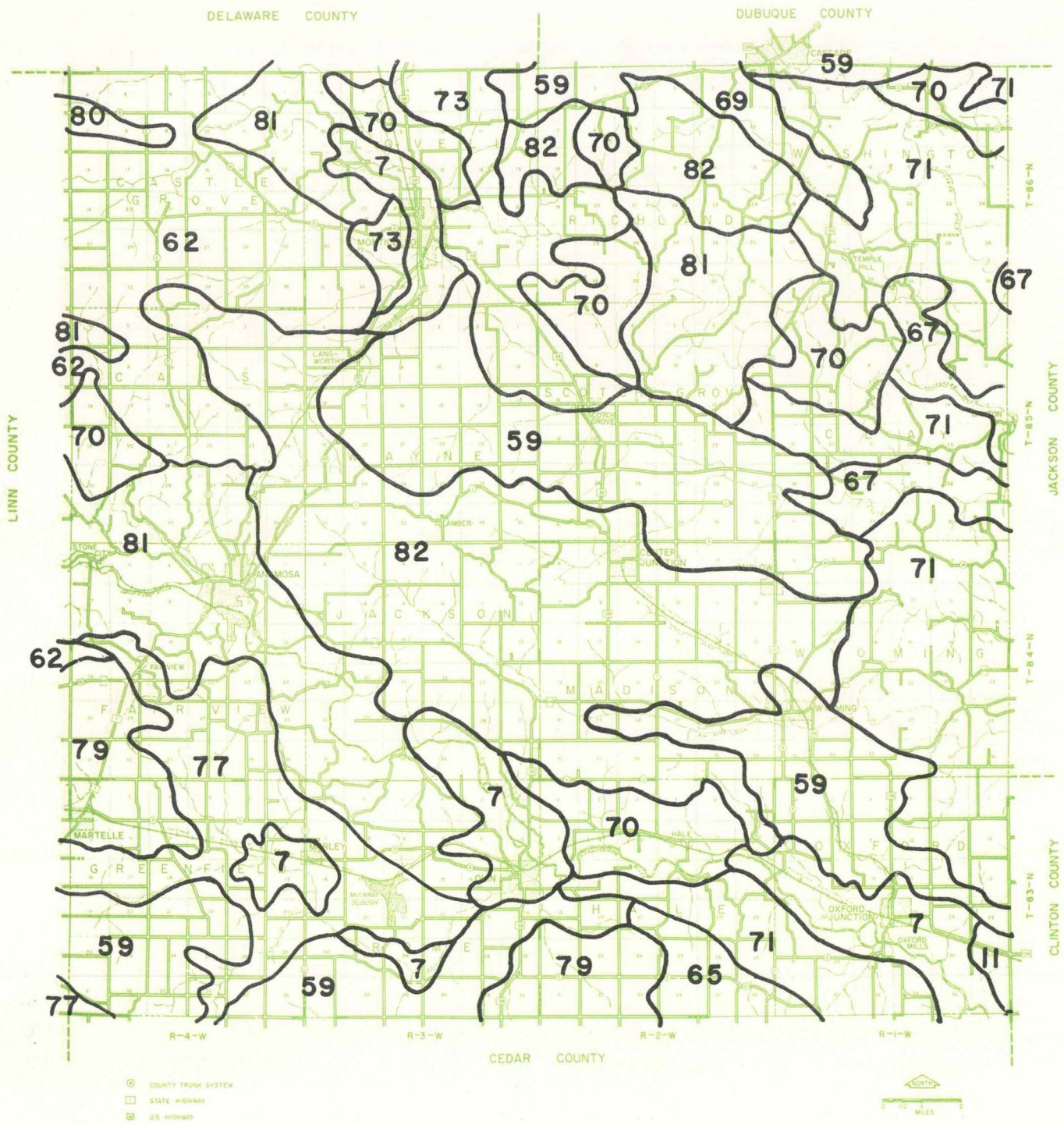
Very Severe -

Texture is organic.
Rocks and stones are dominant.
Areas are subject to frequent flooding.

Use Limitations of Jones County Soils

As illustrated on the map, "Soil Associations," the largest soil association groups in Jones County are the Downs Soils (82), the Fayette Soils (81), and the Fayette-Coggan Soils (71). The Downs-Kenyon-Dinsdale Group (59) and the Kenyon-Floyd-Clyde Group (62) also account for a major portion of Jones County soils. For the most part, these are soils with only slight to moderate limitations for agricultural uses, while having generally moderate, severe, or very severe limitations for other uses such as septic tanks, highway construction, recreational or cottage areas.

A detailed breakdown of the limitations of each soil for the various uses is indicated in the table, "Use Limitations of Jones County Soils."



SOIL ASSOCIATIONS

JONES COUNTY, IOWA

- 7 JUDSON-KENNEBEC-COLD
- 11 DICKINSON-WAUKEGAN
- 59 DOWNS-DINSDALE-KENYON
- 62 KENYON-FLOYD-CLYDE
- 65 DINSDALE-KLINGER-MAXFIELD
- 67 DUBUQUE-STEEP STONY LAND-DORCHESTER
- 69 DOWNS - 5 TO 9% SLOPES
- 70 FAYETTE-ORWOOD-CHELSEA
- 71 FAYETTE-COGGAN
- 73 ROCKTON-OSTRANDER-SOQN
- 77 KENYON - DINSDALE
- 79 TAMA-MUSCATINE-DINSDALE
- 80 DOWNS-ORWOOD
- 81 FAYETTE
- 82 DOWNS - 5 TO 24% SLOPES

URBAN PLANNING PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISIONS OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC.—PLANNING CONSULTANTS

USE LIMITATIONS OF JONES COUNTY SOILS

Association No.	Soils	Agriculture	Septic Tanks	Highways
7	Judson Kennebec Colo 0 to 2% slopes	Slight 3/	Very severe 3/	Severe 3, 4/
11	Dickinson Waukegan 0 to 5% slopes	Moderate 5/	Slight to Moderate 6/	Slight
59	Downs Kenyon Dinsdale 2 to 9% slopes	Slight to Moderate 2/	Slight to Moderate 2/4	Slight to Moderate 4/
62	Kenyon Floyd Clyde 0 to 5% slopes	Slight if drainage is provided on Floyd and Clyde	Moderate to Very Severe 2/	Moderate to Severe 1, 4/
65	Dinsdale, 2 to 9% Klinger, 1 to 4% Maxfield, 0 to 3% 0 to 9% slopes	Slight to Moderate 2/ Slight if drainage is provided	Moderate to Very Severe 1, 2/	Moderate to Severe 1, 4/
67	Dubuque, 9 to 18% S. Rough stony land, 18 to 24% slopes Dorchester 0 to 2% slopes	Moderate to Severe 2, 5/ Very Severe 2, 4/ Slight if protected from flooding	Severe 2, 4/ Very Severe 2, 4/ Very Severe 3/	Moderate to Severe 4/ Severe 2, 4/ Severe 3, 4/
69	Downs, 5 to 9% slopes	Moderate 2/	Moderate 1/	Moderate 4/
70	Fayette, 5 to 14% Orwood, 5 to 14% Chelsea, 5 to 14%	Moderate 2/ Moderate 2/ Severe 2, 5/	Moderate 2/ Moderate 2/ Moderate 2, 6/	Moderate 4/ Slight to Moderate 4/ Moderate 4/
71	Fayette, 5 to 9% Coggan, 14 to 24%	Moderate 2/ Severe to Very Severe	Moderate 2/ Very Severe 2, 4/	Moderate 4/ Moderate 2/
73	Rockton, 5 to 14% slopes Ostrander, 2 to 9% slopes Sogn, 9 to 24% slopes	Moderate to Severe 2, 5/ Slight to Moderate 2/ Very Severe 4, 5/	Severe 2, 4/ Slight to Moderate 2/ Very Severe 2, 4/	Moderate 4/ Slight Severe 2, 4/
77	Kenyon, 5 to 9% slopes Dinsdale, 5 to 9% slopes	Moderate 2/ Moderate 2/	Moderate 2, 4/ Moderate 2, 4/	Slight Moderate 4/
79	Tama, 2 to 5% slopes Muscatine, 0 to 5% slopes Dinsdale, 2 to 5% slopes	Slight Slight Slight	Slight to Moderate 4/ Moderate 1, 4/ Slight to Moderate 4/	Moderate 4/ Moderate 1, 4/ Moderate 4/
80	Downs, 5 to 24% slopes Orwood, 5 to 24% slopes	Moderate to Severe 2/ Moderate to Severe 2/	Moderate to Very Severe 3, 4/ Moderate to Very Severe 2, 4/	Moderate to Severe 2, 4/ Moderate to Severe, 2, 4/
81	Fayette, 5 to 9% slopes Fayette, 14 to 24% slopes	Slight to Moderate 2/ Severe to Very Severe 2/	Moderate 2, 4/ Severe to Very Severe, 2, 4/	Moderate 4/ Moderate to Severe 2, 4/
82	Downs, 5 to 24% slopes	Moderate to Very Severe 2/	Moderate to Very Severe 2, 4/	Moderate to Severe 2, 4/

Footnotes to Use Limitations

- 1/ Limitations are due to seasonal high water table.
- 2/ Limitations are due to slope.
- 3/ Limitations are due to seasonal high water table and flooding.
- 4/ Limitations are due to materials.
- 5/ Limitations are due to moisture supplying capacity.
- 6/ Limitations are due to probability of effluent traveling long distances

Association No.	Soils	Cottages and Utility Buildings	Intensive Camp Sites	Intensive Picnic Areas	Intensive Play Areas	Paths and Trails
7	Judson Kennebec Colo 0 to 2% slopes	Slight to Moderate Moderate 3/ Severe 3/	Slight to Moderate Moderate 3/ Severe 3, 4/	Slight to Moderate Moderate 3/ Severe 3, 4/	Slight to Moderate Moderate 3/ Severe 3, 4/	Slight Moderate Moderate 3/
11	Dickinson 0 to 5% slopes Waukegan 0 to 5% slopes	Slight Slight	Slight Slight	Slight Slight	Slight to Moderate 2, 4/ Slight to Moderate 2, 4/	Slight Slight
59	Downs, 2 to 9% slopes Kenyon, 2 to 9% slopes Dinsdale, 2 to 9% slopes	Slight to Moderate 2/ Slight to Moderate 2/ Slight to Moderate 2/	Slight to Moderate 2/ Slight to Moderate 2/ Slight to Moderate 2/	Slight to Moderate Slight to Moderate Slight to Moderate	Moderate to Severe 2/ Moderate to Severe 2/ Moderate to Severe 2/	Slight Slight Slight
62	Kenyon, 2 to 5% slopes Floyd, 2 to 5% slopes Clyde, 0 to 5% slopes	Slight Moderate 1/ Severe 1/	Slight Moderate 1/ Severe 1, 4/	Slight Moderate 1/ Severe 1, 4/	Moderate Moderate to Severe 1/ Severe 1, 4/	Slight Slight to Moderate 1/ Moderate to Severe 1/
65	Maxfield, 0 to 3% slopes Dinsdale, 2 to 9% slopes Klinger, 1 to 5% slopes	Severe 1, 4/ Slight to Moderate 2/ Moderate 1/	Severe 1, 4/ Slight to Moderate 2/ Moderate 1/	Severe 1, 4/ Slight to Moderate 2/ Moderate 1/	Moderate 1, 4/ Moderate to Severe 2/ Moderate 1/	Moderate 1, 4/ Slight Slight to Moderate 1/
67	Dubuque, 9 to 18% slopes Rough, Stoney Land 18 to 24% slopes Dorchester, 0 to 2% slopes	Severe 2, 4/ Severe 2, 4/ Severe 3/	Moderate to Severe 2/ Severe 2/ Severe 3/	Severe 2/ Severe 2/ Moderate 3/	Severe to Very Severe 2/ Very Severe 2, 4/ Severe 3/	Slight to Moderate 2/ Moderate to Very Severe 4/ Moderate 3/
69	Iowa, 5 to 9% slopes	Moderate 2/	Moderate 2/	Moderate 2/	Severe 2/	Slight
70	Fayette, 5 to 14% slopes Orwood, 5 to 14% slopes Chelsea, 5 to 14% slopes	Moderate 2/ Moderate 2/ Moderate 2, 4/	Moderate 2/ Moderate 2/ Moderate 2, 4/	Moderate 2/ Moderate 2/ Moderate 2, 4/	Severe 2/ Severe 2/ Severe to Very Severe 2, 4/	Slight Slight Moderate 4/
71	Fayette, 5 to 9% slopes Coggan, 14 to 24% slopes	Moderate 2/ Severe to Very Severe 2/	Moderate 2/ Severe to Very Severe 2/	Moderate 2/ Severe to Very Severe 2/	Severe 2/ Very Severe 2/	Slight Slight to Moderate 2/
73	Rockton, 5 to 14% slopes Ostrander, 2 to 9% slopes Sogn, 9 to 24% slopes	Severe 2, 4/ Slight to Moderate 2/ Severe 2, 4/	Moderate 2/ Slight to Moderate 2/ Severe 2/	Moderate 2/ Slight to Moderate 2/ Severe 2/	Severe 2/ Moderate to Severe 2/ Very Severe 2, 4/	Slight Slight Moderate 2, 4/
77	Kenyon, 5 to 9% slopes Dinsdale, 5 to 9% slopes	Moderate 2/ Moderate 2/	Moderate 2/ Moderate 2/	Moderate 2/ Moderate 2/	Severe 2/ Severe 2/	Slight Slight
79	Tama, 2 to 5% slopes Muscatine, 1 to 5% slopes Dinsdale, 2 to 5% slopes	Slight Moderate 1/ Slight	Slight Moderate 1/ Slight	Slight Moderate 1/ Slight	Moderate 2/ Moderate 1, 2/ Moderate 2/	Slight Slight Slight
80	Downs, 5 to 24% slopes Orwood, 5 to 24% slopes	Moderate to Very Severe 2/ Moderate to Very Severe 2/	Moderate to Very Severe 2/ Moderate to Very Severe 2/	Moderate to Very Severe 2/ Moderate to Very Severe 2/	Severe to Very Severe 2/ Severe to Very Severe 2/	Slight to Moderate 2/ Slight to Moderate 2/
81	Fayette, 5 to 9% slopes Fayette, 14 to 24% slopes	Moderate 2/ Severe to Very Severe 2/	Moderate 2/ Severe to Very Severe 2/	Moderate 2/ Severe to Very Severe 2/	Severe 2/ Severe to Very Severe 2, 4/	Slight Slight to Moderate 2/
82	Downs, 5 to 24% slopes	Moderate to Very Severe 2/	Moderate to Very Severe 2/	Moderate to Very Severe 2/	Severe to Very Severe 2/	Slight to Moderate 2/

The Present County -

How Its Land Is Used

Early in 1966 an extensive survey and study of all types of development in Jones County was completed. A primary purpose for such a study of this existing use of land is to form a logical basis for development of a proposed zoning regulation.

In this 1966 land use survey, all lots, parcels, and large acreages were investigated to determine how these lands were being used. The entire county area was surveyed in this manner and the resulting information was mapped.

The existing land uses of the eight incorporated towns (Anamosa was previously surveyed under its own program) were investigated individually. The types of development in the urbanized unincorporated areas also were mapped separately.

For purposes of classification, Jones County rural and urban land uses were surveyed and the information was mapped as follows:

Residential

Single-Family
Two-Family
Multi-Family
Mobile Home

Commercial

Industrial

Light
Heavy

Public and Semi-Public

Railroads

Roads, Streets, and Alleys

Vacant

DELAWARE COUNTY

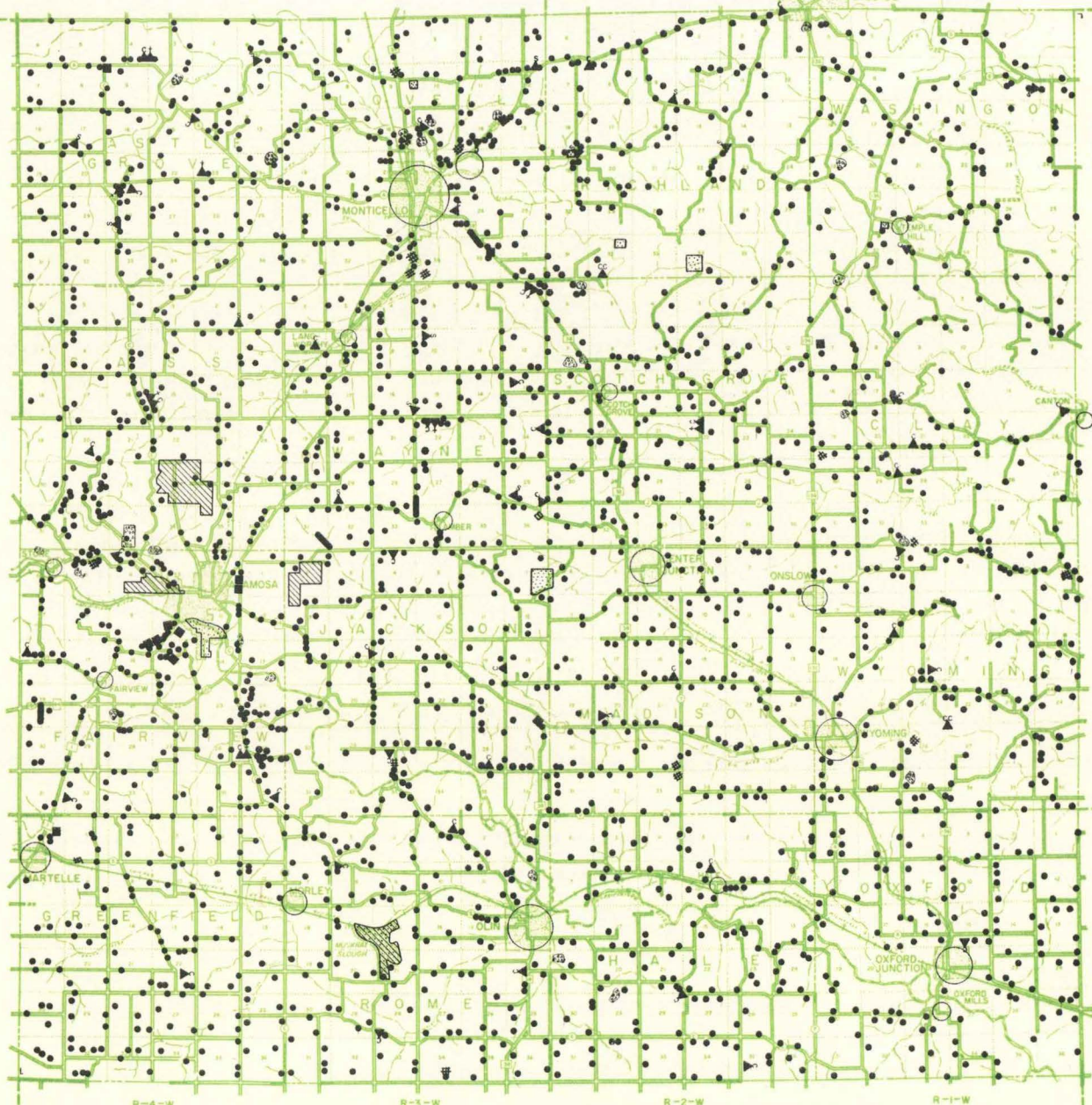
DUBUQUE COUNTY

LINN COUNTY

JACKSON COUNTY

CLINTON COUNTY

CEDAR COUNTY



- COUNTY TRUNK SYSTEM
- STATE HIGHWAY
- ⊞ U.S. HIGHWAY



EXISTING LAND USE

JONES COUNTY, IOWA

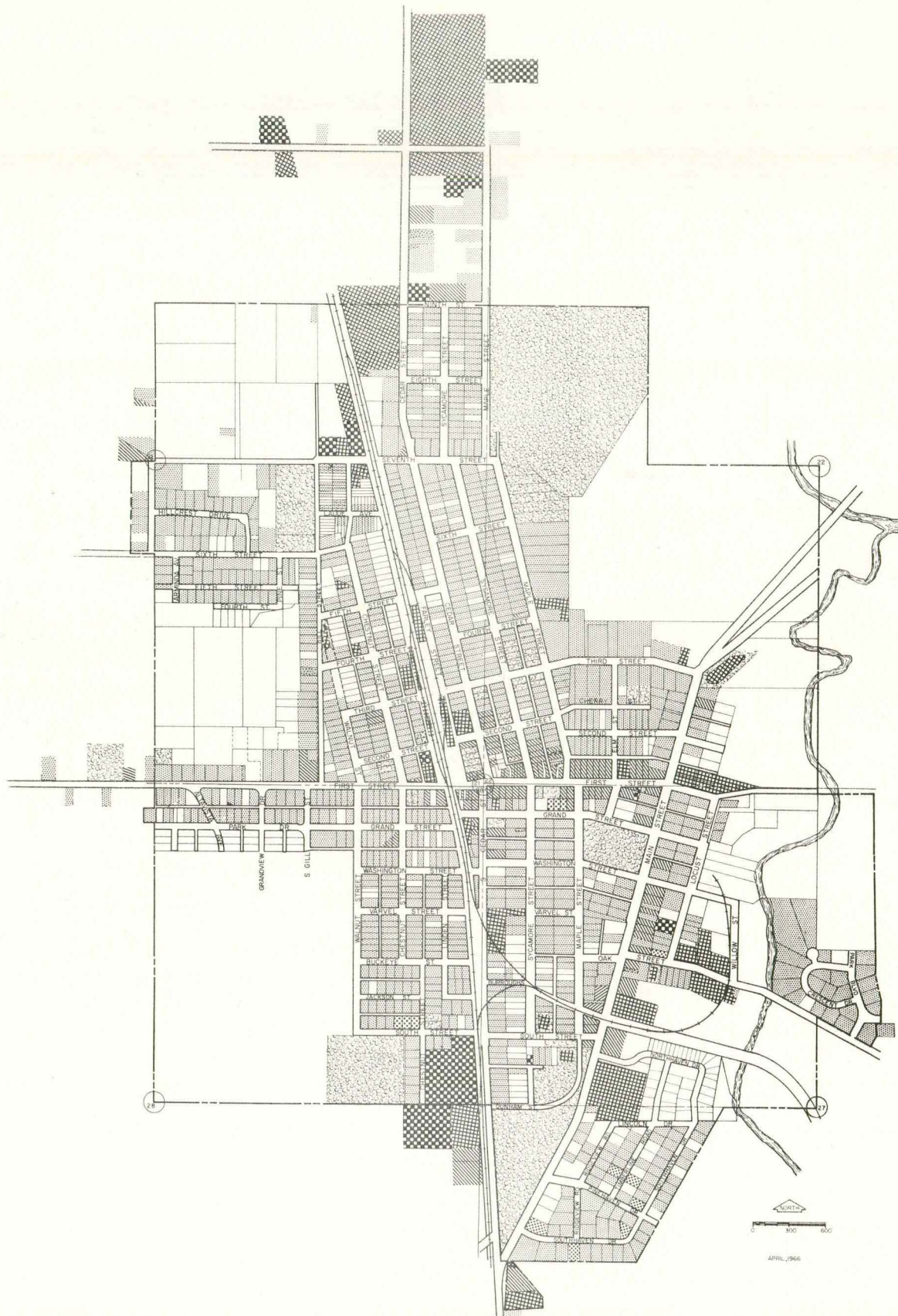
- RESIDENTIAL
- ▲ CHURCH
- ◼ CEMETERY
- ▲ SCHOOL
- ▲ CHURCH CAMP
- ◼ RECREATIONAL
- ◼ COUNTY FARM
- ◼ STATE FARM
- ◼ MUSKRAT SLOUGH
- ◼ COMMERCIAL
- ◼ AIR STRIP
- ◼ INDUSTRIAL
- ◼ EXTRACTIVE
- ▲ SAW MILL

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 56th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.









THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

NOTE: FOR LAND USE IN CITIES, TOWNS AND
 CONGESTED AREAS, SEE DETAILED MAPS.
 THE GENERAL LOCATION OF THESE AREAS
 IS INDICATED BY A LARGE CIRCLE.

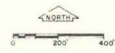
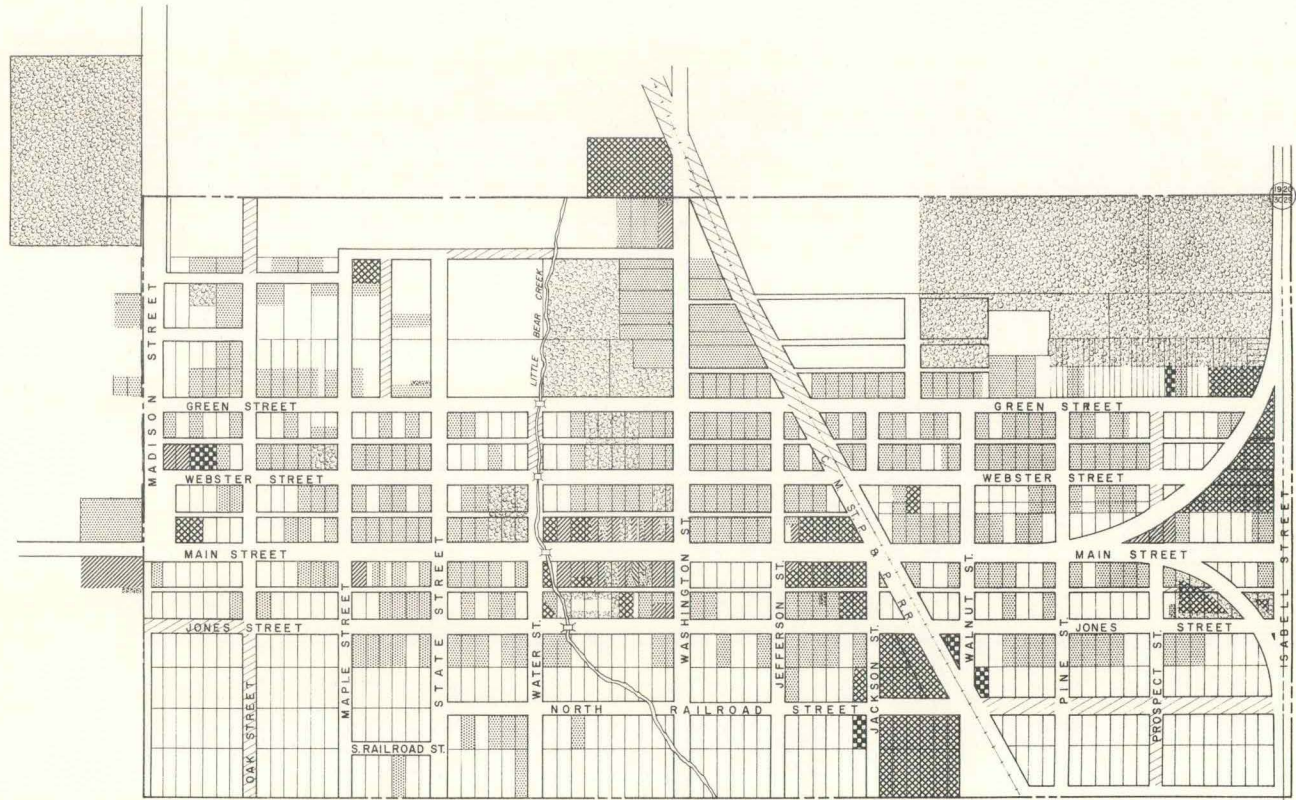


EXISTING LAND USE
MONTICELLO, IOWA

-  SINGLE FAMILY RESIDENTIAL
-  TWO-FAMILY RESIDENTIAL
-  MULTI-FAMILY RESIDENTIAL
-  MOBILE HOME
-  COMMERCIAL
-  PUBLIC & SEMI-PUBLIC
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
PROVISION OF CHAPTER 280, LAWS OF THE 58th
GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT 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.



APRIL, 1966

EXISTING LAND USE

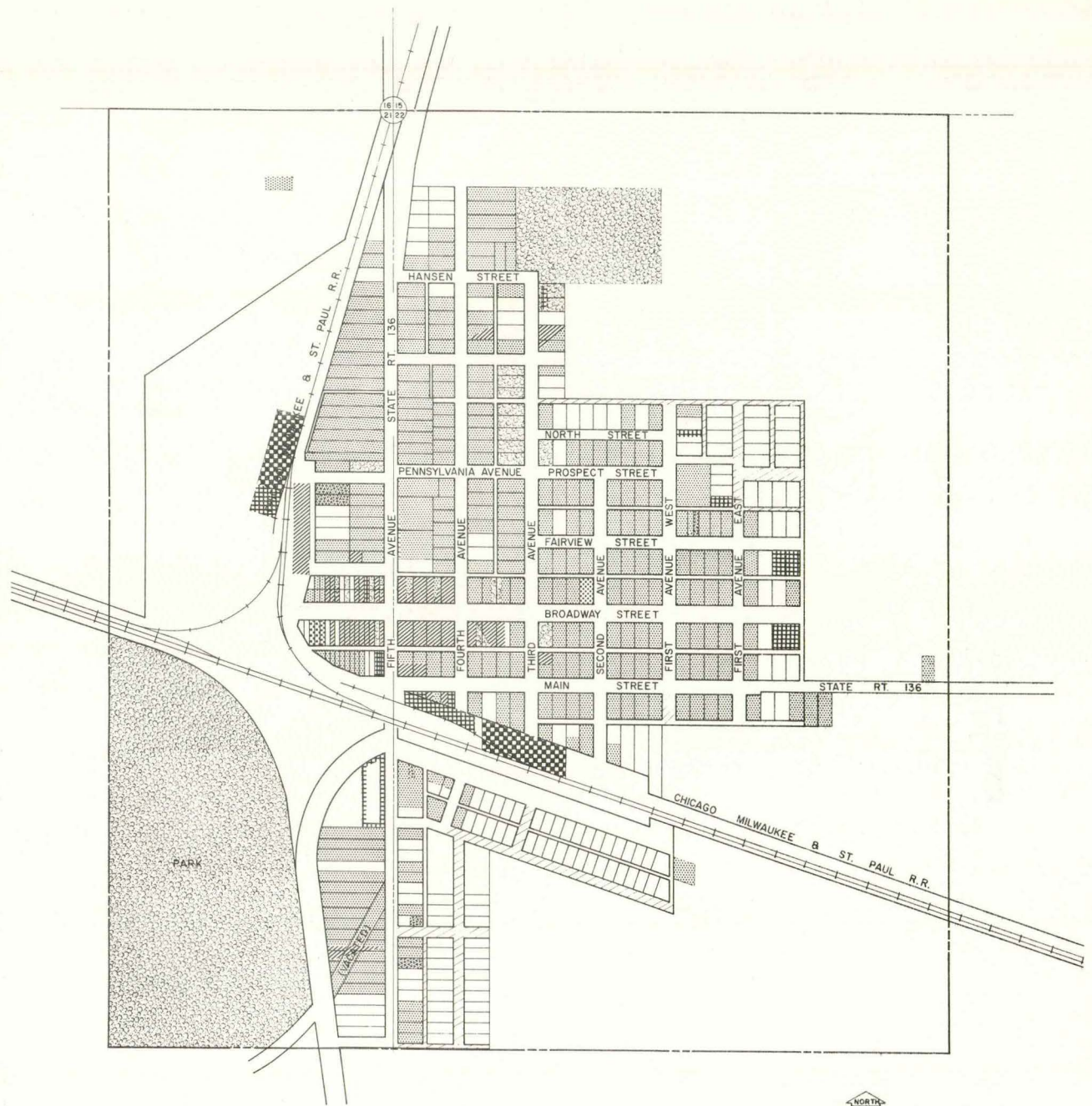
WYOMING, IOWA

- SINGLE FAMILY RESIDENTIAL
- TWO-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- MOBILE HOME
- COMMERCIAL
- PUBLIC & SEMI-PUBLIC
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.








THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS



EXISTING LAND USE

OXFORD JUNCTION, IOWA

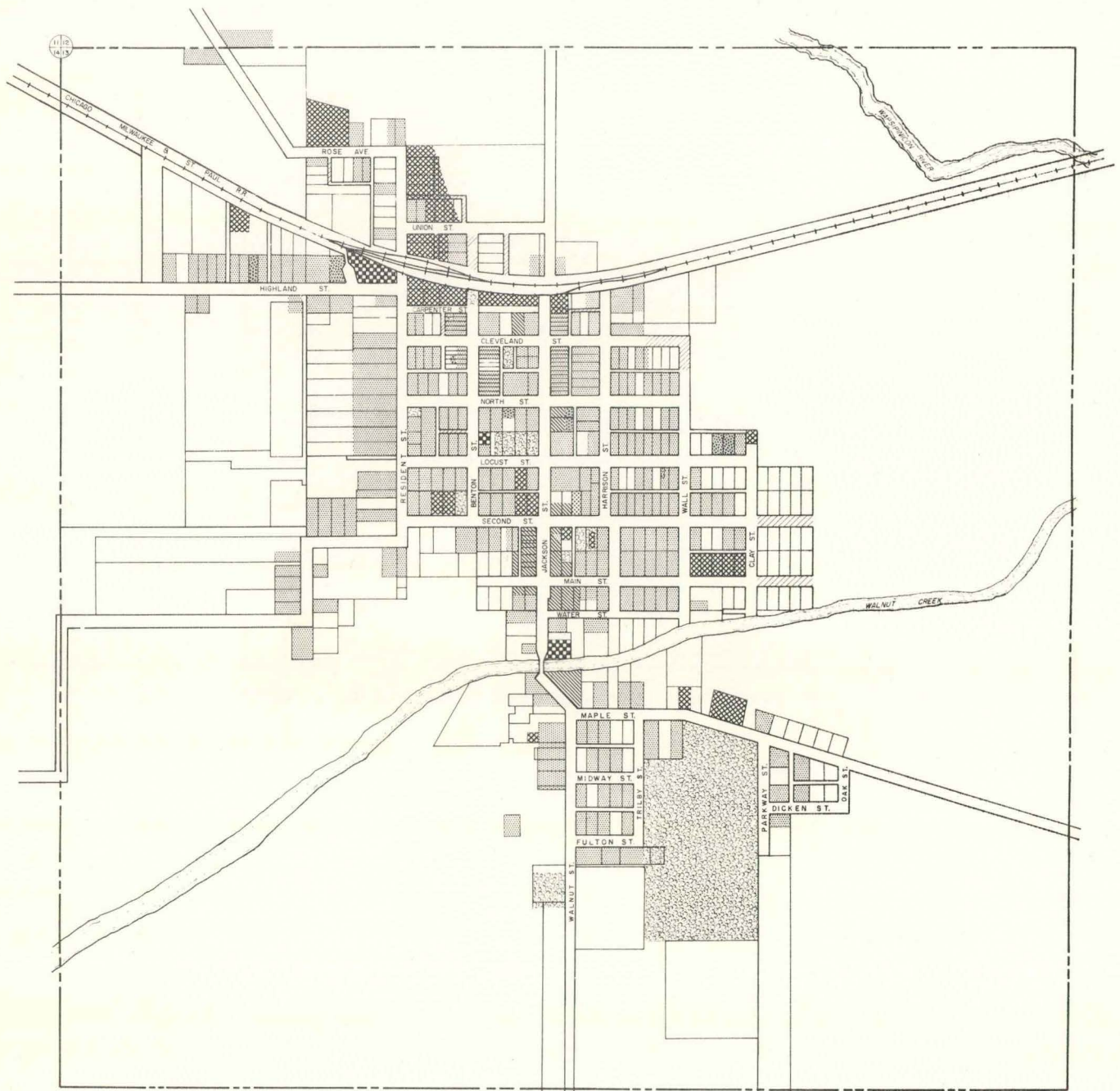
-  SINGLE FAMILY RESIDENTIAL
-  TWO-FAMILY RESIDENTIAL
-  MULTI-FAMILY RESIDENTIAL
-  MOBILE HOME
-  COMMERCIAL
-  PUBLIC & SEMI-PUBLIC
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

APRIL, 1966



EXISTING LAND USE

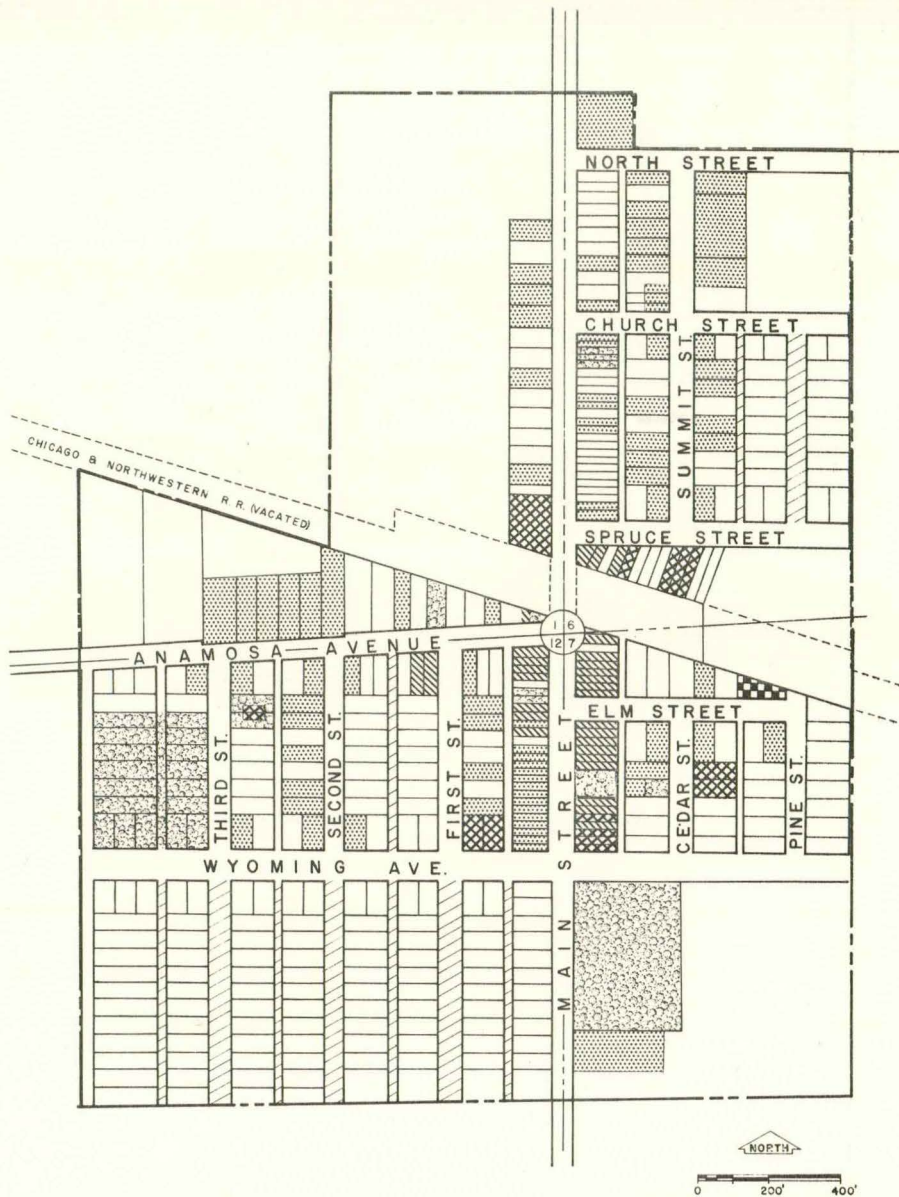
OLIN, IOWA

- SINGLE FAMILY RESIDENTIAL
- TWO-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- MOBILE HOME
- COMMERCIAL
- PUBLIC & SEMI-PUBLIC
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC.—PLANNING CONSULTANTS











0 200' 400'

APRIL, 1966

EXISTING LAND USE

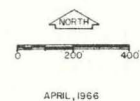
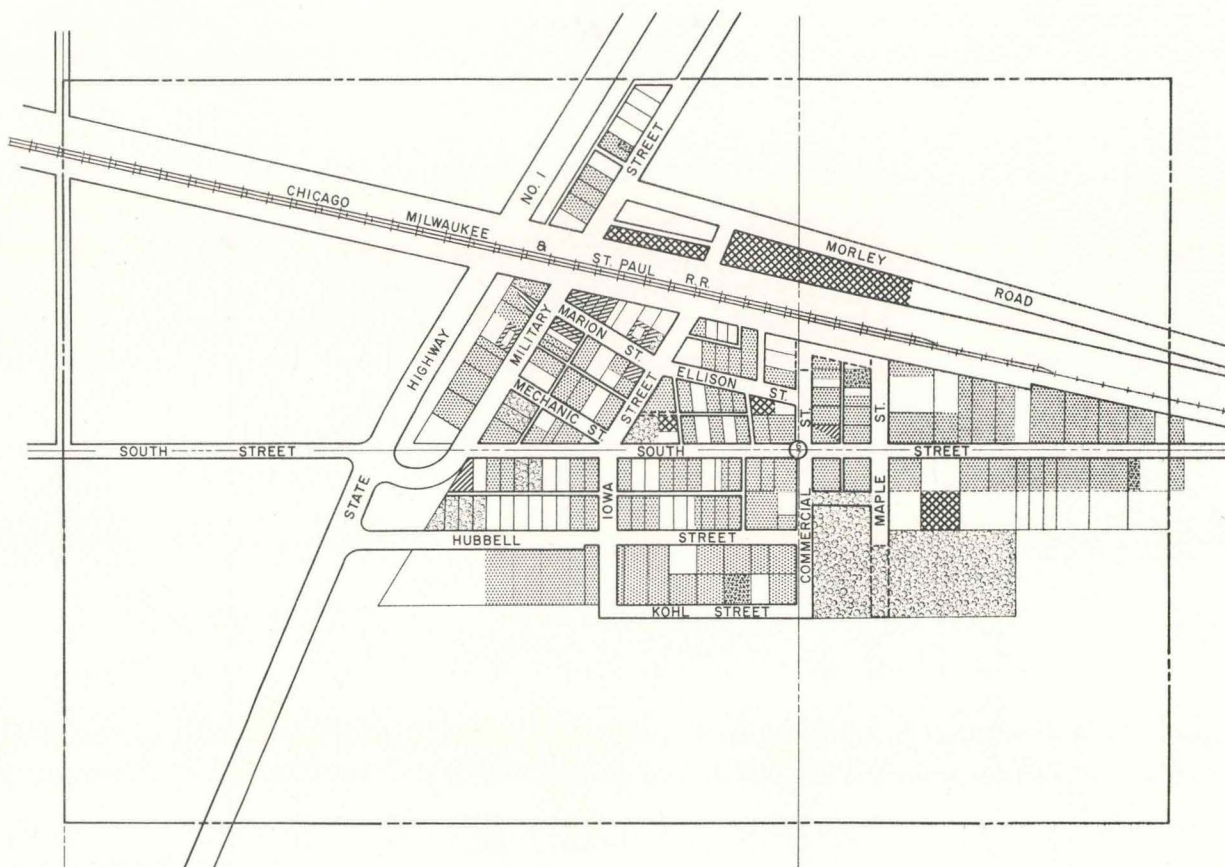
ONSLow, IOWA

-  SINGLE FAMILY RESIDENTIAL
-  TWO-FAMILY RESIDENTIAL
-  MULTI-FAMILY RESIDENTIAL
-  MOBILE HOME
-  COMMERCIAL
-  PUBLIC & SEMI-PUBLIC
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 260, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS



APRIL, 1966

EXISTING LAND USE

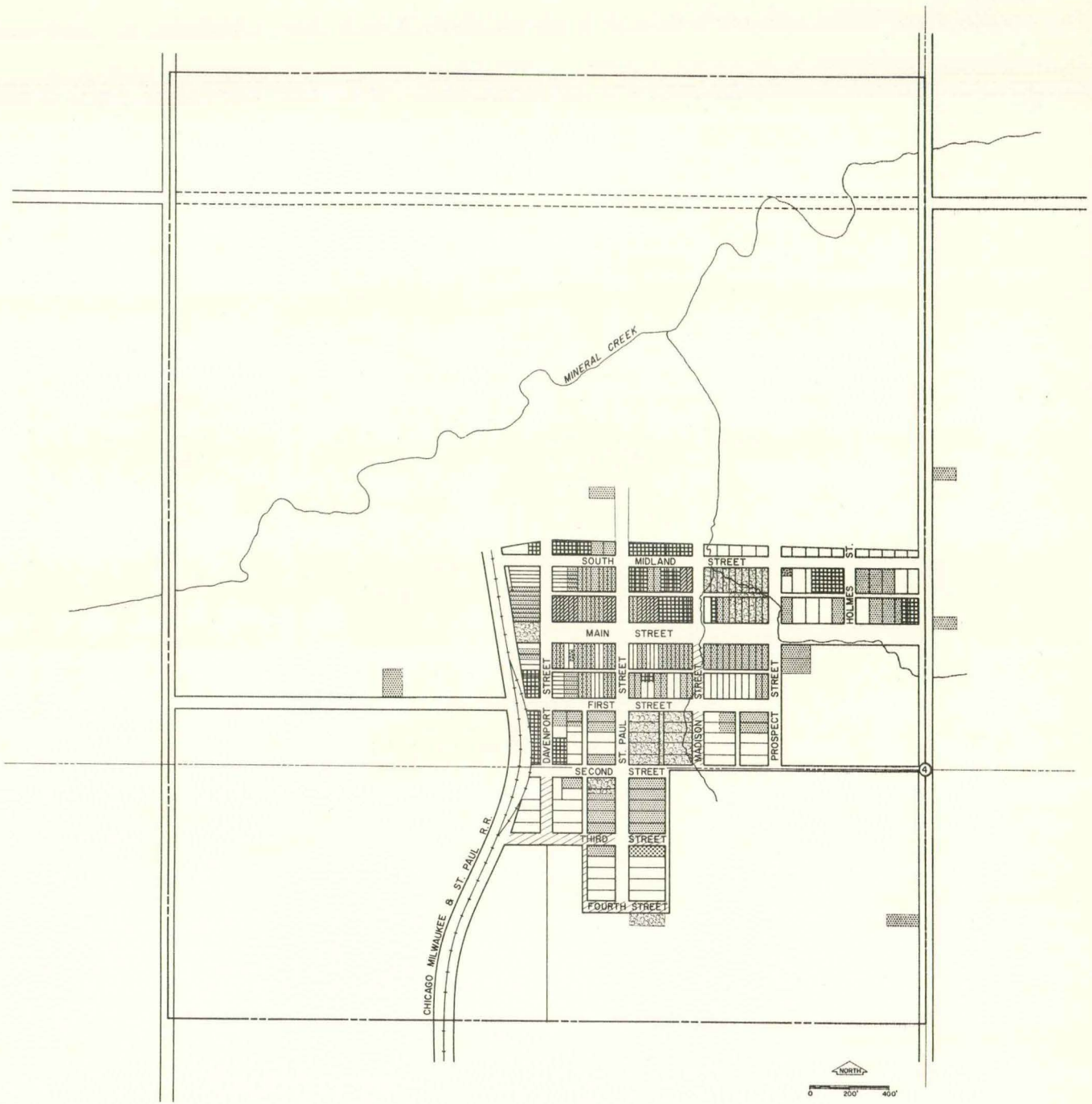
MARTELLE, IOWA

- SINGLE FAMILY RESIDENTIAL
- TWO-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- MOBILE HOME
- COMMERCIAL
- PUBLIC & SEMI-PUBLIC
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC.—PLANNING CONSULTANTS



APRIL, 1966

EXISTING LAND USE

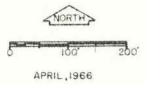
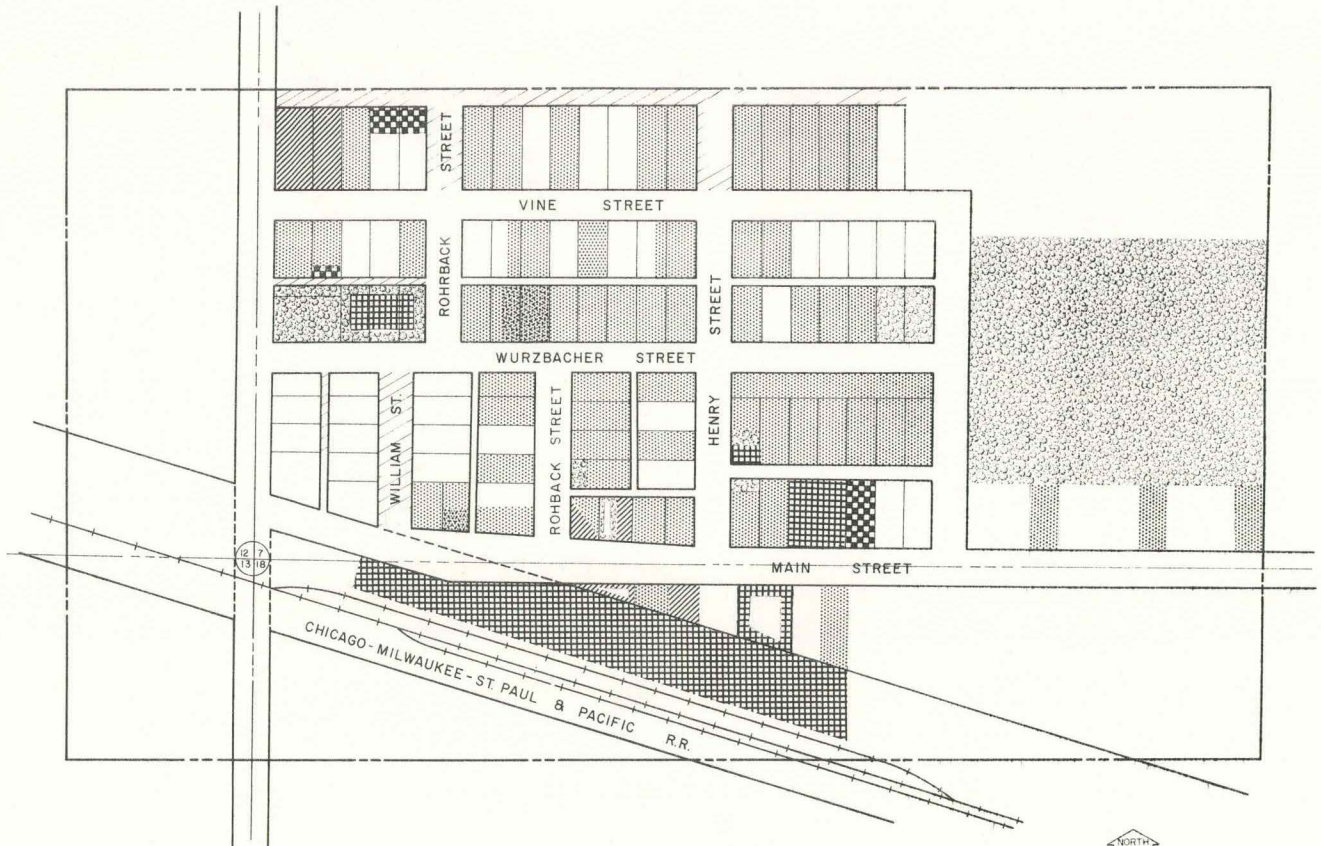
CENTER JUNCTION, IOWA

- SINGLE FAMILY RESIDENTIAL
- TWO-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- MOBILE HOME
- COMMERCIAL
- PUBLIC & SEMI-PUBLIC
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS



EXISTING LAND USE

MORLEY, IOWA

-  SINGLE FAMILY RESIDENTIAL
-  TWO-FAMILY RESIDENTIAL
-  MULTI-FAMILY RESIDENTIAL
-  MOBILE HOME
-  COMMERCIAL
-  PUBLIC & SEMI-PUBLIC
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL

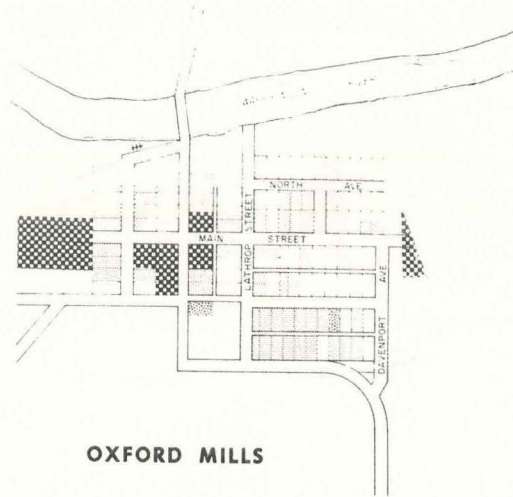
URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

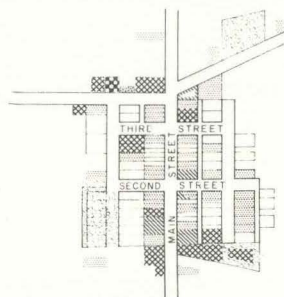
JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS



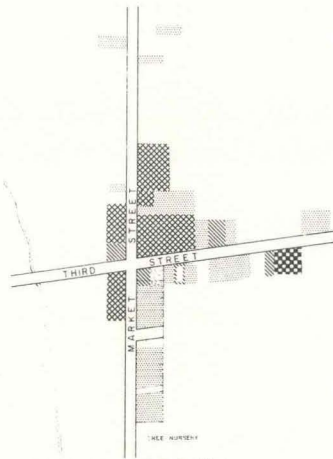
CANTON



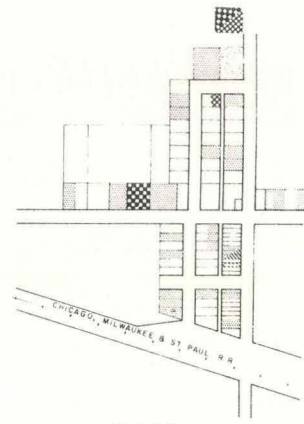
OXFORD MILLS



AMBER



SCOTCH GROVE



HALE

- SINGLE FAMILY RESIDENTIAL
- TWO-FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- MOBILE HOME
- COMMERCIAL
- PUBLIC & SEMI-PUBLIC
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL

EXISTING LAND USE

UNINCORPORATED TOWNS, JONES COUNTY, IOWA

URBAN PLANNING GRANT PROJECT NO IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 260, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT FROM THE UR-
 BAN RENEWAL ADMINISTRATION OF THE HOUSING AND
 HOME FINANCE AGENCY, UNDER THE URBAN PLAN-
 NING ASSISTANCE PROGRAM AUTHORIZED BY SECTION
 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

Existing Patterns of Development

Following the County-wide land use survey and mapping, the following were found to be the amounts of development in various types of uses in the incorporated areas as well as the unincorporated areas.

Existing Land Use Jones County Corporate Areas (figures indicate acreage)

	Monticello	Morley	Martelle	Onslow	Wyoming	Center Jct.	Olin	Oxford Jct.
Residential								
one & two family	210.6	7.7	20.0	12.3	50.4	12.1	47.8	51.2
multi-family	1.0	- -	- - -	- - -	- - -	- - -	- -	.1
Commercial	18.2	.6	1.1	1.7	2.8	1.0	2.8	4.5
Light Industrial	28.5	2.7	2.8	1.9	11.5	3.5	8.0	2.8
Heavy Industrial	10.6	.6	- - -	.2	1.0	- - -	1.2	2.4
Public and Semi-pub.	76.7	5.6	7.1	6.2	33.3	4.4	17.4	42.5
Railroad	15.6	4.9	18.4	- - -	6.9	5.7	13.1	20.7
Streets and Alleys	117.5	9.6	25.4	19.6	76.0	24.3	52.2	42.9
Total Developed	478.7	31.7	74.8	41.9	181.9	51.0	142.5	167.1
Vacant	414.8	22.7	138.0	87.8	131.9	373.2	551.7	223.3
Total Corp. Area	893.5	54.4	212.8	129.7	313.8	424.2	694.2	390.4

The foregoing figures represent total acreages of the various types of development for each of the individual corporate areas as shown. Where no acreage is indicated for a specific type of use in the table, no development of sufficient acreage to be significant was found to exist.

The existing land use in unincorporated areas of the county was tabulated in a somewhat different manner. County land use tabulations are developed in a more generalized manner being estimated on number of developments or uses and estimated average land consumption of each such use.

The following table indicates estimated land use of the unincorporated portion of the county.

Existing Land Use - Unincorporated Areas

Residential			1096.0 Acres
Public and Semi-public			2569.7 "
Church (8)*	8.0 Acres		
Cemetery (48)	120.0	"	
School (13)	26.0	"	
Church Camp (2)	10.0	"	
Recreational (7)	933.4	"	
County and State			
Farms (4)	1448.3	"	
Airstrips (4)	24.0	"	
Commercial (13)			50.6 "
Industrial			191.0 "
Non-extractive (16)	82.4	"	
Extractive (21)	108.6	"	
Sawmill (1)	3.0	"	
Highways			8955.8 "
Railroads			634.5 "
TOTAL			13,497.6 "

For purposes of evaluating land use data, the above acreage figures must be transformed into a comparable basis. There are two such bases frequently utilized in planning studies. The data for the corporate areas may be compared as either percentage each type of use occupies of the total developed area of the community, or as the number of acres each type of use occupies for each 100 persons in the community.

The following table shows Jones County communities on a comparable basis with each category of land use represented as number of acres per each 100 population of that community.

*(#) Indicates number of occurrences in unincorporated portions of county.

Existing Land Use and Population
 Jones County Corporate Areas
 (figures indicate acres per 100 pop.)

	<i>Comparison Cities</i>	<i>Monticello</i>	<i>Morley</i>	<i>Martelle</i>	<i>Onslow</i>	<i>Wyoming</i>	<i>Center Junction</i>	<i>Olin</i>	<i>Oxford Junction</i>	<i>Average (Jones Co. Corp. Areas)</i>
Residential										
one and two family	5.21	6.60	6.21	8.10	4.57	6.32	6.02	6.08	7.06	6.37
multi-family	.08	.03	- - -	- - -	- - -	- - -	- - -	- - -	.01	.02
Commercial	.57	.57	.48	.45	.63	.35	.50	.40	.62	.50
Light Industrial	.35	.89	2.18	1.13	.71	1.44	1.74	1.14	.39	1.20
Heavy Industrial	1.17	.33	.48	- - -	.07	.13	- - -	.17	.33	.25
Public and semi-pub.	1.34	2.40	4.52	2.87	2.30	4.18	2.19	2.48	5.86	3.35
Railroads	.58	.49	3.95	7.45	- - -	.87	2.84	1.86	2.86	2.90
Streets and Alleys	4.66	3.68	7.74	10.28	7.29	9.54	12.09	7.43	5.92	8.00
Total Developed	13.96	15.01	25.56	30.28	15.58	22.82	25.37	20.27	23.05	22.24
Vacant	3.53	13.00	18.31	55.87	32.64	16.55	185.67	78.48	30.80	53.92
Total Corp. Area	19.15	28.01	43.87	86.15	48.21	39.37	211.04	98.75	53.85	76.16

In the preceding table, land use development of Jones County communities can be compared with one another, with their average or with that of the comparison cities.*

In comparing the average of Jones County communities with that of the comparison cities in this table, several facts become evident. While the amount of land used by Jones County communities for residential, commercial, and industrial purposes closely approximates that of the comparison cities, the amount of land devoted to public and semi-public, streets, and railroad right-of-way is considerably greater. This, however, does not reveal any inadequacy on the part of the Jones County communities, but rather reveals certain advantages for the communities. For example, it is commendable that each and every community regardless of size has provided a park area of some sort (which in most cases is of substantial size).

It is also to the advantage of the Jones County communities that most of them have railroad lines. These lines constructed to move agricultural products will become increasingly important in the future in attracting desirable industries.

The relatively greater amount of land used by the Jones County communities may be the result of very wide rights-of-way, old-time platting methods which result in very short blocks and a greater than necessary number of cross-streets, or a combination of both. If this is the case, it can be remedied through using subdivision standards prepared under this program.

It is sufficiently important to note the typical development pattern of the Jones County communities.

Residential development is almost entirely single-family. Very little duplex or multi-family development was noticed.

The commercial uses noted generally seemed to be consistent with those found in similarly-sized communities. Monticello with its greater population is able to support a commercial district offering a wide range of goods. Oxford Junction, Wyoming and Olin offer a more limited range.

*The 16 comparison cities are midwestern communities located in Illinois, Indiana and Iowa ranging from 1800 to 17,000 population. The land use surveys of the 16 cities were made between 1955 and 1962. Data was published in individual comprehensive plan reports for the 16 cities by Scruggs and Hammond, Inc.

of goods and services, and Center Junction, Onslow, Martelle and Morley have less specialized commercial centers. Typical commercial uses among the communities include banks, restaurants, feed outlets, and groceries, while the larger communities provide men's and women's clothing, movies, hardware and drug outlets as well as professional offices.

Typical industrial uses in the communities are storage and heavy equipment including lumber yards, farm implement storage and service, and grain storage. The larger communities also contain such uses as stockyards, bulk plants, ready-mix plants, and trucking operations. Monticello also contains substantial manufacturing industries. Almost without exception the larger industrial uses have located adjacent to present or once existing railroads while the bulk of the smaller industrial uses have located either adjacent to the business districts (behind the business buildings) or at the fringe of the residential areas.

The foregoing land use and population table also indicates that if future growth approximates present trends, for each 100 people of growth, a community can expect 22 acres of additional land to be developed. Of these 22 acres of community growth, fully one-third would be utilized for streets; one-third for home sites; one sixth for school, park, recreation and church land; and the remainder for all other uses including industry, business, etc. (out of the 22 acres only one-half acre would be utilized by business growth).

The following table indicates the percent of the developed community utilized by each of these land use categories. It is to be noted that based on the average of the Jones County communities, only 2.4% of the developed community is found to be in commercial use.

Because land uses for the county are surveyed and tabulated on a generalized basis, only general observations are warranted. In the unincorporated areas of the county there were found to be slightly over 2000 occupied residential units. Also noted was a total of only 50.6 acres in commercial use throughout the unincorporated county. This indicates the presence of relatively little commercial development scattered about the countryside. The unincorporated areas have slightly more than 80 acres of non-extractive industrial uses, while more than 108 acres are in extractive industrial uses (stone, sand, and gravel quarries).

Land Use As A % of Developed Community
 Jones County Corporate Areas
 (Figures indicate % of developed Area)

	<i>Comparison Cities</i>	<i>Monticello</i>	<i>Morley</i>	<i>Martelle</i>	<i>Onslow</i>	<i>Wyoming</i>	<i>Center Junction</i>	<i>Olin</i>	<i>Oxford Junction</i>	<i>Average</i>
Residential										
one & two family	42.54	44.01	24.30	26.74	29.36	27.71	23.73	33.55	30.65	30.01
multi-family	.59	.20	- - -	- - -	- - -	- - -	- - -	- - -	0.05	.03
Commercial	3.97	3.80	1.89	1.47	4.05	1.53	1.96	1.96	2.69	2.42
Light Industrial	2.20	5.95	8.51	3.74	4.53	6.32	6.86	5.61	1.67	5.40
Heavy Industrial	6.49	2.21	1.89	- - -	0.47	0.54	- - -	0.84	1.44	0.92
Public & Semi-pub.	9.69	16.03	17.67	9.49	14.80	18.31	8.62	12.21	25.44	15.32
Railroad	3.38	3.25	15.45	24.60	- - -	3.79	11.17	9.19	12.38	9.97
Streets & Alleys	31.14	24.55	30.29	33.96	46.79	41.80	47.66	36.64	25.68	35.93
Total Developed	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

Public and semi-public uses occupy some 2500 acres, the largest part of which is made up of county and state farms and large scale recreational areas.

It is estimated that there exist 8955 acres in rights-of-way for roads, and 635 acres in railroad rights-of-way.

Very little development was noted which would have adverse influences on other development in the unincorporated areas aside from that of automobile junk yards which maintain very prominent positions in some of the towns and adjacent to other towns.

Economic Factors

Industrial Locational Advantages

The fact that the county has industrial locational advantages should be considered in analyzing the prospects for a future sound economy. Prime locational advantages of Jones County include proximity to markets, rail access and an excellent water supply.

As previously stated, Jones County, while not being immediately adjacent to any one large metropolitan area, lies within 250 air miles of the centers of four such metropolitan areas. These are Chicago, St. Louis, Milwaukee, and Minneapolis.

As mentioned, rail service in Jones County is provided by both the Chicago, Milwaukee, St. Paul and Pacific Railroad and the Chicago and Northwestern Railroad.

The county presently possesses an abundant ground water supply. In addition, the proposed lake in the Indian Bluffs area will increase the availability of water considerably.

Trends in the Economy of Jones County

Of the many different methods of analyzing general trends in the county's economy, perhaps one of the simplest is analyzing the unemployment rate. Although there are more detailed methods for analyzing economic conditions than those relying purely on employment data, this method is utilized here for several reasons. First, unemployment data for counties is readily available. Then, since the economy of the county

is very susceptible to change (one new industry could bring about dynamic changes in the economy), the more complex and elaborate methods of measuring trends in the economy are not usually warranted.

The table, "Changing Unemployment Rate," indicates that the unemployment rate of Jones County increased from 1.0% (of the labor force) in 1950 to 1.6% in 1960. This slight increase, however, is not significant. An unemployment rate of only one or two percent is extremely low and is accounted for generally by voluntary unemployment; i. e., persons seasonally employed or persons changing jobs, etc.

When considering the low unemployment rate, one must be cautious in drawing conclusions about the economic well-being of the county. While it is true that 98.4% of the county's labor force is employed, it should be kept in mind that many young adults are migrating from the county, apparently in search of better economic opportunities.

If these people were to remain in the county, its unemployment rate would be considerably higher since there would not be enough jobs available to accommodate the demand for them.

As long as the people who cannot find jobs in the county continue to migrate elsewhere in search of employment, Jones County will continue to have a very low unemployment rate and thus, economic well-being. However, this economic well-being is paid for by the loss of many younger-aged members of the county's population, and this is scarcely a desirable situation.

The unemployment rate for the state in 1960 was 3.2%. This figure, although slightly higher than that for Jones County (1.6%) is not at a serious level. The state's higher rate of unemployment is due to the higher percentage of unemployed persons residing in urban areas.

The changing unemployment rate for Jones County and the State of Iowa between 1950 and 1960 is illustrated in the table, "Changing Unemployment Rate."

CHANGING UNEMPLOYMENT RATE

	1950		1960			
	<u>JONES Co.</u>	<u>Iowa State</u>	<u>JONES Co.</u>	<u>Jackson Co.</u>	<u>Delaware Co.</u>	<u>Iowa State</u>
Population	19,401	2,621,073	20,693	20,754	18,483	2,757,537
No. Employed	7,132	1,003,109	7,143	7,540	6,769	1,020,692
% Pop. Employed	36.8%	38.3%	34.5%	36.3%	36.6%	37%
Labor Force	7,207	1,021,810	7,257	7,831	6,986	1,054,322
No. Employed	7,132	1,003,109	7,143	7,540	6,769	1,020,692
% Labor Force Em- ployed	99%	98.2%	98.4%	96.3%	96.9%	96.8%
Unemployment Rate (% Labor Force Un- employed)	1%	1.8%	1.6%	3.7%	3.1%	3.2%

Source: U. S. Census of Population, 1950, 1960

Major Industrial Groups

An examination of the number of persons employed in various industrial groups reveals first, in which employment categories are found the economic strengths of the county, and secondly, how these patterns have been changing in recent years.

The following table indicates the number of persons employed in 1950 and 1960 in each of the major categories of employment and the changes noted between 1950 and 1960.

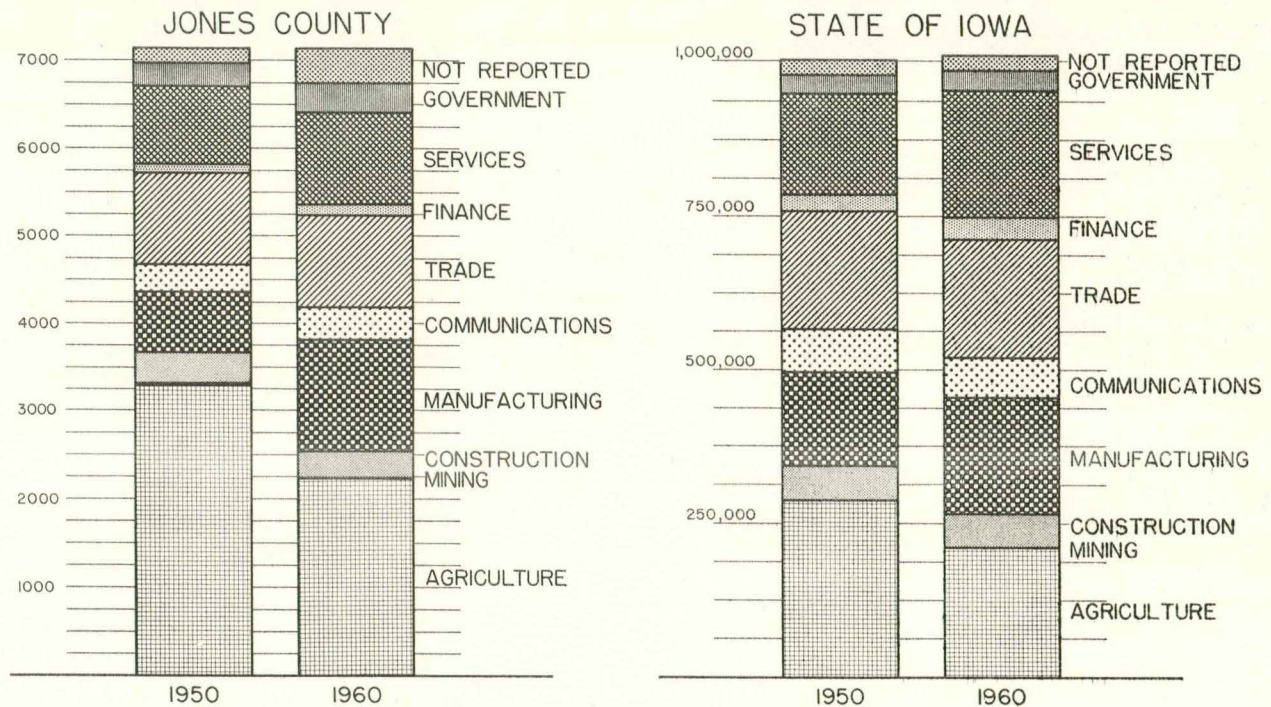
	Employment Trends in Major Industrial Groups		<u>% Change</u>
	<u>Number Employed</u>		
	1950	1960	
Agriculture	3,294	2,228	-32.4
1 1 1 Mining	45	28	-37.8
Construction	347	295	-15.0
Manufacturing	698	1,265	+80.5
Communications	316	346	+ 9.5
Trade	1,090	1,068	- 2.0
Finance	94	125	+33.0
Services	900	1,056	+17.3
Government	249	321	+28.9
Not Reported	99	403	+307.0
Total	7,132	7,135	- - -

The most significant change in employment in the county between 1950 and 1960 is the decrease in agricultural employment (which decreased by over 1000 persons). Almost as significant, however, is the increase at the same time of manufacturing employment. In fact, it was primarily due to the increase in manufacturing employment that the total number of persons employed remained relatively stable between 1950 and 1960. Other significant

facts to be noted in the employment pattern between 1950 and 1960 are that trade remained relatively stable while the employment categories of services, government, finance, and communications, showed moderate increases; categories of mining (quarrying) and construction showed moderate decreases.

In order to further illustrate the significance of employment in major industrial groups, the table, "Size of Major Industrial Groups," compares Jones County to the State of Iowa as well as to Jackson and Delaware Counties. This table indicates that Jones County has the same percentage of employment in agriculture as Jackson County (although Delaware County is substantially higher). In manufacturing, Jones County has slightly under 18% employed (in contrast to Jackson County which has 23% and Delaware County with 9%).

EMPLOYMENT - MAJOR INDUSTRY



SOURCE:
U.S. CENSUS 1950
AND 1960.

SIZE OF MAJOR INDUSTRIAL GROUPS - 1960

	Iowa	JONES Co.		Jackson Co.		Delaware Co.		Anamosa		Monticello	
	%	No.	%	No.	%	No.	%	No.	%	No.	%
Agriculture	20.7	2,228	31.2	2,311	30.6	3,110	46.0	29	2.1	33	2.6
Mining	.2	28	.4	27	.4	23	.3	12	.9	- -	- -
Construction	5.2	295	4.1	290	3.8	366	5.4	93	6.8	66	5.2
Manufacturing	18.6	1,265	17.7	1,795	23.8	614	9.1	300	21.9	342	26.8
Communications	6.3	346	4.8	329	4.4	241	3.6	121	8.8	63	4.9
Trade	19.5	1,068	15.0	1,030	13.7	1,058	15.6	239	17.5	312	24.5
Finance	3.6	125	1.8	92	1.2	112	1.7	35	2.6	43	3.4
Services	20.2	1,056	14.8	1,052	14.0	1,064	15.7	285	20.8	308	24.2
Government	3.2	321	4.5	190	2.5	125	1.8	142	10.4	39	3.1
Not Reported	2.5	403	5.7	424	5.6	56	0.8	113	8.2	68	5.3
TOTAL	100.0	7,135	100.0	7,540	100.0	6,769	100.0	1,369	100.0	1,274	100.0

Source: U. S. Census of Population, 1960

Within Jones County, agriculture remains the highest category in terms of number of people employed with approximately 1000 more than the next highest group - that of manufacturing.

While Anamosa and Monticello are also included on this table, they should not be compared to the counties on the table since employment patterns for incorporated areas are understandably different from those of counties.

A Measure of the Economic Base (Basic and Non-Basic Employment)

A current evaluation of the county's economic well-being may be made by a determination of the amount of the county's employment classed as basic employment versus the amount of employment classed as non-basic employment.

Basic employment is that which is the result of goods or services exported from the county. It is this export employment which brings into the county money from sources outside the county. Generally, manufacturing employment falls into the category of basic employment because in most situations the product manufactured is exported from the area.

Non-basic employment is that which exists primarily to serve the County. Traditionally, a high amount of employment in services, such as barbers, beauticians, doctors, dentists and teachers, may be considered non-basic employment. Generally, this employment is due to providing for the population existing in the area, and because of this is instrumental not in bringing new money into the county, but in increasing the circulation of money already within the county.

It can be seen, therefore, that relatively speaking, a better economic situation in a county exists when there is a greater amount of employment due to basic or export industrial groups.

In addition to the consideration of basic versus non-basic employment, one other factor has a bearing on the county's economic well-being when considered in these terms. This factor is the amount of people employed. It can readily be seen that a higher number of people employed in basic types of employment rather than non-basic would benefit an area very little if, in the overall picture, the county is suffering from a high amount of unemployment.

These three considerations for a county are usually expressed as a ratio. The ratio is usually expressed as follows:

Basic employment: non-basic employment: population

This ratio simply states that for every person employed in basic or export employment, there are (1) so many persons employed in non-basic employment, and (2) so many residents in the county.

In many situations a fairly common basic to non-basic to population ratio approximates 1 : 1 : 6, (i. e. , one basic worker to one non-basic worker to each 6 persons in the county). "The 1 : 1 : 6 ratio is not intended to express a normal or an ideal proportion or to set up a goal. It does, however, express in whole numbers the general dimensions of the usual relationship." *

Methods of Measuring the Economic Base

Given the unit of measurement of the economic base, such as employment or income, the first step is to allocate the total to the two sectors, basic (or export employment) and non-basic (or service employment).

These allocations can be done by measuring the various sectors directly or can, as is more often the case, be done by one of several indirect methods. Indirect measures of the economic base are generally classed as three different methods.

The assumption approach is done by estimating by arbitrary assumption what is export employment and what is local or non-basic employment (generally all manufacturing and agriculture are considered export employment and the remaining employment is considered non-basic or local).

Another method, the location quotient method, assumes that non-basic or local employment in the various industrial groups in the area will exist in the same ratio to total employment as national employment in that industrial group does toward total national employment. Any excess employment in the area over this national average is then considered export employment.

*Urban Land Institute Technical Bulletin, No. 29, May, 1956, Washington, D. C.

The third method, the minimum requirements technique, is actually a variation of the location quotients method. Rather than using national employment in industrial groups, the comparison is determined from an extensive list of similar counties.*

As the minimum requirements technique is neither as non-objective as the assumption approach nor as generalized as the simple location quotient method, it is felt to be the more reliable of the three described methods. Therefore, the minimum requirements technique is utilized here to arrive at an estimate of the basic to non-basic to population ratio for Jones County.

Estimate of Basic and Non-basic Employment for Jones County

A minimum requirement factor was determined for each of nine industrial groups for the amount of employment necessary for a community to sustain itself. The factor for each industrial group was developed from those counties out of forty-five counties** found to have the lowest amount of their employment in each industrial group (the lowest 5% of the counties in each industrial group list was eliminated to adjust for quirks which for some unique situation, caused a county to be unusually low in terms of its percent of

*Similarly-sized counties are listed by industrial group with the counties in decreasing order by amount of employment in that particular industrial group. The counties at the bottom of the list thus indicate the minimum amount of employment in that particular industrial group necessary to sustain the county. By applying this minimum rate to known total employment in the county being studied, a theoretical non-basic or local employment is determined. The difference between this estimated local employment and the total employment in the industrial group (census data) of the particular county is the basic or export industry. By repeating this process for each industrial group into which the total employment has been categorized, an estimate of the total export employment for the county can be determined.

**The forty-five counties are located in Illinois, Indiana, Iowa and Ohio.

employment in the particular industrial group. Therefore, in nine lists (one for each industrial group) of forty-five counties arranged in descending order of percent of employed in that industrial group, the rate of employed of the county which was fourth from the bottom became the local employment factor.

Estimated Local (non-basic) Employment Factors

Agriculture	.0595
Mining	.0012
Construction	.0368
Manufacturing	.0892
Communications	.0339
Trade	.1366
Finance	.0122
Services	.1342
Government	.0185

By applying these factors to Jones County's total employment, an estimate can be made of number of local or non-basic employees. Once this number is determined, the basic employment can be easily extrapolated. The following table shows the estimate of basic and non-basic employment for Jones County.

Estimation of Non-basic (Local) and Basic (Export) Employment

	Total Employment (1960 Census)	Non-basic Em- ployment (de- rived from non- basic factors	Basic Employ- ment (total em- ployment minus non-basic em- ployment)
Agriculture	2, 228	400	1, 828
Mining	28	8	20
Construction	295	247	48
Manufacturing	1, 265	600	665
Communications	346	228	118

Estimation of Non-basic and
Basic (Export) Employment (cont'd)

	Total Employment (1960 Census)	Non-basic Employment	Basic Employment
Trade	1,068	919	149
Finance	125	82	43
Services	1,056	903	153
Government	321	124	197
Total (except unreported)	6,732	3,511	3,221
Prorating unreported	403	210	193
Total	7,135	3,721	3,414

From the above data, the basic employment to non-basic employment to population ratio can be easily determined.

Step #1.	Basic employment : non-basic employment : population
Step #2.	3,414 : 3,721 : 20,693
Step #3.	1 : 1.1 : 6.1

The above ratio 1 : 1.1 : 6.1 approximates very closely the previously stated common occurrence of 1 : 1 : 6. Since the Jones County ratio indicates the non-basic employment (or employment for local consumption) to be slightly higher than the basic employment (or export employment), efforts should be made to increase employment in the basic category. This could be met best by the creation of additional manufacturing employment.

Human Resources

Current Population

The United States Census of Population conducted in April 1960 listed the Jones County population at 20,693 persons. If recent growth trends parallel those prior to 1960, indications are that the current population is approximately 21,400 persons.

POPULATION CHANGE
1940, 1950-1960

	1940	1950	1960	% Change 1950-1960
JONES COUNTY	19,950	19,401	20,693	+ 6.7
Jackson County	19,181	18,622	20,754	+11.4
Delaware County	18,487	17,734	18,483	+ 4.2

JONES CO. Cities and
Towns

Anamosa	4,069	3,910	4,616	+18.1
Cascade (part)*	161	163	298	- - -
Center Junction	204	153	201	+31.4
Martelle	215	228	247	+ 8.3
Monticello	2,546	2,888	3,190	+10.5
Morley	119	157	124	-21.0
Olin	707	626	703	+12.3
Onslow	230	244	269	+10.2
Oxford Junction	705	663	725	+ 9.4
Wyoming	656	724	797	+10.1

JONES CO. Townships

Cass	642	621	648	+ 4.3
Castle Grove	629	634	620	- 2.2
Clay	482	420	358	-14.8
Fairview	5,034	4,820	5,572	+15.6
Greenfield	765	800	790	- 1.3
Hale	617	549	514	- 6.4
Jackson	639	545	528	- 3.1
Lovell	779	718	883	+23.0
Madison	914	863	857	- .7
Monticello City	2,546	2,888	3,190	+10.5
Oxford	1,292	1,203	1,281	+ 6.5
Richland	710	678	753	+11.1
Rome	1,392	1,342	1,350	+ .6
Scotch Grove	638	563	570	+ 1.2
Washington	539	512	446	-12.9
Wayne	1,014	911	886	- 2.7
Wyoming	1,318	1,334	1,447	+ 8.5

*Cascade only partly located in Jones County

Source: U. S. Census of Population, Number of Inhabitants

During the decade from 1950 to 1960, the percentage of the county's total population living in unincorporated areas decreased, while the percentage of persons living in the incorporated areas of the county increased. If these trends prevailed through the past five years, it is estimated that in 1965 the incorporated areas of the county comprised 55.9% of the county's population (50.3% in 1950), and the unincorporated areas, 44.1% (49.7% in 1950).

The table, "Population Change," illustrates the population change 1940, 1950-1960 for Jones County, the Jones County Townships, and various municipalities within the county. From this table, a more detailed picture of the population distribution of the county can be obtained.

Age-Sex Distribution

According to the U. S. Census, the population of Jones County in 1960 was 20,693 persons. Of this number, 10,790 (52.1%) were males and 9,903 (47.9%) were females. This compares to the 49.3% to 50.7% male to female ratio for the State of Iowa in 1960. Thus, Jones County's population has a slightly higher percentage of males than the population of Iowa.

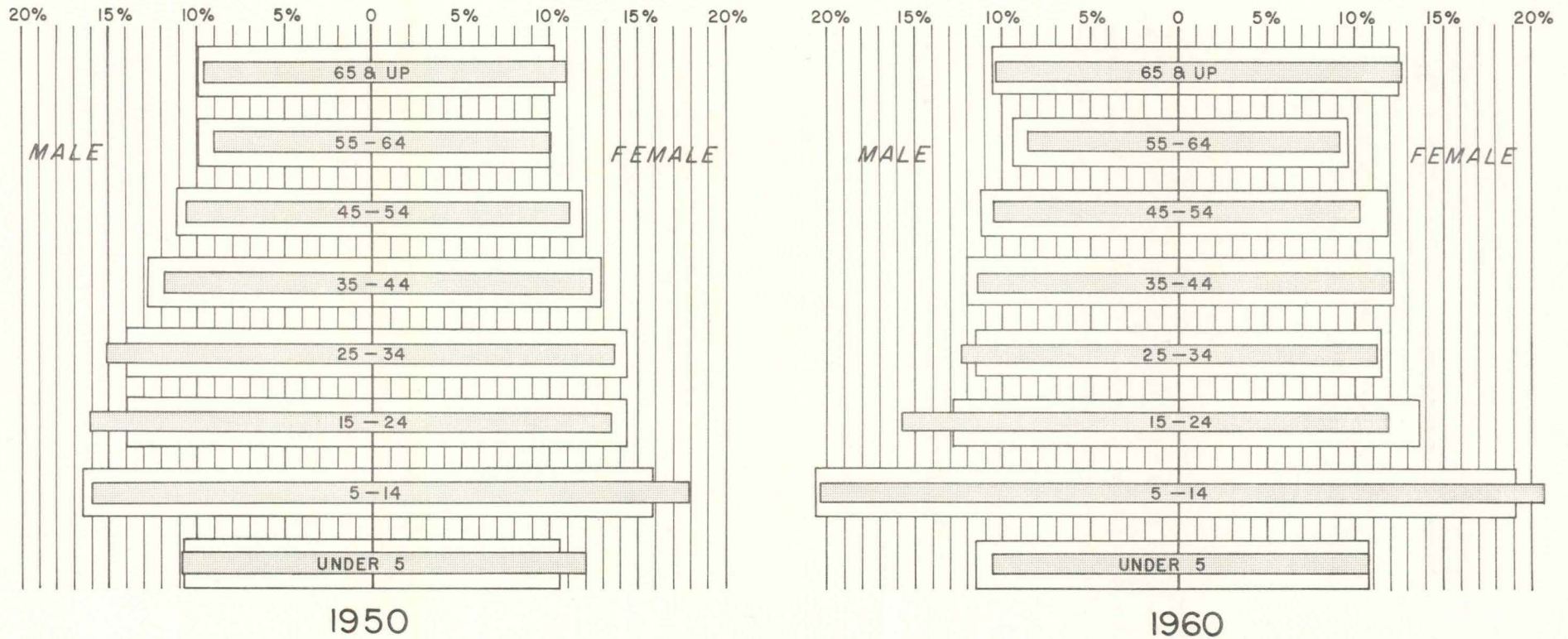
Male-Female Ratio 1960

	<u>% Males</u>	<u>% Females</u>
Jones Co.	52.1	47.9
Jackson Co.	50.3	49.7
Delaware Co.	50.7	49.3
Iowa State	49.3	50.7

A more detailed examination of the age and sex distribution of Jones County reveals many similarities between the pattern of Jones County and that of the State. This is evidenced on the "Age-Sex Distribution" chart and the following table.

AGE-SEX DISTRIBUTION

JONES COUNTY, IOWA



SOURCE: CENSUS OF POPULATION
1950 & 1960

STATE OF IOWA

JONES COUNTY

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT 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.

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISION OF CHAPTER 280, LAWS OF THE 58th GENERAL ASSEMBLY OF IOWA, AS AMENDED.
JONES COUNTY REGIONAL PLANNING COMMISSION
SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

Percentage of Population in Different Age Groups - 1960

<u>Age Group</u>	<u>Jones County</u>	<u>Iowa State</u>
under 5	10.6	11.1
5-14	20.8	20.0
15-24	15.1	13.0
25-34	11.7	11.5
35-44	11.5	12.2
45-54	10.3	11.2
55-64	8.7	9.5
65 and over	11.3	11.5

The age distributions of Jones County and the State of Iowa are very much alike. Generally, the population distribution within the various age groups for the county and the state do not deviate from one another by more than one or two percentage points.

The sex distribution within each age group for both the county and the state also are very similar. Although several minor deviations may be noted, the county and state age-sex distributions generally fall within approximately three percentage points of each other.

In 1960, the highest percentage of the population in Jones County was in the 5 through 14 year age group (male 20.4%, female 21.7%). Five years from now the oldest of this group will already have entered the labor force. Should Jones County at that time lack adequate employment opportunities for these young people, they will be forced to migrate elsewhere in search of jobs.

Migration

An analysis of the age group figures of Jones County will yield an indication of the migration of people, whether in or out of the county. In the following table, "Population Change," population figures are given for the various age groups for the years 1950 and 1960.

Population Change

<u>Age Group</u>	<u>1950 Population</u>	<u>Years of Age in 1960</u>	<u>1960 Population</u>	<u>Net Changes 1950-1960</u>
0-4	2, 117	10-14	2, 063	-54
5-9	1, 689	15-19	1, 569	-120
10-14	1, 586	20-24	1, 322	-264
15-19	1, 337	25-29	1, 224	-113
20-24	1, 557	30-34	1, 242	-315
25-29	1, 502	35-39	1, 196	-306
30-34	1, 303	40-44	1, 222	-81
35-39	1, 245	45-49	1, 141	-104
40-44	1, 098	50-54	1, 012	-86
45-49	1, 039	55-59	982	-57
50-54	1, 061	60-64	845	-216
55-59	1, 001	65-69	821	-180
60-64	863	70-74	648	-215
65-69	741	75+	906	-1, 097
70-74	536			
75+	726			
Total Net Change				3, 208
Total Deaths				1, 973
Total Net Migration 1950-1960				1, 235

The above table indicates the size in actual numbers of each age group in 1950, what the size of that same group was ten years later when it was ten years older, and the net change. It is evident that a sizable out-migration has generally affected all age groups. Notice should be taken that the out-migration of the age group between 5 and 29 years of age (15-29 in 1960) was much higher than that occurring in other age groups. These are the people who over the past ten years have either reached job seeking age, or are in search of better economic opportunities than can be found in Jones County.

Jones County should take positive action to encourage and to make it possible for the younger-aged adults to make their permanent homes within the county. Younger-aged adults perform an important function in the economic development through their earning capacity to build new homes, support stores and services, and equally important, to provide a source of future leadership for the county.

Should a considerable segment of the younger-aged population continue to leave the county, a relatively higher proportion of the population would fall into the older-age groups which are relatively stable and do not have the capacity of stimulating economic development of the county in the areas mentioned. Currently, Jones County seems to be increasing in the percent of population in these older-age groups. In 1950, the people seventy-five years of age and older comprise 3.8% of the population, but by 1960, this percentage had increased to 4.4%. Although this increase is small, it indicates a trend toward a population composed of a larger percentage of older people. Considering the state as a whole, the percentage of persons over seventy-five years old increased from 3.6% to 4.1% of the population from 1950 to 1960.

Nativity and Parentage

Of the 20,693 persons counted in Jones County in 1960, 17,909 (86.6%) were of native parentage. This figure compares favorably with that for the state which is 85.9%. While available data does not indicate the country of origin of foreign-born persons, it is reasonable to expect that the greatest number is of German birth as other data indicates German descent to be predominant in foreign stock (which includes foreign born or of foreign parentage).

Race

The table below shows the racial breakdown of Jones County.

Race 1960		
<u>Race</u>	<u>Number</u>	<u>Percent</u>
Caucasian	20,613	99.6
Negroid	63)	
Oriental	8)	.4
American Indian	9)	
Total	20,693	100.0

Occupation

The table below shows the percentage of employed persons in Jones County working in various occupational categories. The largest single occupational category (24.3%) is that composed of farmers and farm managers; the second largest (16.2%), is that made up of operatives and kindred workers (e. g. , a drillpress operator). There is a fairly even distribution of workers among the remaining occupational classifications.

Jones County 1960

Total Employed	7, 135	100%
Professional, technical, etc.	568	8.0
Farmers and farm managers	1, 733	24.3
Non-farm managers, officials and proprietors	486	6.8
Clerical, Etc.	594	8.3
Sales	281	3.9
Craftsmen	597	8.4
Operatives, etc.	1, 157	16.2
Private household	165	2.3
Service workers, exclusive of household	462	6.5
Farm laborers and foremen	450	6.3
Non-farm laborers	207	2.9
Not reported	435	6.1

Educational Attainments - Adults

In Jones County 12.3% of the adults of 25 years or older have completed fewer than eight years of formal education; however, 87.7% of the adults have completed at least eight years of school. In the state as a whole, 13.7% of the adults have completed fewer than eight years of school, while 86.3% have graduated from eighth grade. Of the adults in the county, 44.7% of the adults are high school graduates and 3.8% have completed four or more years of college. In the state, 46.3% of the adults are high school graduates and 6.4% have graduated from college. The median number years of school completed in the county is 12.0 years; while, for the state, the figure is 11.3 years.

In general, the educational attainments of Jones County closely approximate those of the state as a whole. In comparing the county to the state, there is a slightly higher percentage of people having completed eight years of school in the county. However, for the state as a whole, a slightly higher percentage of persons has completed high school. The percentage of persons in Jones County having completed college is approximately one half that of the state.

The following table compares the educational attainments of the adults of Jones County with the adult population of the state as a whole.

Years of School Completed
Persons 25 years old and over

<u>No. School Years Completed</u>	<u>Jones County</u>	<u>Iowa State</u>
None	.2%	.5%
Elementary 1-4	1.9%	2.5%
5-6	4.3%	4.6%
7	5.9%	6.1%
8	29.3%	24.3%
High School 1-3	13.7%	15.7%
4	31.3%	30.3%
College 1-3	9.6%	9.6%
4 or more	3.8%	6.4%
Median School Years completed	12.0%	11.3%

Family Size

Although there is little readily available data published by the Census Bureau pertaining to the size of families in Jones County, the size of the average family in Jones County can be calculated. Thus, the average (mean) family in Jones County consists of 3.8 people. There is no data available pertaining to the percentage distribution of families of various sizes in the county. However, a close approximation may be had by examining the data pertaining to the rural farm families for the state as a whole. Since the characteristics of the population of Jones County are fairly typical of the population of Iowa as a whole, it is safe to assume that the percentage distribution of the different family size groups of the rural sector

of the state's population closely approximates the percentage distribution of family size groups of Jones County. The table below gives the percentage breakdown for the various family size groups for rural Iowa, and for comparison, the Davenport-Rock Island-Moline area.

	Number of Family Members							<u>Avg. No.</u>
	<u>All families</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7+</u>	
Jones Co.	- -	-	-	-	-	-	-	3.8
Rural Iowa	100%	29.4	19.6	19.7	14.8	8.7	7.8	3.8
Urban (Davenport Area)	100%	35.2	20.9	19.3	12.9	6.7	5.5	3.5

The average family size for rural Iowa, as in Jones County is 3.8 persons while the average family size for the urban area of Davenport-Rock Island-Moline, is 3.5 persons. A higher percentage of rural families have five or more members than urban families, but in the urban area, there is a higher percentage of husband-wife families (no children) than in the rural sections of the state.

Family Income

The median family income of Jones County (including unrelated individuals) in 1960 was \$3,832. This is a considerable increase from the median income for the county in 1950 which was \$2,397. However, it is well below the state's median income of \$4,240 in 1960.

The following table compares the median income of Jones, Jackson and Delaware Counties and the State of Iowa for 1950 and 1960.

	Median Family Income (including unrelated individuals)	
	<u>1950</u>	<u>1960</u>
Jones County	\$2,397	\$3,832
Jackson County	2,198	3,851
Delaware County	2,335	3,147
State of Iowa	2,612	4,240

The Census of Population classifies number of families by earnings which permits a better analysis of the income picture. The table below shows the family income for Jones, Jackson and Delaware Counties and the State of Iowa for 1960.

Family Income

	<u>Jones Co.</u>		<u>Jackson Co.</u>		<u>Delaware Co.</u>		<u>Iowa State</u>	
	No.	%	No.	%	No.	%	No.	%
\$0-\$2,000-	1,085	21.3	1,157	22.1	1,168	26.0	108,492	15.2
2,000- 5,000	1,830	35.9	1,698	32.5	1,917	42.8	241,014	33.9
5,000- 8,000	1,355	26.6	1,402	26.8	939	21.0	286,142	(31.0)
8,000-10,000	368	7.2	517	10.0	252	5.6	(9.3)	
10,000+	462	9.0	451	8.0	204	4.6	76,068	10.6

When compared with the State of Iowa, Jones County has a higher percentage of families in the two lower income categories (\$0-\$2,000 and \$2,000-\$5,000), while in the two higher income groups (\$5,000-\$8,000 and \$8,000-\$10,000), Jones County has a lower percentage of families. However, the county compares favorably with the state in the highest income group (\$10,000 and over).

In general, the median family income of Jones County compares favorably with that of Jackson and Delaware Counties, although Delaware County has a disproportionately higher percentage of families in the lower income categories and a disproportionately lower percentage of families in the highest income category.

Future Population

The county-wide trend of population change has been identified by a period of relatively stable population (actually, a slight decrease) between 1940 and 1950, and an increase of 6% to 7% between 1950 and 1960. It is reasonable to assume that the overall population of Jones County will continue to increase in the future. A pattern of population growth exists in the county. While there has been a decrease in agricultural population, this has been more than offset by increases in manufacturing, services, and government.

In addition to the population already located within the county, regional influences will have an effect on the growth of the county. The proximity of other nearby population centers will have a positive effect on population growth in several ways. The county will become increasingly important as a home for commuting persons who work in nearby centers (particularly Cedar Rapids, Dubuque, Maquoketa, Clinton, Quad Cities). In addition, increased travel between major cities such as Dubuque and Cedar Rapids will give increased importance to this area to persons involved in serving this segment of the economy. Therefore, it is expected that the present trend of population growth will continue.

Methods of Population Projection

All population projection methods are either projections primarily based on past records of the area being projected or are projections based primarily on comparison to some larger related unit. All of the numerous methods are variations or combinations of the above two methods.

One of the more reliable methods based on the projection of past experience within the community is the "Natural Increase-Net Migration" method. The increased reliability of this method over a simple projection of the total population is due to the fact that varying rates of increase or decrease of net migration and natural increases are projected separately. This method is based on the availability of data as to the natural increase (births minus deaths) and the net migration (number of people moving to the county). As all population change must be a resultant of the factors of net migration and natural increase only, it can be seen that a reliable population projection may be developed in this manner.

As a check, it is advisable to make a separate projection by an entirely different method. A specific method of projection whereby comparison with projections of another related unit of government is used may be termed a "Ratio-Appportionment" method. This method is based on the theory that a relationship exists in growth factors in related units of government. It is necessary, therefore, that a population projection either be available or be developed for such a related unit of government.

Projecting Jones County Population

On a county-wide basis, very reliable data is available on births, deaths, and migration which allows the preparation of a net migration-natural increase type of projection.

The Iowa State Department of Health, Division of Vital Statistics reports the following birth and death information for Jones County.

	<u>Births</u>	<u>Deaths</u>
1950	463	197
1951	497	193
1952	490	211
1953	502	182
1954	464	192
1955	487	200
1956	446	180
1957	496	202
1958	411	201
1959	444	215
Ten Year Total	4680	1973
Ten Year Excess of Births over Deaths		2707

The above data indicates the average annual natural increase rate has been approximately 13.5 persons per year per 1000 population in the county.

With the total population of both 1950 and 1960 being provided by the decennial census and knowing what part of the population change in this ten-year period is attributable to natural increase, the remaining part of the change is quickly identified as being attributable to migration. In the case of Jones County, the net migration was found to be a negative figure indicating an out-migration. The average out-migration was estimated to have occurred at a rate of 7.05 persons per 1000 population per year. Following is a population projection based on the recently evidenced rates of natural increase and net migration.

Method #1: Net Migration-Natural Increase
 Jones County Population Projection

	Population	Natural Increase (rate 13.5/1000 population)	Net Migration (rate -7.05/1000 population)
1965	21,369	288	-151
1966	21,506	290	-152
1967	21,644	292	-152
1968	21,784	294	-154
1969	21,924	296	-154
1970	22,066	298	-156
1971	22,208	300	-156
1972	22,352	302	-158
1973	22,496	304	-158
1974	22,642	306	-160
1975	22,788	308	-161
1976	22,935	310	-162
1977	23,083	312	-163
1978	23,232	314	-164
1979	23,382	316	-165
1980	23,533	318	-166
1981	23,685	320	-167
1982	23,838	322	-168
1983	23,992	324	-169
1984	24,147	326	-170
1985	24,303	328	-171

As a means of checking, the development of another projection is advisable. Various cities and towns are projected on the basis of their relationship to the total state population in the following population projection.

Method #2: Ratio-Appportionment

	<u>1950</u>		<u>1960</u>		<u>1970</u>		<u>1980</u>	
	<u>No.</u>	<u>% of State</u>	<u>No.</u>	<u>% of State</u>	<u>No.</u>	<u>% of State</u>	<u>No.</u>	<u>% of State</u>
Iowa State	2,621,073	- -	2,757,537	- -	2,900,929	- -	3,051,777	- -
Jones Co.	19,401	.740	20,693	.750	22,047	.760	23,499	.770
Anamosa	3,910	.149	4,616	.167	5,425	.187	6,378	.209
Center Junction	153	.006	201	.007	232	.008	275	.009
Martelle	228	.009	247	.009	261	.009	275	.009
Monticello	2,888	.110	3,190	.116	3,539	.122	3,937	.129
Morley	157	.006	124	.004	116	.004*	122	.004*
Olin	626	.024	703	.025	754	.026	824	.027
Onslow	244	.009	269	.010	319	.011	366	.012
Oxford Junction	663	.025	725	.026	783	.027	854	.028
Wyoming	724	.028	797	.029	870	.030	946	.031

In the above projection, the state population is projected on the basis of recent trends of growth. The various cities and towns, however, are projected on the basis of the changing portion of the total state population which they represent. It can be seen that this projection suggests a county-wide population of 23,499 as against 23,533 in the preceding projection, Method #1. The individual projections for the cities and towns are generally favorable and indicate increases paralleling that of the state.

Since Method #2 population projection includes separate projections for the cities and towns, it is suggested that this projection be utilized for planning purposes.

It must be noted that population projections have their limitations. Since such projections are based to a large extent on past trends, they cannot foretell or take into account events (such as the location of a new industry) which could have a most dramatic effect on increasing the rate of population growth. Such additional factors would, of course, necessitate the updating or revising such projections periodically.

*Projected on the basis of 1960 relationship to state.



CHAPTER II

GUIDING FUTURE COUNTY GROWTH

The change in future land development in Jones County will be based upon two factors - the rate of population growth and changing trends in how land is used.

Population projections indicate Jones County to show moderate increase. The trend which now sees the greater part of new development occurring in corporate areas is expected to continue. Population increases will bring about similar increases in the amount of development in the various land use categories.

New development, however, is expected to consume more land with home sites being somewhat larger, commercial development making greater provision for parking, and industrial facilities requiring more land for buildings and parking.

The following table indicates for the incorporated areas estimates of amount of land which will be required for various types of uses of future development. The figures in the table represent actual development. In order to provide an opportunity for good range and variety of site selection, two to three times these indicated amounts of actual land area should be considered (and planned) for ultimate development to these types of uses.

The recommended future land development for unincorporated areas to a large extent is based upon existing land use, location of major industrial sites, major development programs (such as those of the Conservation Commission) and land use capability by soil type (from data provided by SCS Soil Scientists).

Recommended Land Development Policies

There are certain land development policies generally recognized as forming a sound basis upon which to plan for future community and county growth and development. It is of advantage to note a few of these more important suggested policies here.

Future Land Need - Jones County Corporate Areas

Additional Land Needs for Development
(all figures in acres)

	<u>Estimated</u> Change in Population 1960-1980	<u>Residential</u> (factor 15.78 A. per 100 pop. *)	<u>Commercial</u> (factor 1.98 A. per 100 pop. *)	<u>Industrial</u> (factor 4.31 A. per 100 pop. *)	<u>Public- Semi-pub.</u> (factor 3.35 A per 100 pop.	1980 Gross Acres
Center Junction	+74	11.68	1.47	3.19	2.48	18.82
Martelle	+28	4.42	.55	1.21	.93	7.11
Monticello	+ 349	55.07	6.91	15.04	11.69	88.71
Morley	- - -	- - -	- - -	- - -	- - -	- - -
Olin	+ 121	19.09	2.40	5.21	4.05	30.75
∞ Onslow	+97	15.31	1.92	4.18	3.25	24.66
Oxford Junction	+ 129	20.36	2.55	5.55	4.32	32.78
Wyoming	+ 149	23.51	2.95	6.42	4.99	37.87

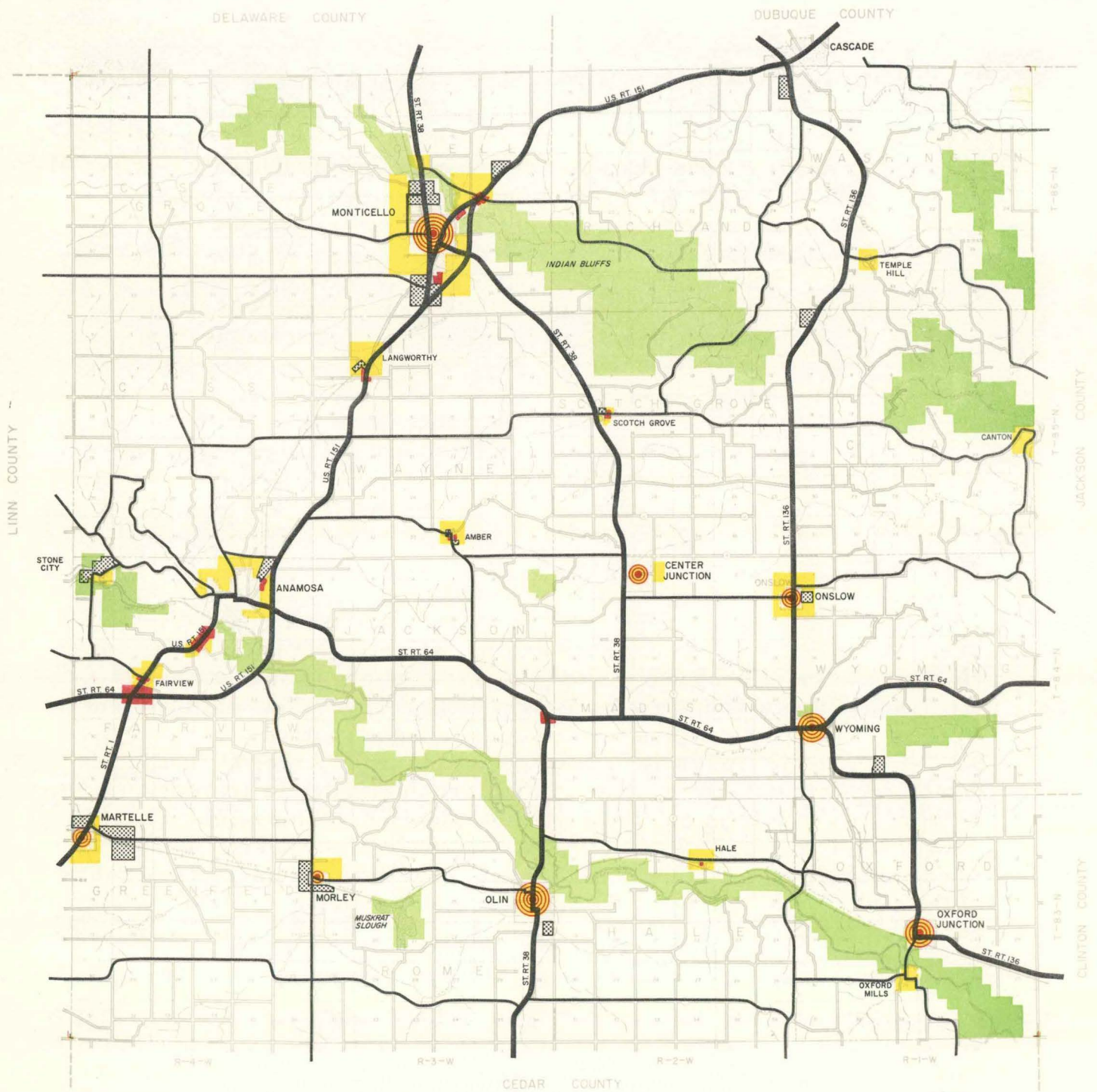
*Land development factors included here have been adjusted to take into account changing trends of development. The net residential factors have been increased 25%, commercial, 100%, and industrial, 50% over rates of existing land use development. Factors included here are gross factors including adjusted net factors plus pro-rated amounts of street and railroad areas.

1. Certain types of development may be bad neighbors for each other and may adversely affect property values.
2. Areas for future industrial development should be near existing industrial areas, be adjacent to railroad if possible, and be on the opposite side of the community from the prevailing breezes.
3. Certain areas of the community should be guaranteed as residential area, a good environment for future homes, and free from intrusions of commercial and industrial development.
4. Residential areas will and should continue to grow in the areas of schools and parks so that children may be very convenient to such facilities serving them.

Future Land Use for Unincorporated Areas

The largest share of future development in Jones County will occur in and about the existing corporate areas. The greatest part of the unincorporated area of the county is expected to continue for some time as farm land and this is designated as agricultural land. This does not mean, however, that all development is confined to the corporate areas or that all non-corporate land is designated as agriculture. Areas of future residential and industrial development have been designated in appropriate areas of the county. Residential development areas have been suggested based upon proximity to streets and utilities, accessibility of desirable building sites, topography, and the noted trends of growth within the particular area of the county. Future industrial areas are well suited because of soil bearing capacity, rail and road access, topography, and, in some cases, upon location in respect to a nearby community.

As seen on the "Jones County Future Land Use" map, areas of future residential and industrial use are generally in association with the incorporated communities of the county, especially the larger communities. Such areas of future development are seen in the vicinity of Monticello and Anamosa; smaller scale development is at those communities of lesser population.



FUTURE LAND USE

JONES COUNTY, IOWA

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- CONSERVATION-RECREATION
- AGRICULTURE

SEE THE "FUTURE DEVELOPMENT PLAN" FOR EACH OF THESE COMMUNITIES

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

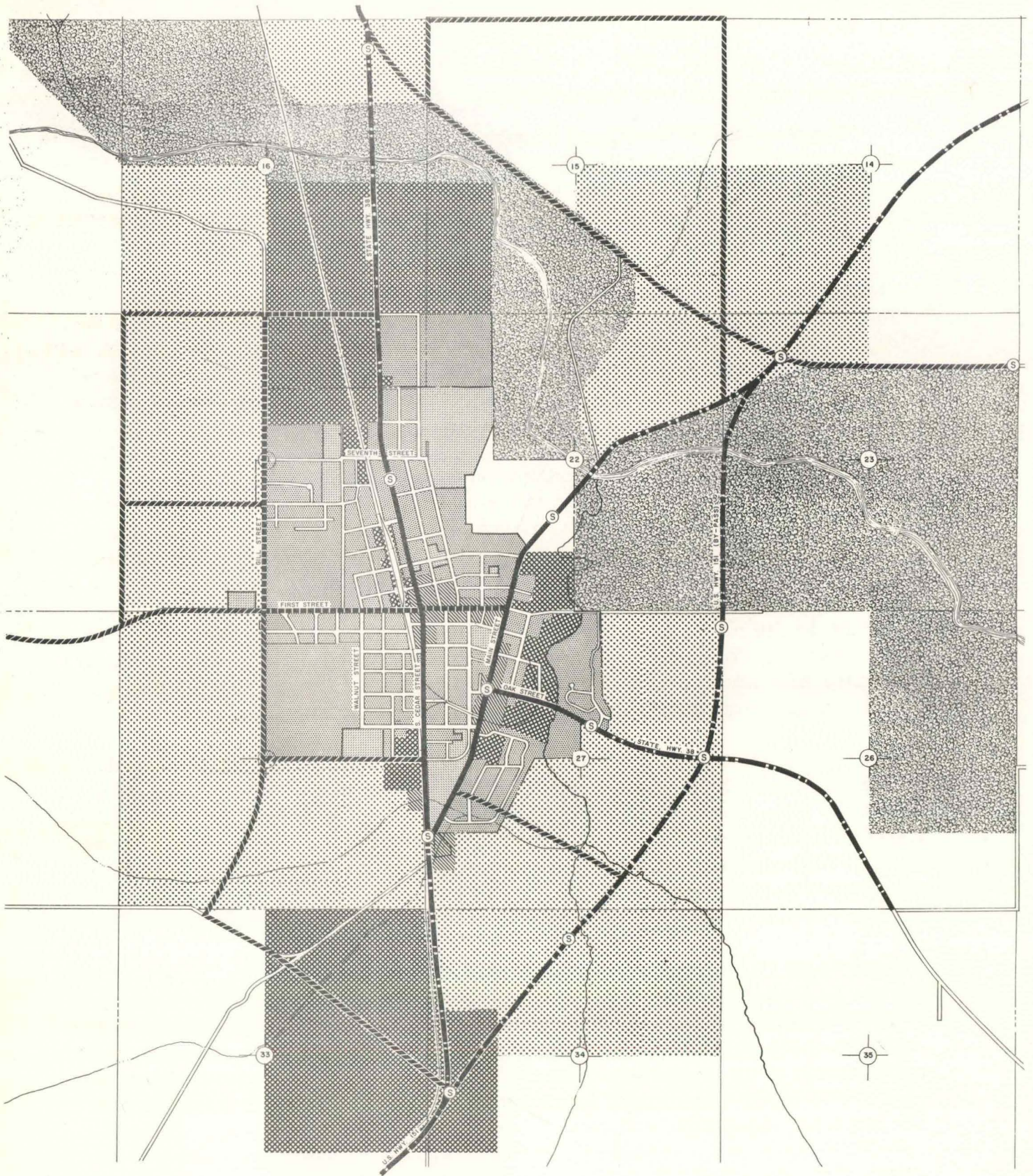
Those areas of the county assessed as having significant recreational potential or being subject to flooding have been designated as conservation areas. These areas are also recommended to be restricted from urban type development. The single largest such suggested conservation area follows the Wapsipinicon River from the county line southeast of Oxford Mills to the northwestern county line west of Anamosa. This continuous linear conservation area is broken but once just south of Anamosa. Other sizeable conservation areas occur west and east of Monticello on the Silver Creek and Maquoketa River; on Big Bear Creek west of Wyoming, and in the Muskrat Slough location west of Olin. All conservation areas listed here and smaller unmentioned areas are shown on the Jones County Future Land Use map.

Areas indicated for agricultural use (and zoned agricultural) can accommodate not only farms and farm homes but also non-farm residences providing the lot size is ample. Increased lot size provides needed space for private sewer and water systems on the lot without danger of pollution. The emphasis on agriculture shown on the Jones County Future Land Use map recognizes the continuing importance of agriculture to the Jones County economy in the midst of other foreseeable urban type of development. The Area Planning Commission should pursue a policy of maintaining the best agricultural lands for agriculture and where the choice exists, guiding non-farm uses into those areas less suitable for farming.

Future amendments to the town or county zoning ordinances should move in the direction of the county and town future land use plans outlined here. The Area Plan Commission should be receptive to requests for zoning change which are in accord with these future land use plans; however, serious and careful consideration should be given any amendment not in line with these designated land use plans

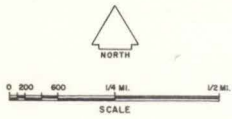
Future Land Use for Incorporated Areas

The accompanying maps, "Future Development Plan," indicate those major development trends and recommendations felt to be significant in future growth of the corporate areas. These maps indicate suitability of general areas of the community for commercial, residential, industrial and recreational expansion.



FUTURE DEVELOPMENT PLAN

MONTICELLO, IOWA



LAND USE	THOROUGHFARES
RESIDENTIAL	COLLECTOR STREET
RESIDENTIAL EXPANSION	COLLECTOR ROAD
COMMERCIAL	MAJOR STREET
INDUSTRIAL	MAJOR HIGHWAY
CONSERVATION	SCENIC HIGHWAY
PUBLIC & SEMI-PUBLIC	LOCAL STREET & ROAD

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

Industrial and residential land use development will be the two primary forces resulting in that community growth which takes place at the fringe. Future commercial development will occur almost without exception as an expansion of the present main business district - generally centrally located in the communities. Recreational sites are located in those areas which are most readily developed for that purpose.

These future development plans are based on the foregoing recommended land development policies, observed building trends in the communities, relationship of residential areas to existing school and park sites, and general suitability of lands for suggested use.

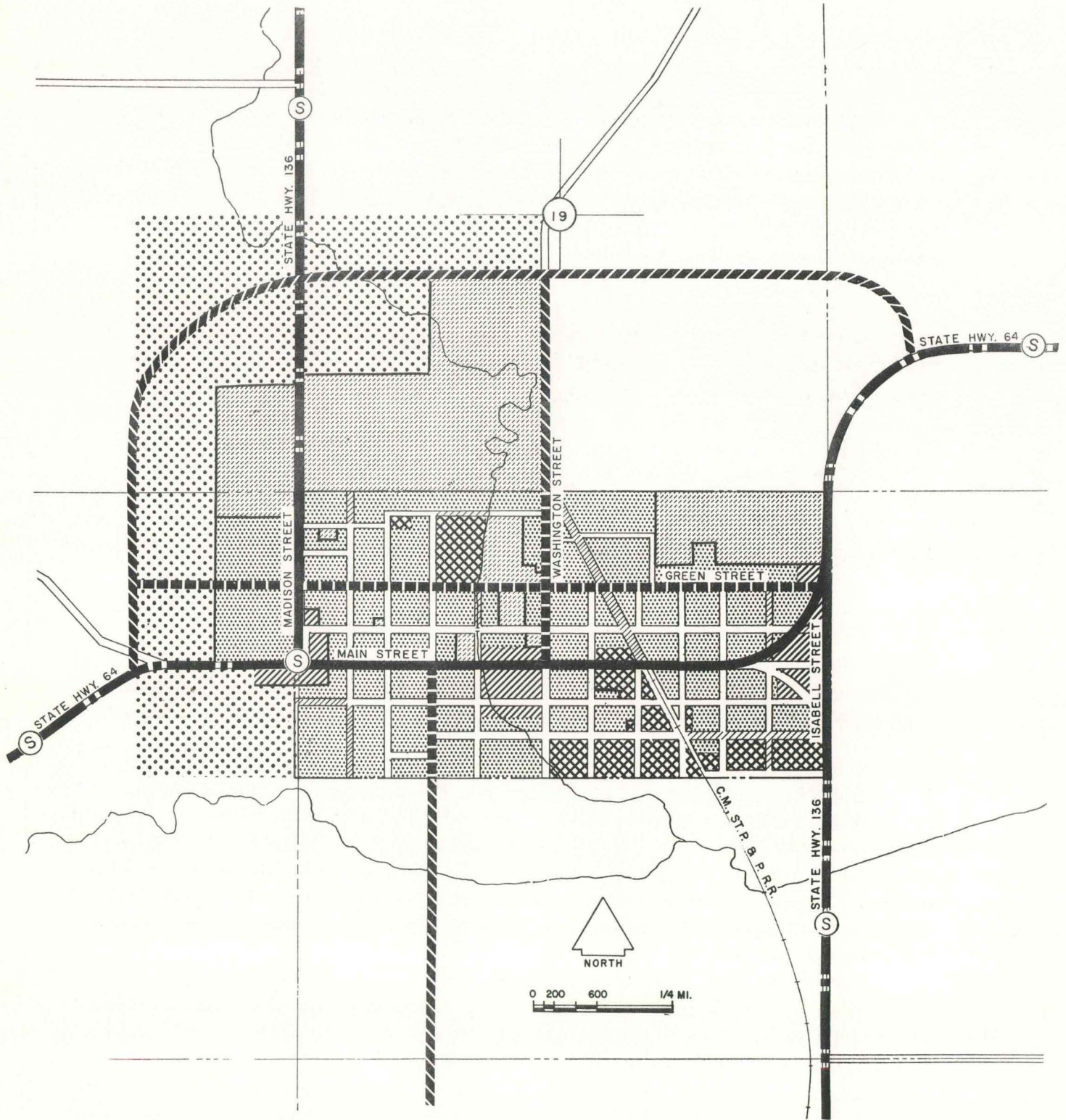
Monticello

Monticello, as the second largest community in Jones County, can be expected to demonstrate much greater diversity in future development patterns than the smaller incorporated areas.

Central business district development is expected to expand more fully and intensively in its present location. As the community grows, it can be expected that neighborhood or highway commercial areas will provide minor business services to particular sections of the community.

The main downtown commercial area is seen to expand into the immediate unused contiguous sites. What may be called State Route 38 commercial district will expand in all directions as development continues in the surrounding area. Several smaller commercial developments at the southern extremity of the community will develop as demand requires; however, these commercial areas will function business-wise in a lesser capacity. Considerable growth will be needed before these sites expand to any great extent.

Residential growth quite naturally continues, as demand requires, as an expansion of existing developed areas. Ideally, community services are provided to these areas as growth ensues. Residential land use is seen to continue in all directions in Monticello. First phase development is seen as a continuation of existing subdivision activity on the west side of town as well as on both sides of State Route 38 east of town. Second phase extends into the outlying areas northeast, north, west, south and east of the community.



LAND USE		THOROUGHFARES	
	RESIDENTIAL		COLLECTOR STREET
	RESIDENTIAL EXPANSION		COLLECTOR ROAD
	COMMERCIAL		MAJOR STREET
	INDUSTRIAL		MAJOR HIGHWAY
	CONSERVATION		SCENIC HIGHWAY
	PUBLIC & SEMI-PUBLIC		LOCAL STREET & ROAD

FUTURE DEVELOPMENT PLAN

WYOMING, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

Industrial land use is scattered throughout Monticello. Existing industrial locations in association with the Chicago, Milwaukee, and St. Paul Railroad will expand by a more intensive use of sites served by the rail. An area toward the east side of town is seen to develop north and south along the Maquoketa River. Larger areas for industrial use are seen as developing both north and south of Monticello. In these areas, heavy industry will be so located that any possible nuisance effect of the industry will be minimized in respect to the community at large. It is seen that the present and developing industrial sites are well serviced by both major highway and rail.

Recreation potential is extensive in the Monticello area. As noted in the unincorporated Future Land Use section of this report, a large proposed conservation designated area follows the Maquoketa River from east to northwest of the community. This area will be conducive to further recreational use.

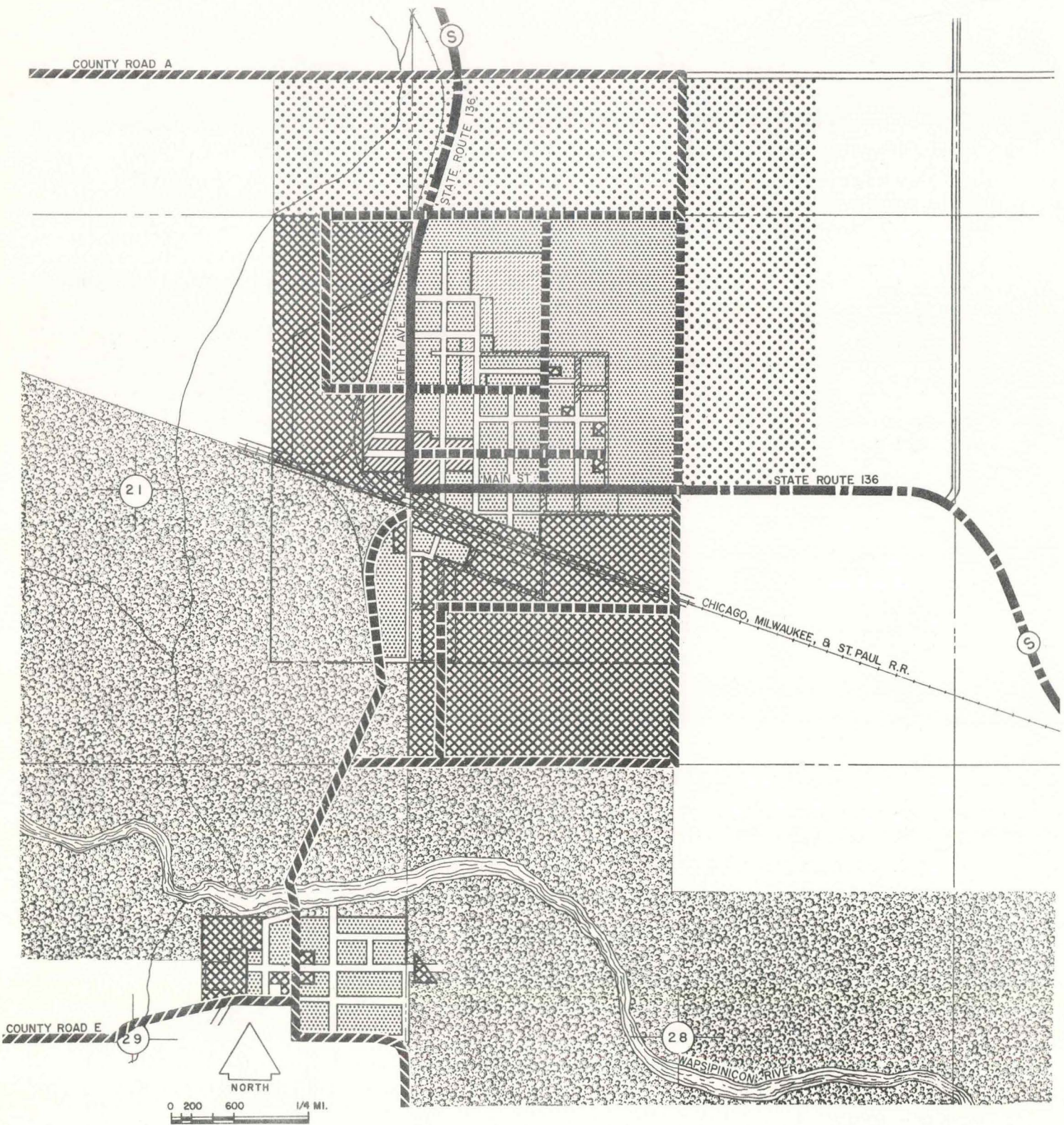
The present circulation pattern of the town is to be bolstered as the city grows. Major highway traffic would be eased with a new U. S. Route 151 bypass east of town. Newly constructed collector roads and streets would serve residential and industrial areas as they develop.

Wyoming

Wyoming's main commercial district is supplemented by two smaller areas; one on the east and one on the west side of town. Future commercial land use is an expansion of these three areas. The greatest increase is seen to take place in the main business district; expansion here is projected as a continuation south into unused areas. Development of the two smaller areas is more in the form of greater use of land and buildings.

Opportunity for future recreational facilities would be available in the area north of the corporate limits; north and west of and including the Little Bear Creek area.

Residential expansion, to a great degree, is to be contained within Wyoming's corporate limits. Numerous subdivided areas exist which have not been developed. Additional areas well suited for residential development are north and south of the present corporate limits. A proposed major highway and collector road bypassing Wyoming to the north and west would serve this additional residential development.



FUTURE DEVELOPMENT PLAN

OXFORD JUNCTION, IOWA

LAND USE	THOROUGHFARES
RESIDENTIAL	COLLECTOR STREET
RESIDENTIAL EXPANSION	COLLECTOR ROAD
COMMERCIAL	MAJOR STREET
INDUSTRIAL	MAJOR HIGHWAY
CONSERVATION	SCENIC HIGHWAY
PUBLIC & SEMI-PUBLIC	LOCAL STREET & ROAD

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

A continuing industrial development is seen in connection with existing sites to the west of the Chicago, Milwaukee and St. Paul and Pacific Railroad tracks. This area could easily and logically expand into unused areas east and west. Another suggested industrial site is located on the acreage contiguous to and west of Little Bear Creek and fronting on Green and State Streets.

Oxford Junction

The present commercial district in Oxford Junction is bisected by State Route 136. Future commercial area is kept in association with this route both north and east. The railroad tracks provide a breaking point for the commercial district on the west, and State Route 136 a breaking point on the south.

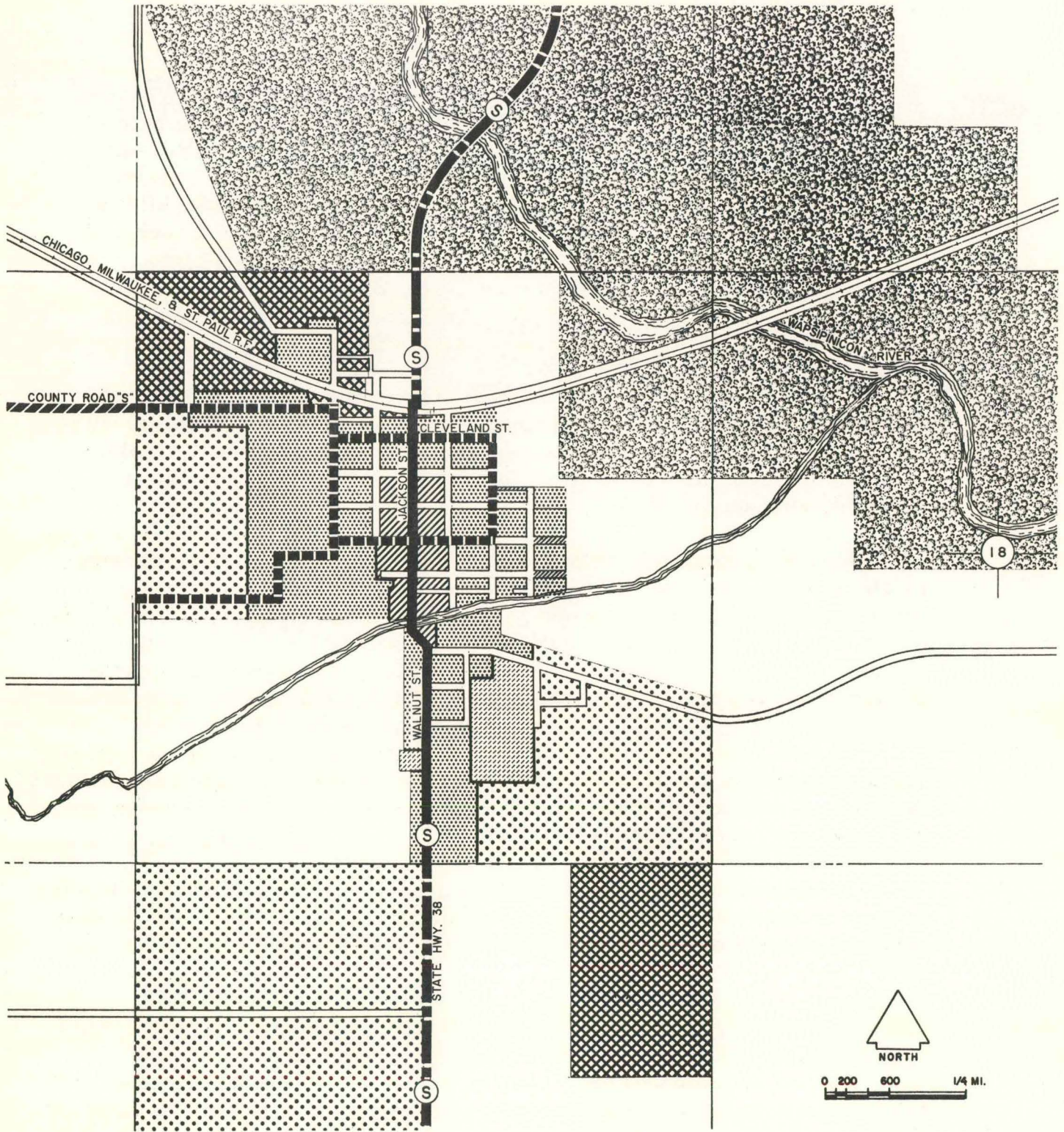
Future residential expansion extends north and east from present established areas. Additional future residential development is a continuation of existing development. A smaller area contiguous to and east of the large park is a filling in of existing platted lots. A continuation of existing streets, and the development of collector streets will provide access to these areas.

Oxford Junction borders on the proposed conservation area following the Wapsipinicon River. Unlimited potential exists for future recreational facilities in this area. The community's closeness provides possibility for excellent recreational facility development in the future.







Industrial expansion is a continuation of existing locations. Development is seen to extend on the west and south sides of town. Excellent rail and highway services are provided to these areas.

Olin





Future commercial development is seen to be an overall expansion of Olin's downtown business district. As needs arise, vacant lots should be utilized and existing buildings more intensively used. Sufficient commercial development in this area would require the transition of existing residences to commercial uses. Smaller communities must guard against the unwise establishment of unneeded strip commercial areas away from



LAND USE

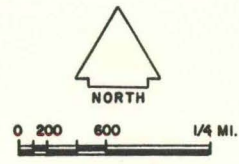
-  RESIDENTIAL
-  RESIDENTIAL EXPANSION
-  COMMERCIAL
-  INDUSTRIAL
-  CONSERVATION
-  PUBLIC & SEMI-PUBLIC

THOROUGHFARES

-  COLLECTOR STREET
-  COLLECTOR ROAD
-  MAJOR STREET
-  MAJOR HIGHWAY
-  SCENIC HIGHWAY
-  LOCAL STREET & ROAD

FUTURE DEVELOPMENT PLAN

OLIN, IOWA



URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC.—PLANNING CONSULTANTS

the existing main business district. Existing and/or future parks or play areas should be preserved, if at all possible, when they fall in the path of advancing commercial development.

Olin's residential expansion is seen to follow present growth trends. Residential growth is seen west, east, and south. The growth areas west and east of town are in association with existing developed areas; that area south may be considered as second phase development. New streets and roads will provide access as development continues.

Proximity to a large proposed conservation area can provide later opportunity for later development of recreational facilities.

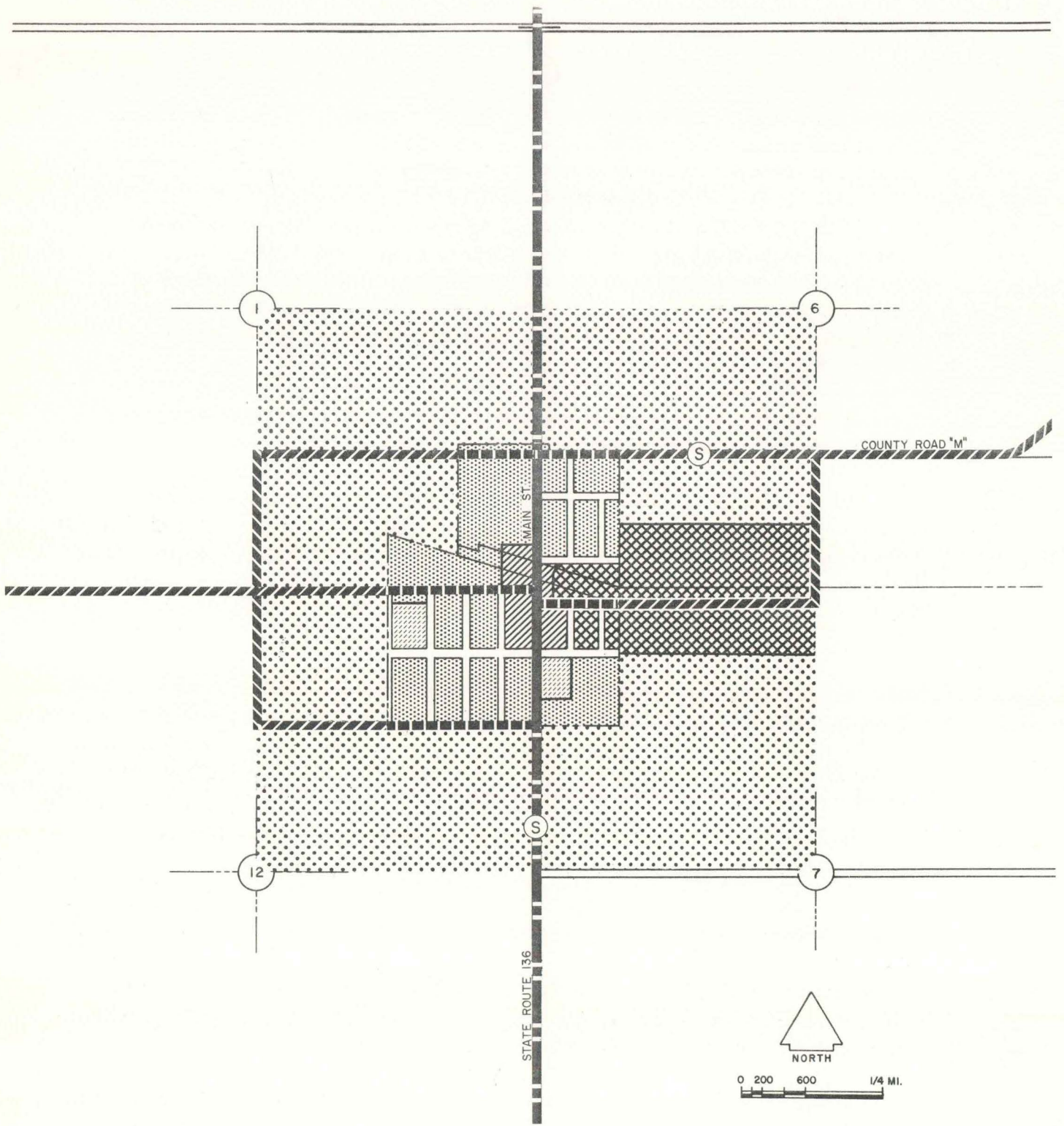
Two major locations, one within the corporate limits and one just outside, are recommended and would provide substantial acreage for industrial development in Olin. The Chicago, Milwaukee, and St. Paul Railroad bisects the northernmost industrial area within town, and State Route 38 passes to the west of the southernmost area.

Onslow







As population increases in Onslow, so must commercial establishments to provide additionally needed services. This increase is seen to develop mainly east and west. Development east is seen to be first phase of commercial expansion.

Future recommended residential area occurs first as a continuation of the present residential area and secondly, into presently undeveloped areas. Future construction is seen to fill in the many presently vacant lots within the corporate limits of the town. Ideally, development will follow this trend before advancing into other areas where city services such as sewers would not be readily available. Extended future residential areas are shown around the incorporated town.




Future industrial development areas should be properly located in association with the community, so that future industrial activities would provide a minimum of industrial nuisance value to the community. When industry and adjacent land uses become bad neighbors, this is distracting to not only the town but also to that industry. Proposed future industrial acreage for Onslow provides a good relationship between community and future industry. An extension east of the present industrial area will provide the desired separation .



LAND USE

-  RESIDENTIAL
-  RESIDENTIAL EXPANSION
-  COMMERCIAL
-  INDUSTRIAL
-  CONSERVATION
-  PUBLIC & SEMI-PUBLIC

THOROUGHFARES

-  COLLECTOR STREET
-  COLLECTOR ROAD
-  MAJOR STREET
-  MAJOR HIGHWAY
-  SCENIC HIGHWAY
-  LOCAL STREET & ROAD

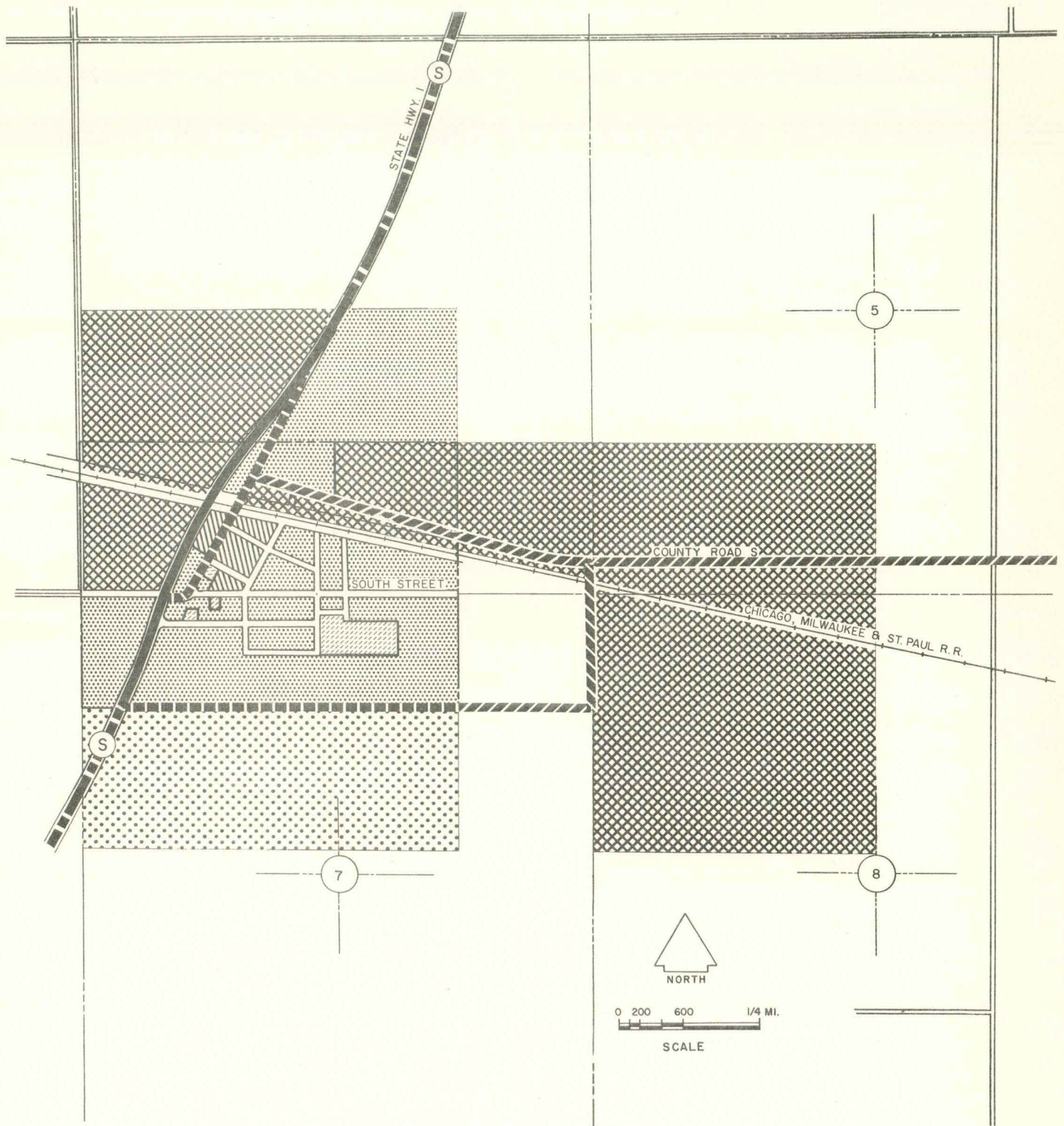
FUTURE DEVELOPMENT PLAN

ONSLow, IOWA







URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 230, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS



LAND USE

-  RESIDENTIAL
-  RESIDENTIAL EXPANSION
-  COMMERCIAL
-  INDUSTRIAL
-  CONSERVATION
-  PUBLIC & SEMI-PUBLIC

THOROUGHFARES

-  COLLECTOR STREET
-  COLLECTOR ROAD
-  MAJOR STREET
-  MAJOR HIGHWAY
-  SCENIC HIGHWAY
-  LOCAL STREET & ROAD

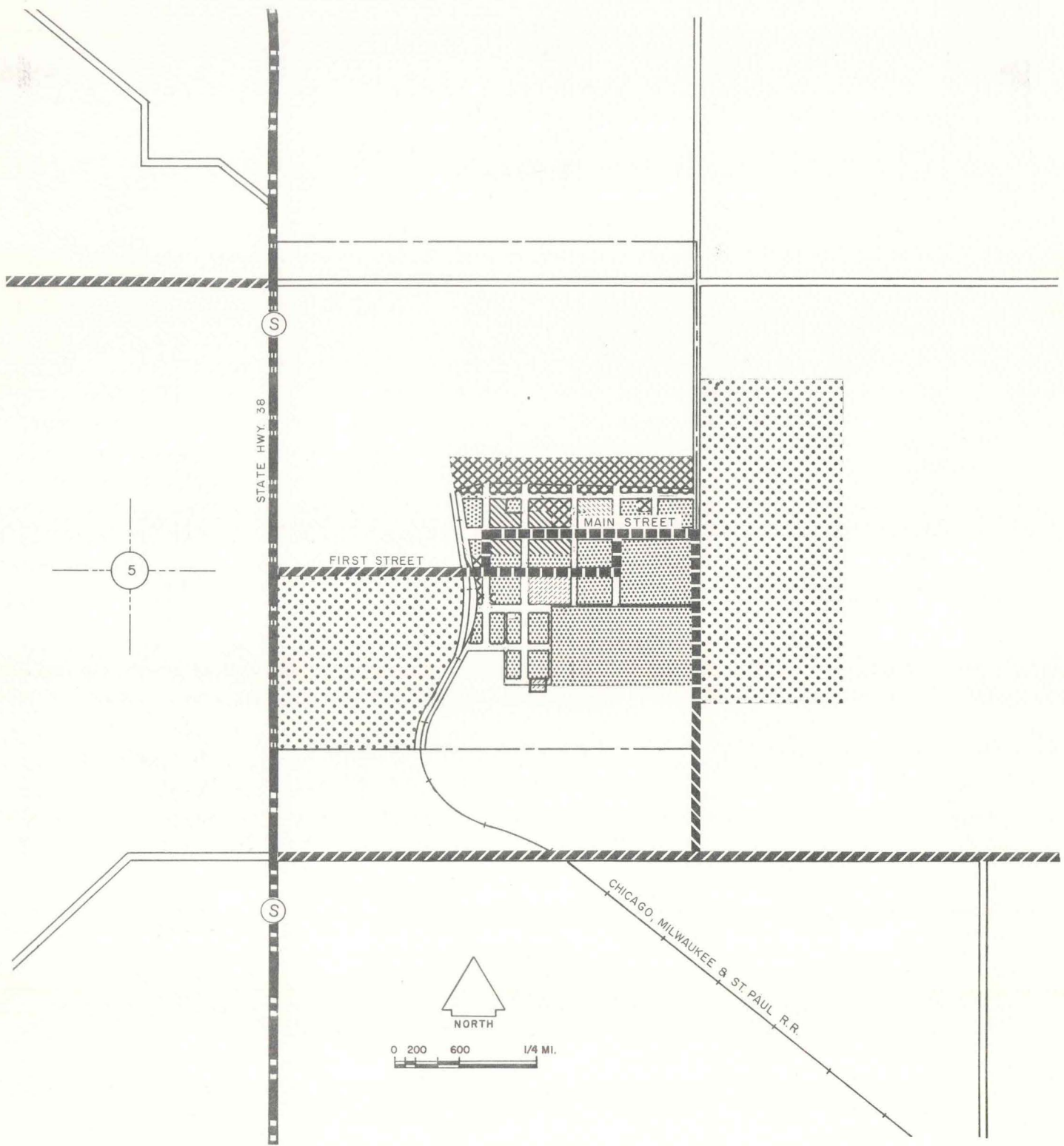
FUTURE DEVELOPMENT PLAN

MARTELLE, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA 9-64
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.






JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS



LAND USE

-  RESIDENTIAL
-  RESIDENTIAL EXPANSION
-  COMMERCIAL
-  INDUSTRIAL
-  CONSERVATION
-  PUBLIC & SEMI-PUBLIC

THOROUGHFARES

-  COLLECTOR STREET
-  COLLECTOR ROAD
-  MAJOR STREET
-  MAJOR HIGHWAY
-  SCENIC HIGHWAY
-  LOCAL STREET & ROAD

FUTURE DEVELOPMENT PLAN

CENTER JUNCTION, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

The indicated proposed future streets and roads will provide adequate travelway for the developing community.

Martelle

Although one of the smaller communities in the county, Martelle also must be carefully thought of in terms of future development.

Martelle's commercial district is seen to better utilize the present buildings and contiguous lots as well as to ~~expand~~ to the south.

Residential expansion, ~~to be efficiently~~ should first extend to the south within the corporate limits. Home building should be encouraged to extend first within the town limits where town services are most easily furnished. Residential expansion beyond corporate limits is a natural expansion of the town; expansion is best seen to the northeast as well as south of existing limits. A system of collector roads and local streets would develop in conjunction with these expanding areas.

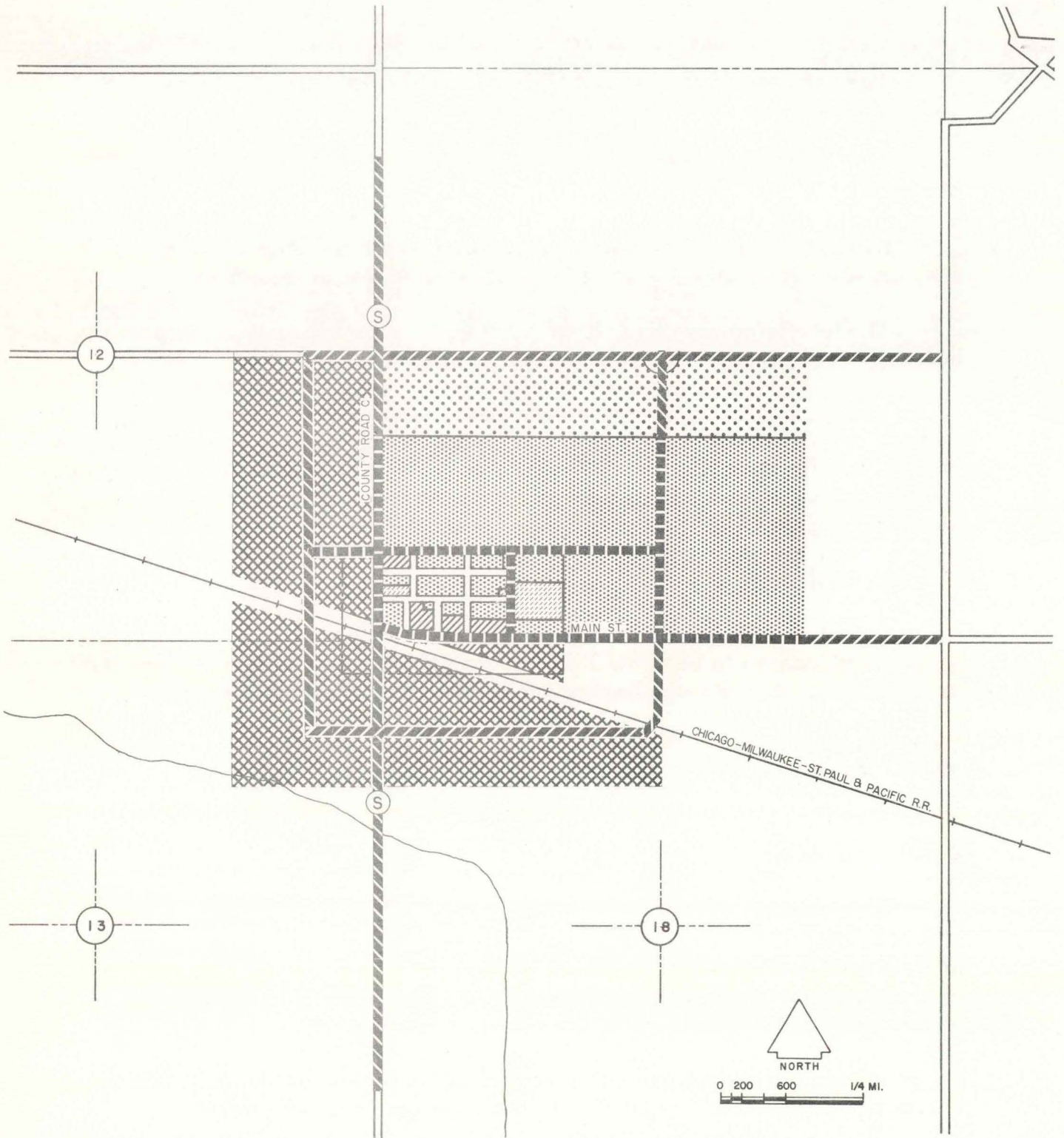
Industrial expansion is seen to continue from existing sites into those areas best located in association with the community and best served with transportation facilities. Expansion within the corporate area is east and west in association with the Chicago, Milwaukee and St. Paul Railroad. These suggested future industrial areas extend across present corporate lines. Expansion follows both west and north and east and south.

Center Junction

Commercial growth is proposed as a continuation of the existing business district in Center Junction. Development of this district north and east will maintain a consistent growth pattern from the existing area. Full utilization of existing buildings should be achieved in association with additional development of the commercial district.

Residential development is suggested as first continuing within the corporate limits, then expanding to both the east and southwest.

Future industrial acreage is shown as an expansion of the existing small industrial area north of town and to the east of State Route 38.



FUTURE DEVELOPMENT PLAN

MORLEY, IOWA

LAND USE	THOROUGHFARES
RESIDENTIAL	COLLECTOR STREET
RESIDENTIAL EXPANSION	COLLECTOR ROAD
COMMERCIAL	MAJOR STREET
INDUSTRIAL	MAJOR HIGHWAY
CONSERVATION	SCENIC HIGHWAY
PUBLIC & SEMI-PUBLIC	LOCAL STREET & ROAD

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT #04 AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC.—PLANNING CONSULTANTS

New road construction has been recommended in the Center Junction area. As community development continues, additional roads will be needed to serve the new areas. A continuation of local streets in town will be needed in the future; collector roads must be constructed in developing residential areas east, west, and south as the need arises.

Morley

Morley is a small town on the Chicago, Milwaukee, and St. Paul Railroad. Size, however, should not decrease the importance of future land use study and designation.

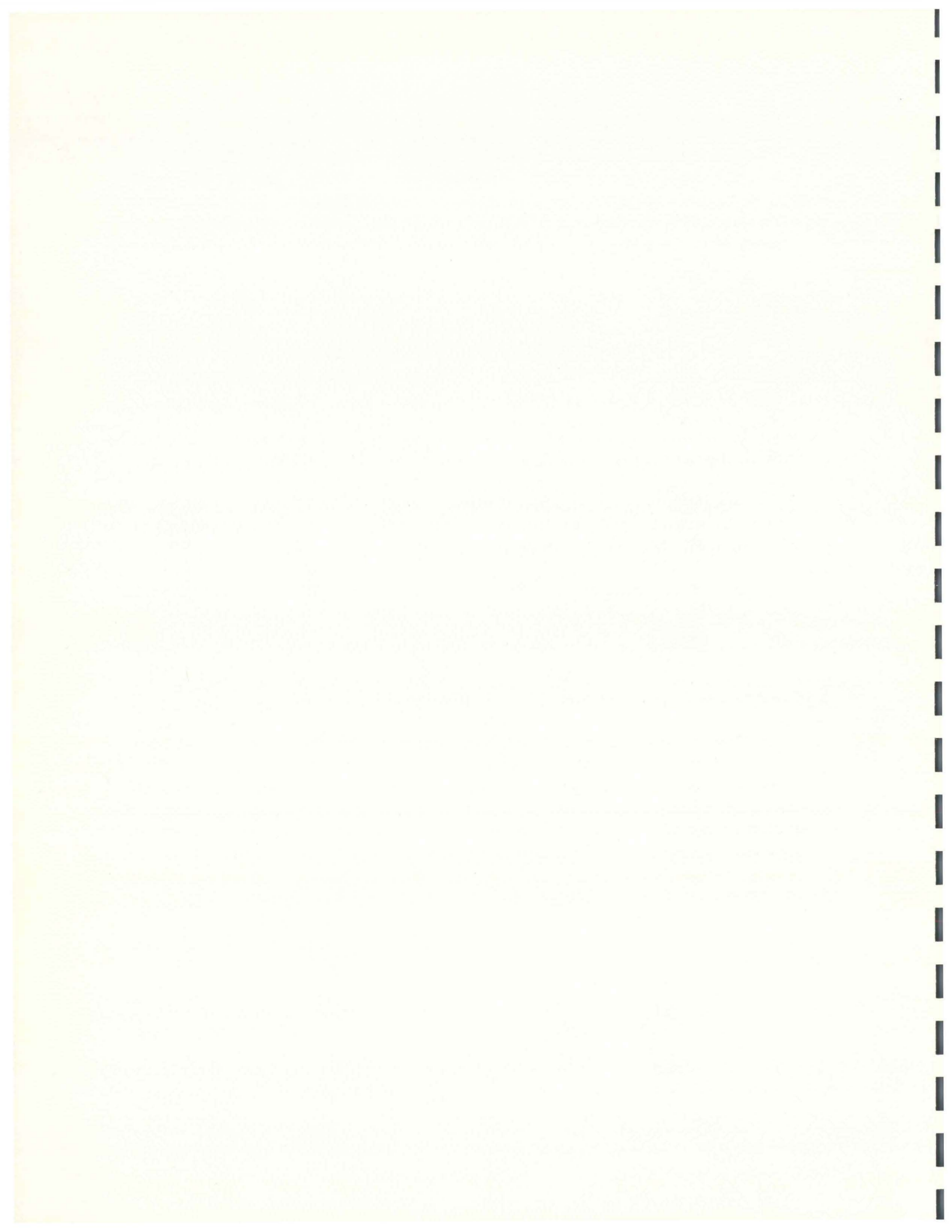
Commercial expansion is seen to develop into adjacent unused lots, both in the main business district and the smaller northwestern area.

House construction should ideally first occur in existing vacant areas within the established residential areas. Continued residential expansion is later seen both north and east of town.

Industrial land use is a continuation south of the present industrial area. Additional acreage for industrial usage is suggested west of Morley. This "L" shaped area is in association with the aforementioned railroad.

Carrying Out Recommended Land Development Policy

The land development policy as expressed here in statement and Future Development Plan maps is a preliminary suggestion. This thinking should be continually adjusted as necessary in the periodic adjustment on a community by community basis of individual zoning ordinances. Such ordinances will then be adopted locally as a guide to future community growth. The initial development of zoning standards for each of the participating communities is part of the present Jones County Regional Planning Program.



CHAPTER III

ROADS, STREETS AND HIGHWAYS

Existing Road and Street System

Jones County is served by east-west Interstate 80 which passes seventeen miles south of the southern border of the county. U. S. Highway 30 passes three or four miles south of the county in an east-west direction, and U. S. Highway 20 passes 15 miles north of the county in an east-west direction.

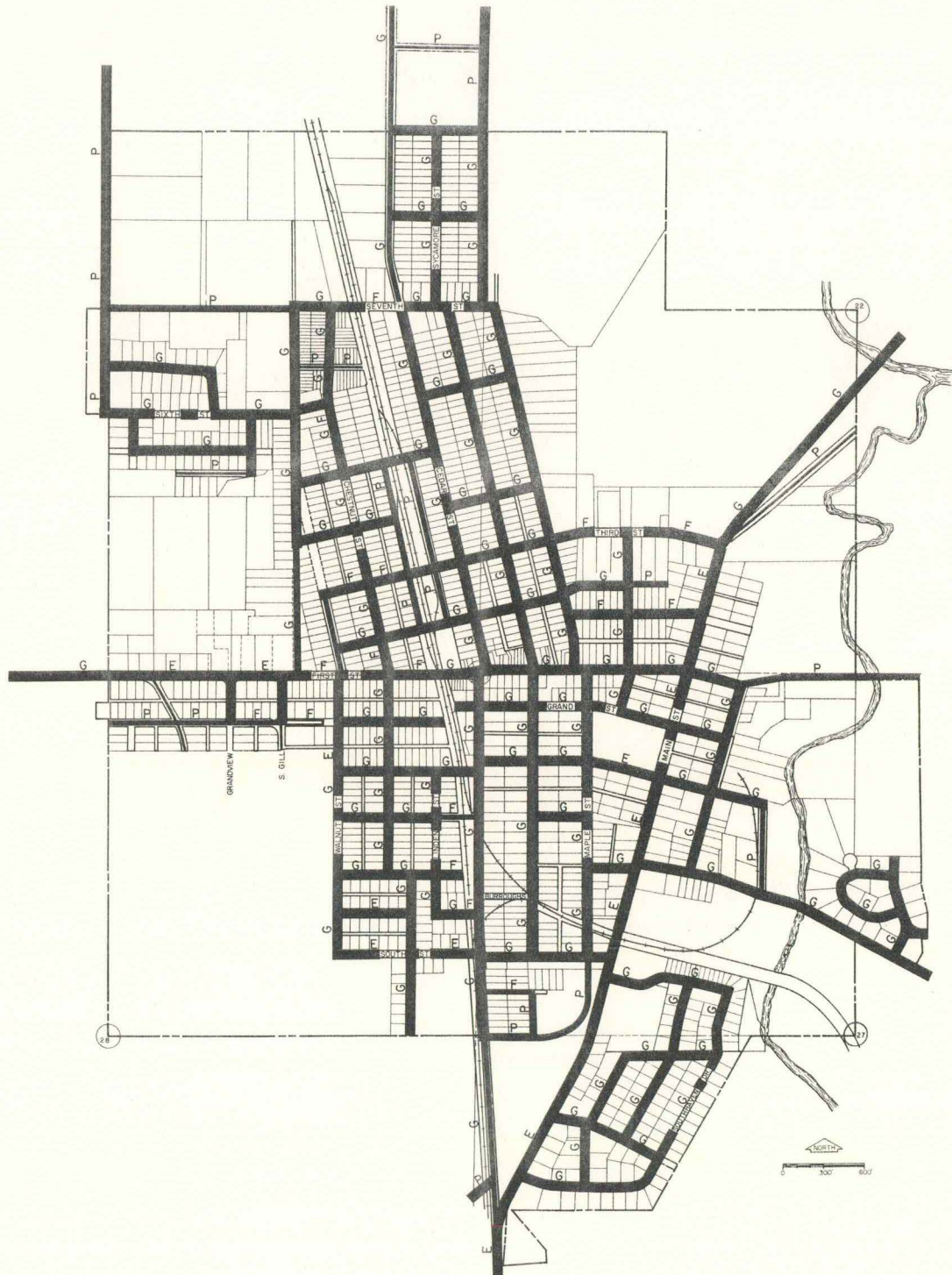
Within the county, U. S. Route 151 runs in a northeast-southwest direction; State Route 64 runs in an east-west direction.

Generally, the pattern of streets and highways in Jones County may be described as a modified gridiron, the roads varying from this pattern where rough terrain so dictates or where some of the more important roads travel in a diagonal direction in order to achieve a shorter travel distance between points.

The condition of the roads in the county may be described as ranging from fair to good. Of the 958 miles of roads in the county (excluding city streets), 96 miles are U. S. highways or state highways, and 862 miles are county roads. Of 862 miles of county roads, 48 miles (or 5.5%) are hard surfaced.

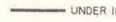


Basically, in the various communities of the county, the street pattern also is primarily a gridiron system with streets parallel to one another. In a few instances, such as Monticello and Martelle, some portions of the street system are diagonal to others. The maps, "Pavement Width and Condition," indicate the range of street conditions presently found in Jones County communities. All communities indicated conditions ranging from poor to excellent. Those streets indicated as having wider pavements are conceivably able to carry more traffic in any future pattern of major streets.

It would be desirable if every street or road throughout the county could be classed as excellent; however, this is not financially possible. Maintaining existing roads as well as carrying on a normal construction program quickly absorbs road funds. However, since all streets or roads cannot be provided with an excellent surface, the heavier traveled roads should receive priority for such funds.



PAVEMENT WIDTH & CONDITION

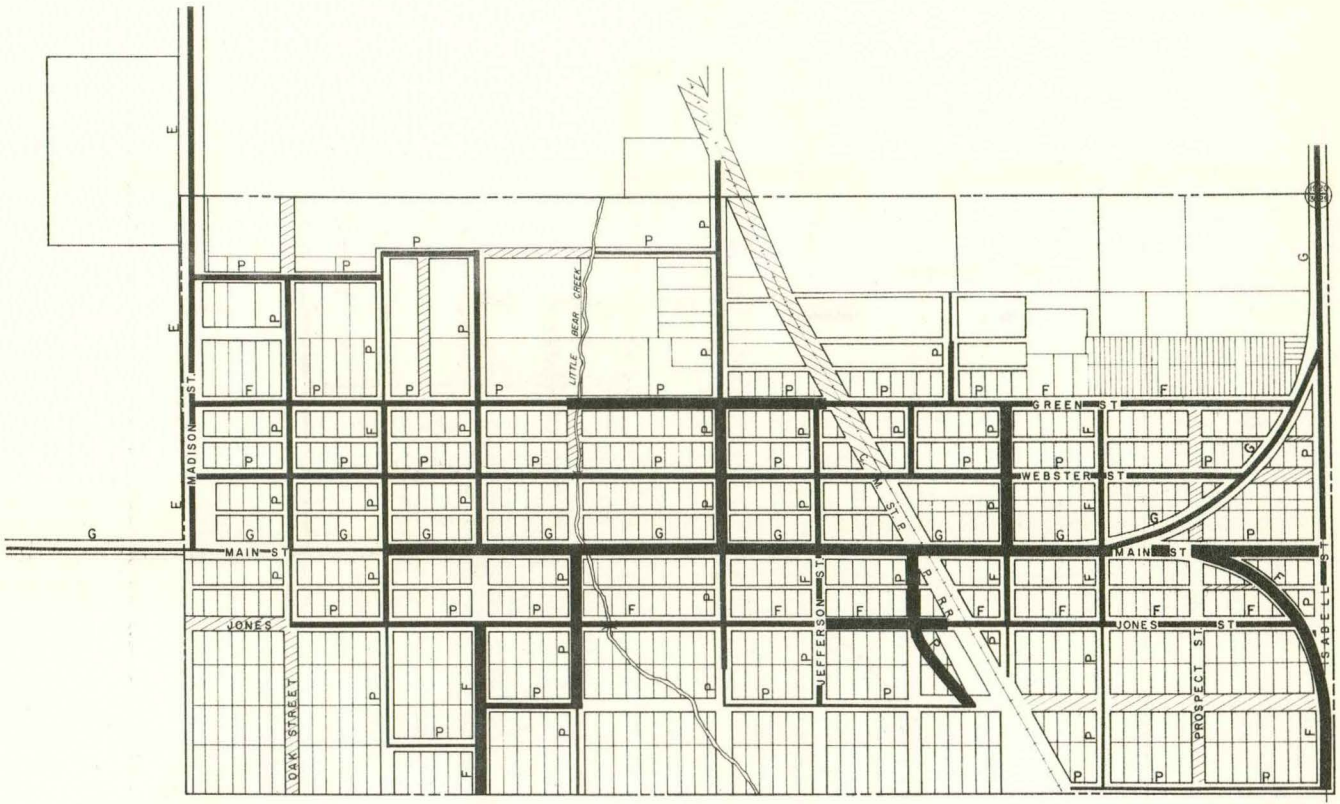
MONTICELLO, IOWA

WIDTH	CONDITION
 UNDER 18'	E - EXCELLENT
 18'-24'	G - GOOD
 24' AND OVER	F - FAIR
	P - POOR

JONES COUNTY REGIONAL PLANNING COMMISSION
SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
PROVISION OF CHAPTER 280, LAWS OF THE 58th
GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT 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.



PAVEMENT WIDTH & CONDITION

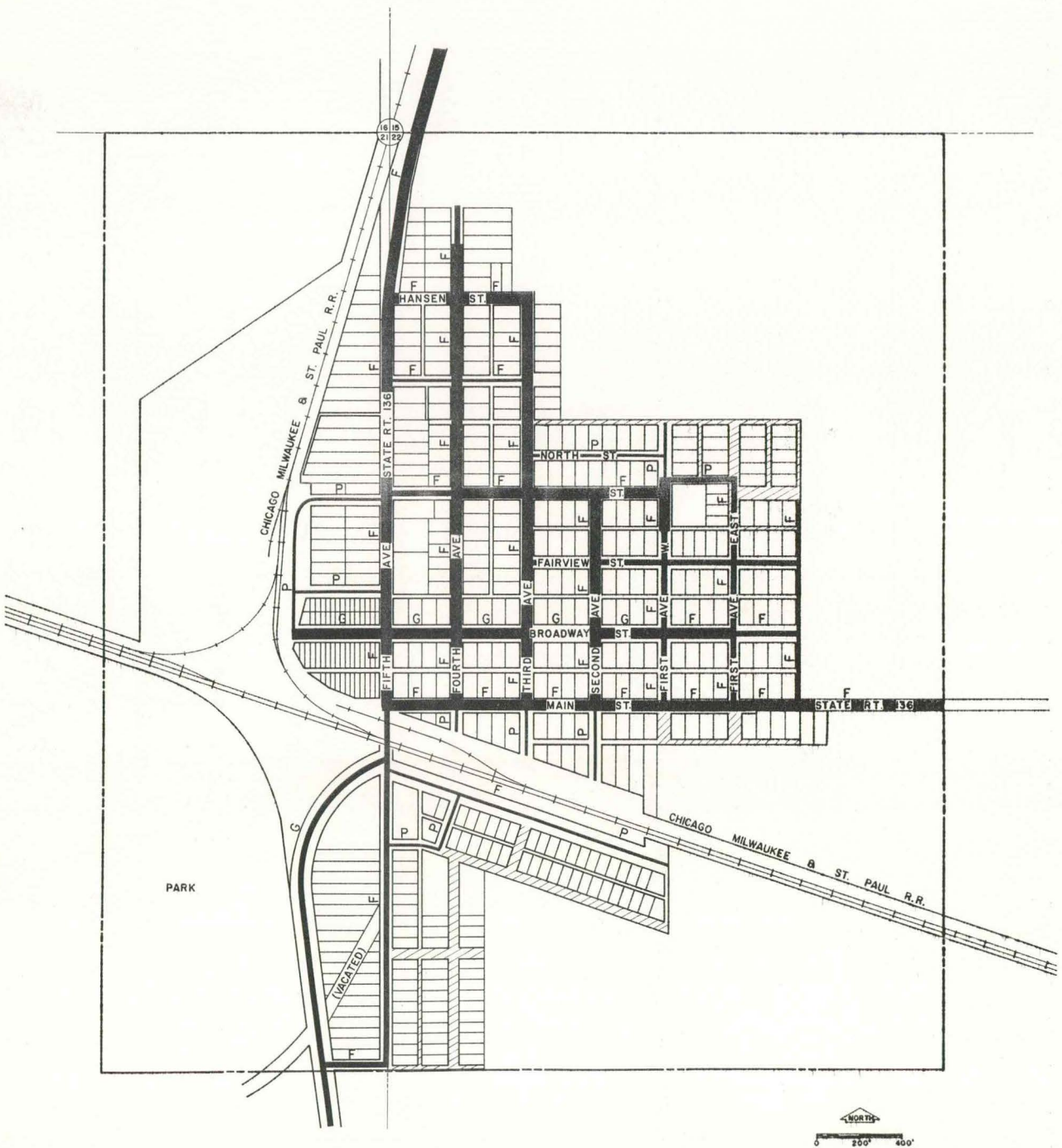
WYOMING, IOWA

WIDTH	CONDITION
UNDER 18'	E - EXCELLENT
18'-24'	G - GOOD
24' AND OVER	F - FAIR
	P - POOR

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

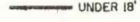


URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 260, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.



PAVEMENT WIDTH & CONDITION

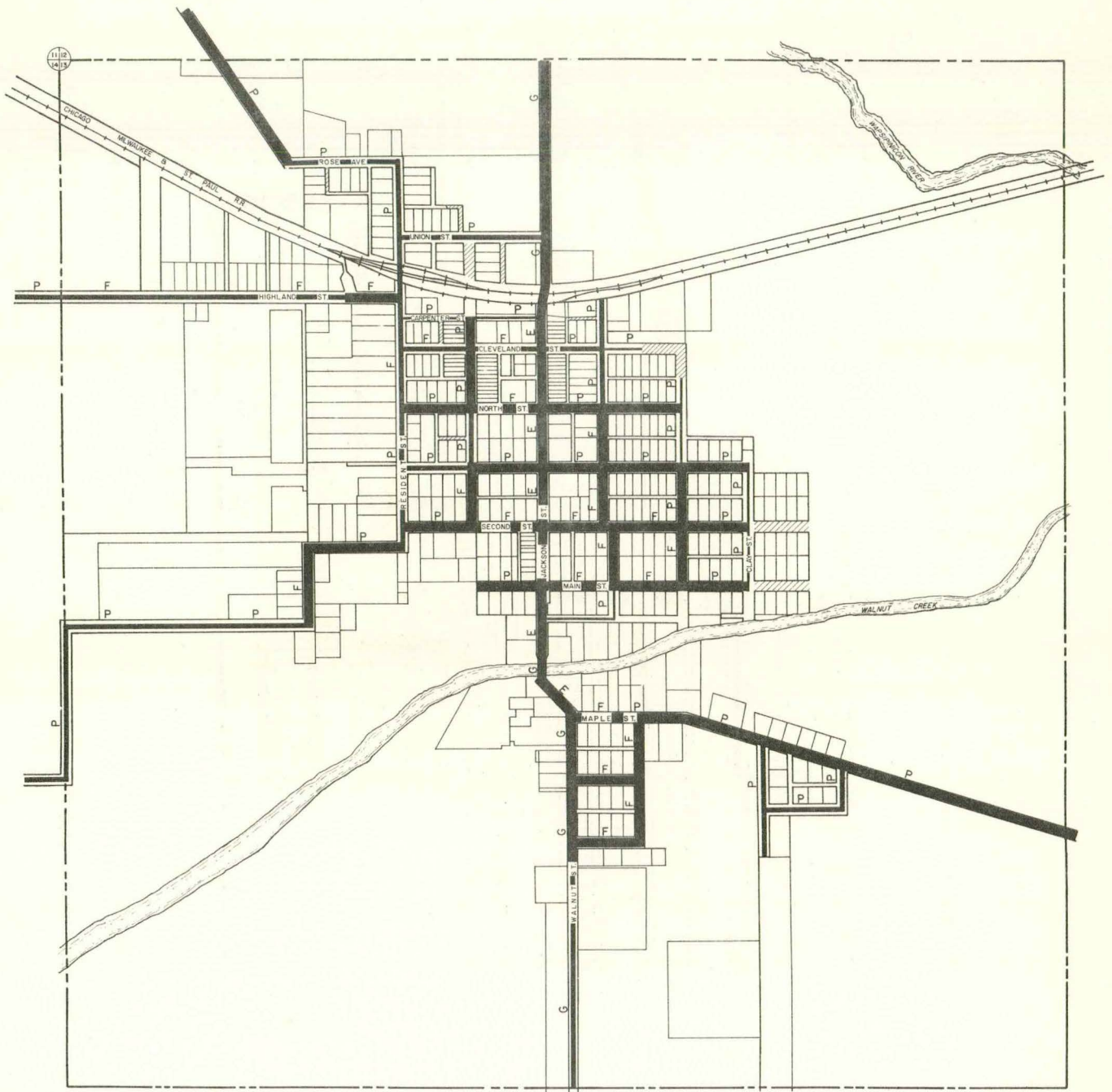
OXFORD JUNCTION, IOWA

WIDTH	CONDITION
 UNDER 18'	E - EXCELLENT
 18'-24'	G - GOOD
 24' AND OVER	F - FAIR
	P - POOR

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 230, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.



PAVEMENT WIDTH & CONDITION

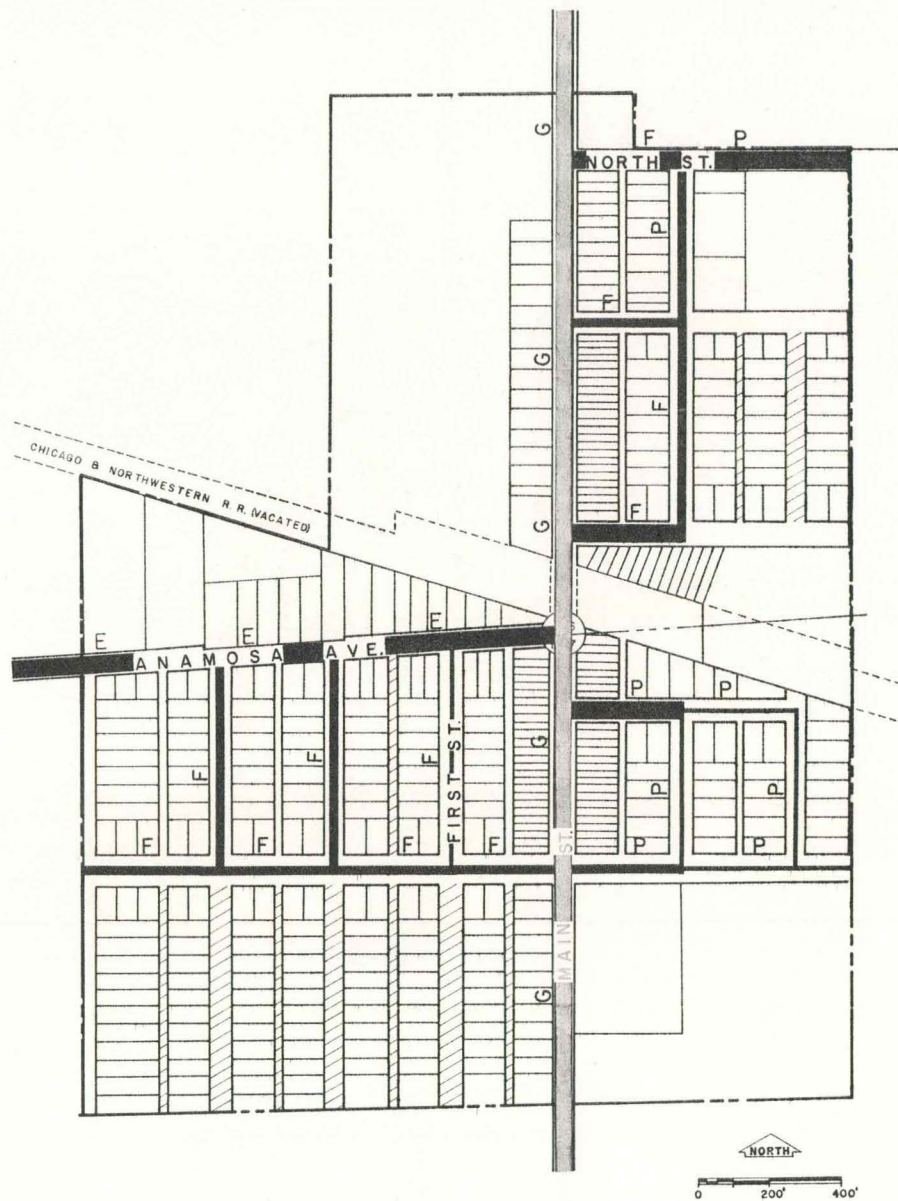
OLIN, IOWA

WIDTH	CONDITION
UNDER 18'	E - EXCELLENT
18'-24'	G - GOOD
24' AND OVER	F - FAIR
	P - POOR

JONES COUNTY REGIONAL PLANNING COMMISSION
SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
PROVISION OF CHAPTER 280, LAWS OF THE 58th
GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT 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.



PAVEMENT WIDTH & CONDITION

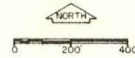
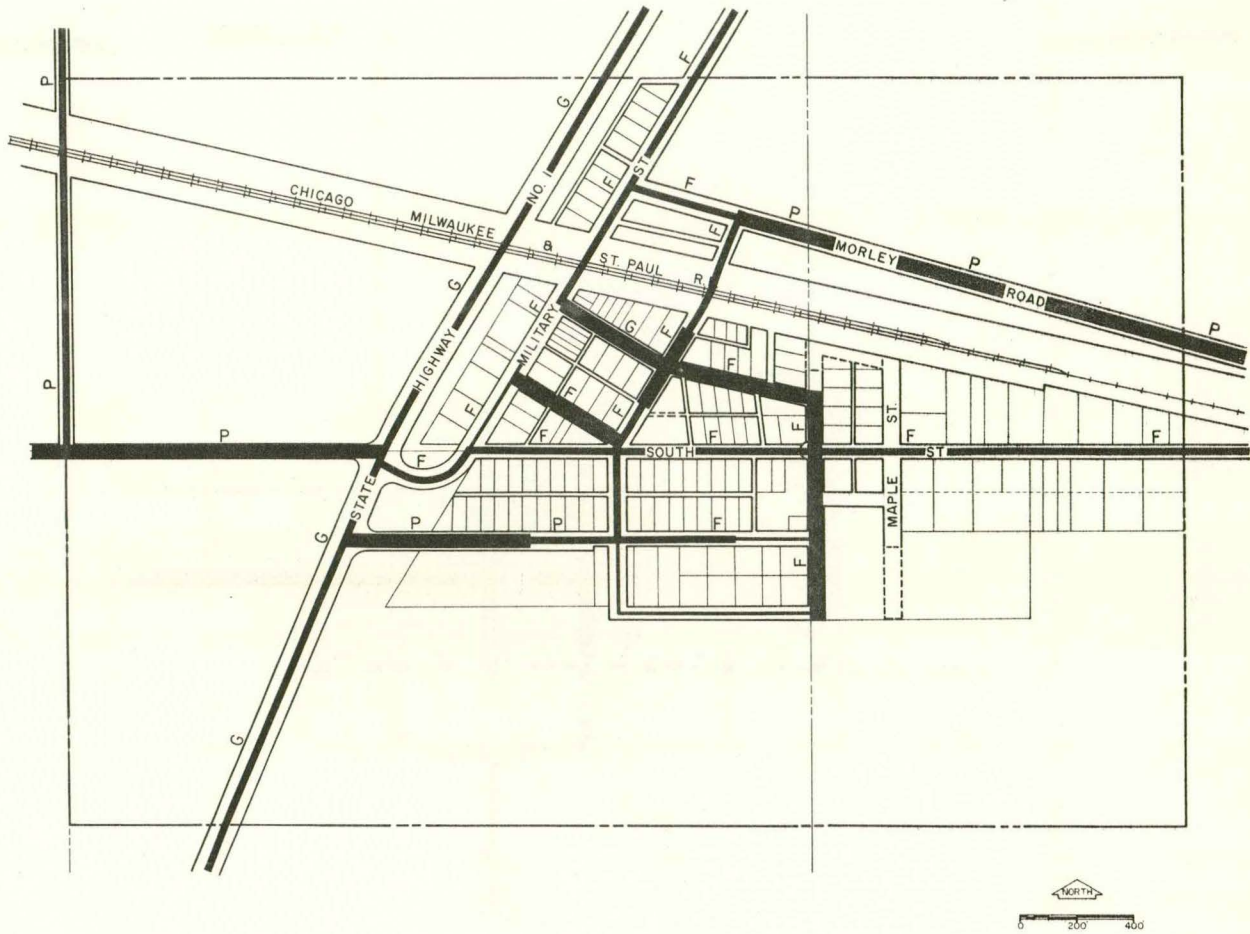
ONSLOW, IOWA

WIDTH	CONDITION
UNDER 18'	E - EXCELLENT
18'-24'	G - GOOD
24' AND OVER	F - FAIR
	P - POOR

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS



PAVEMENT WIDTH & CONDITION

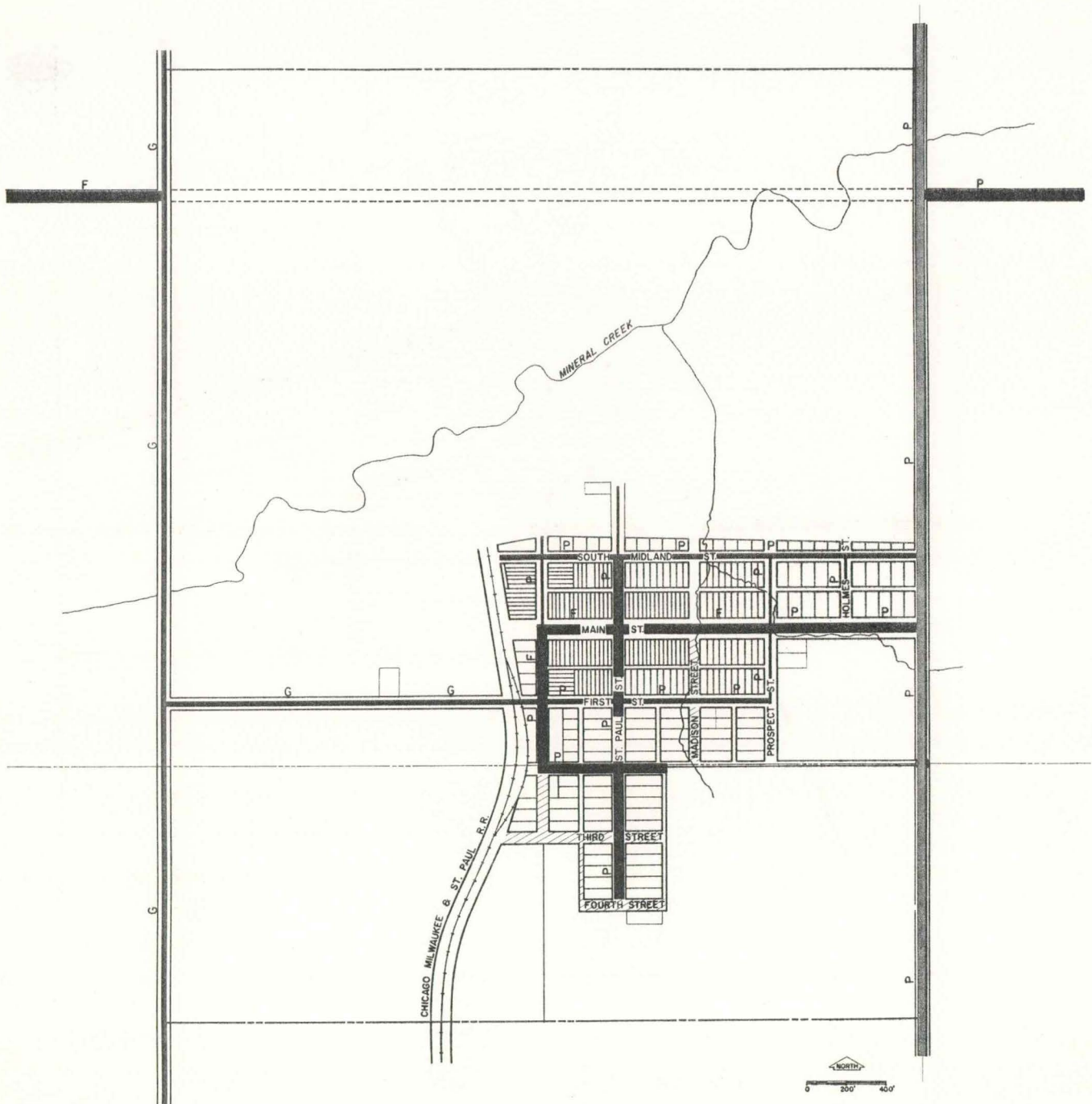
MARTELLE, IOWA

WIDTH	CONDITION
UNDER 18'	E - EXCELLENT
18' - 24'	G - GOOD
24' AND OVER	F - FAIR
	P - POOR

JONES COUNTY REGIONAL PLANNING COMMISSION
SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
PROVISION OF CHAPTER 280, LAWS OF THE 58th
GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT 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.



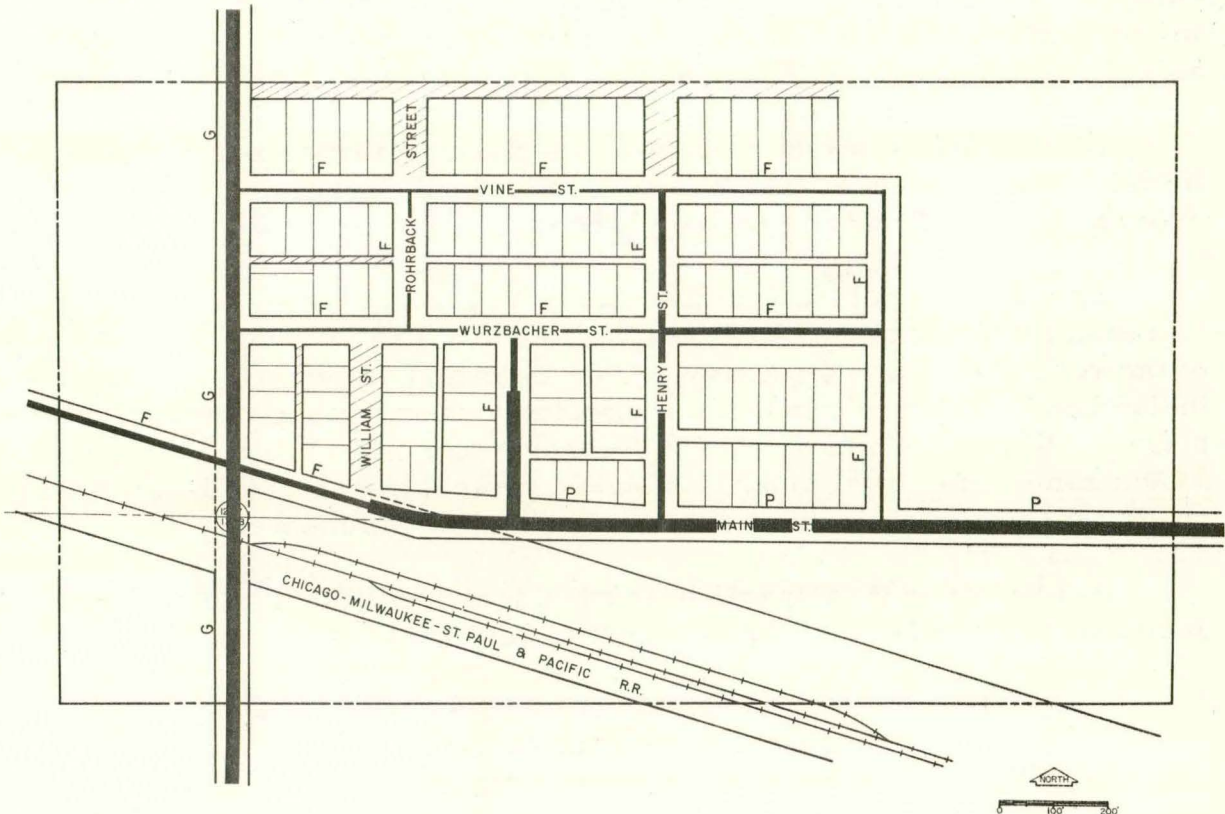
WIDTH	CONDITION
UNDER 18'	E - EXCELLENT
18'-24'	G - GOOD
24' AND OVER	F - FAIR
	P - POOR

PAVEMENT WIDTH & CONDITION

CENTER JUNCTION, IOWA

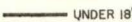
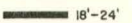

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.



PAVEMENT WIDTH & CONDITION

MORLEY, IOWA

WIDTH	CONDITION
 UNDER 18'	E - EXCELLENT
 18'-24'	G - GOOD
 24' AND OVER	F - FAIR
	P - POOR

JONES COUNTY REGIONAL PLANNING COMMISSION
SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
PROVISION OF CHAPTER 280, LAWS OF THE 58th
GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT 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.

Implications for Street and Highway Planning

Important factors in a street and highway planning program for Jones County include increasing travel, any significant proposed developments (such as the Indian Bluffs Wilderness and Recreation Area) which would have a bearing on traffic, and road construction programs, as well as any shortcomings presently noted in the existing road system.

In the considerations of both development potential and increase in travel, there is little doubt that people will do an increasing amount of driving in Jones County in future years.

The tourism potential of the county will considerably influence this increasing amount of travel within the county. The striking natural scenery of the rolling terrain, the attractive streams and, of course, the proposed Indian Bluffs Reservoir indicate a significant tourism and recreational resource. Highway planning should recognize and make use of such potential. At the same time, strict controls should protect the natural beauty of the roads which are now or are capable of becoming the most scenic.

In addition to these particular considerations, certain objectives are desirable in any plan for improvement of county roads:

1. As an early objective, the overall road system should provide hard surfaced direct road connections between nearby communities.
2. An overall system of continuous cross-county collector roads (paved) should be developed with such roads running both north and south and east and west and spaced at 5 to 6 mile intervals.
3. A scenic road system should be incorporated into the road plan and development undertaken on an initial first phase (supplemental) right-of-way acquisition or easement, forestation program, and limited recreational development. (For maximum effectiveness participation of all agencies in the county having jurisdiction over such functions should be solicited by the highway agency.)

4. To the extent possible, periodic highway improvement programs should include a variety of improvements (surfacing, elimination of road jogs, structures, scenic highways) so that continuing progress toward an overall planned, well balanced system is achieved.

Deficiencies of the Present Road System

In terms of the existing road pattern as well as the foregoing objectives, certain notable deficiencies are evident. One is the lack of east-west roads providing good connections between some of the smaller communities. For example, substantial improvement is required to provide a sound connection tying together Martelle, Morley, Olin, and Oxford Junction. Also, it is felt that a better connection should be provided relating Anamosa to Center Junction and Onslow.

It is noteworthy that State Route 64 and U. S. Route 151 have recently been routed around Anamosa simplifying through traffic by eliminating the previously circuitous routing through Anamosa. A similar improvement which is now contemplated for Monticello should be undertaken as soon as possible.

The traffic pattern on certain county roads is subjected to a number of sharp turns or jogs. These include the jogs confronting east-west traffic at both Morley and Olin, the sharp turn between County Roads "E" and "F", and several sharp turns in County Road "C" north of Anamosa. When a surfacing project is to be undertaken where such a jog occurs, it is strongly recommended that if at all possible the jog be removed at the same time, since it frequently is easier to straighten a jog prior to paving.

For a continuous sound approach to a county road paving program, a basic pattern of roads should be established and accepted

by the county, and thereafter form the basis for the priority paving of these roads over other county roads. It is noted that to date an excellent program has been pursued and existing hard surfaced roads lend themselves very well to incorporation into a sound overall pattern of roads.

Traffic Volumes

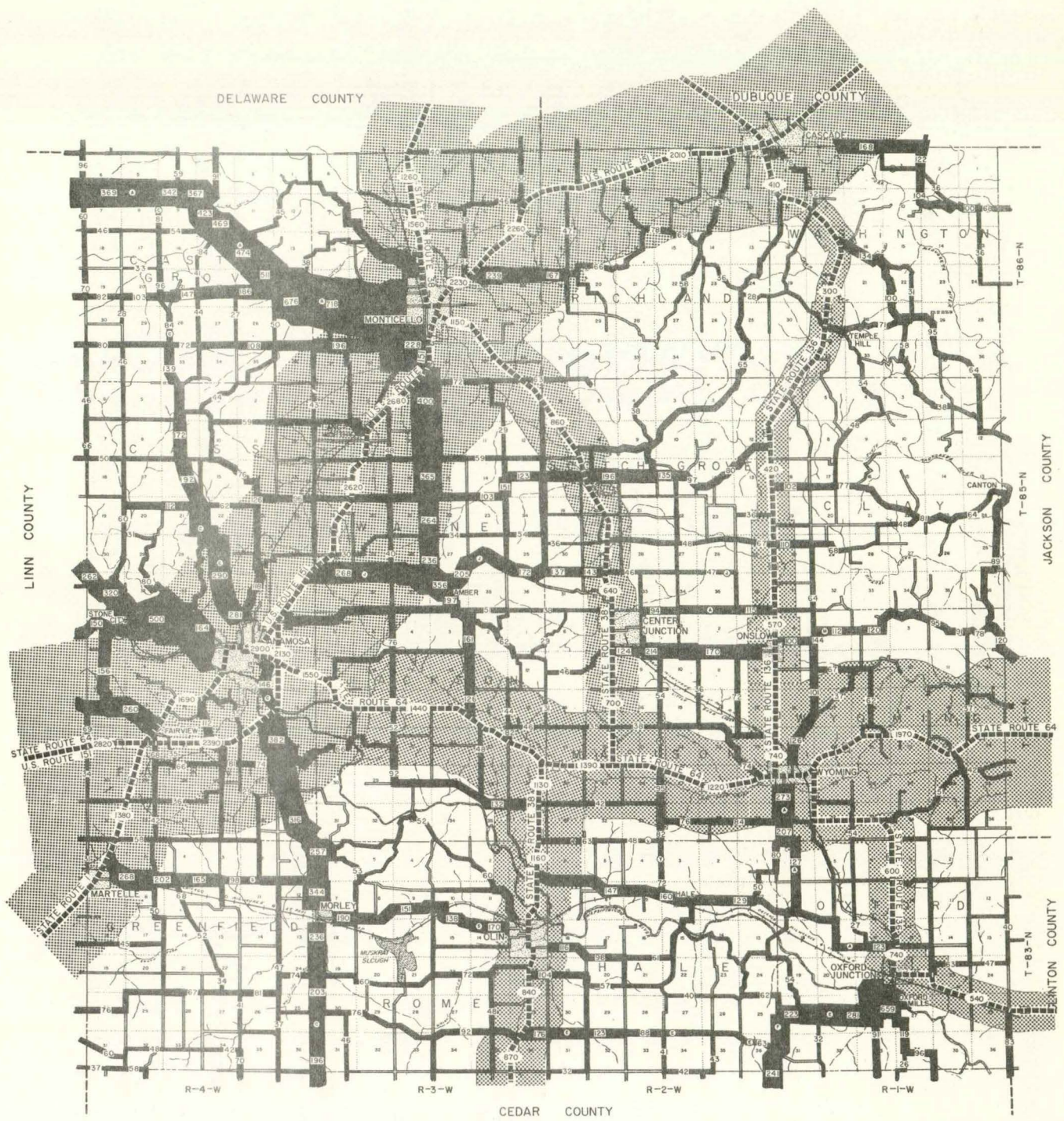
A major factor in selecting the routes to be designated as the more important traffic-carrying roads in Jones County is the present and future traffic volumes on these roads.

The illustration, "1965 Traffic Volumes," shows the average daily traffic traveling each of the Jones County roads during 1965. Graphically, the width of the line indicates amount of traffic traveling the particular road. The numerical count is indicated also for each road on the map.

The table, "Projected Jones County Traffic Volumes," gives projected volumes to 1985 based upon existing volumes and the designated yearly expansion factor. In evaluating these projected volumes, it is important to realize that a design hourly volume of 900 vehicles frequently is interpreted as necessitating a four-lane traffic facility.

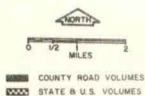
Effect of Current and Proposed Developments on Highway Planning

A prime consideration in formulating any plan for future streets and roads is the influence of possible developments which could drastically affect travel patterns. One such development planned for Jones County is the proposed Indian Bluffs Lake and Recreation Area. As originally proposed, this would be extensive enough to attract recreation seekers to Jones County in considerable numbers from some distance. All of these visitors would come by



1965 TRAFFIC VOLUMES

(FIGURES INDICATE 24 HOUR AVERAGE DAILY VOLUMES)



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT 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.

Projected Jones County Traffic Volumes*

	Co. Road "A" (W. of Monticello)		Stone City Rd. (W. of Anamosa)		Co. Road "C" (Anamosa-Morley)		Co. Road "F" (S. of Oxford Jct.)		Monticello-Amber Road	
	ADT**	DHV***	ADT	DHV	ADT	DHV	ADT	DHV	ADT	DHV
1965	724	91	500	63	382	48	241	30	400	50
1970	799	100	552	69	422	53	266	33	441	55
1975	882	110	609	76	466	58	294	37	487	61
1980	974	122	672	84	515	64	324	41	538	67
1985	1075	132	742	93	569	71	358	45	594	74

	St. Rte. 38 (at Scotch Grove)		St. Rte. 38 (N. of Olin)		St. Rte. 136 (N. of Wyoming)		St. Rte. 64 (E. of Wyoming)		U. S. 151 & St. Rte. 64 (at W. Co. Line)		St. Rte. 151 (W. of Cascade)	
	ADT	DHV	ADT	DHV	ADT	DHV	ADT	DHV	ADT	DHV	ADT	DHV
1965	860	108	1160	145	710	89	1970	246	2820	358	2010	251
1970	979	122	1312	164	804	101	2228	279	3191	399	2274	284
1975	1102	138	1484	186	910	114	2522	315	3611	451	2573	322
1980	1248	156	1679	210	1030	129	2859	357	4086	511	2911	364
1985	1412	177	1899	237	1165	146	3229	404	4623	578	3293	412

*1965 figures are average daily traffic counts provided by the Iowa State Highway Commission. All other figures are consultant's estimates.

**Average daily traffic expansion factor 2%/year on County Roads, 2.5%/year on State and U. S. roads.

***Figures indicate approximately the Design Hourly Volume required for streets with the average daily traffic as shown (Design Hourly Volume of 900 or more vehicles may justify four moving lanes of traffic on a two-way facility).

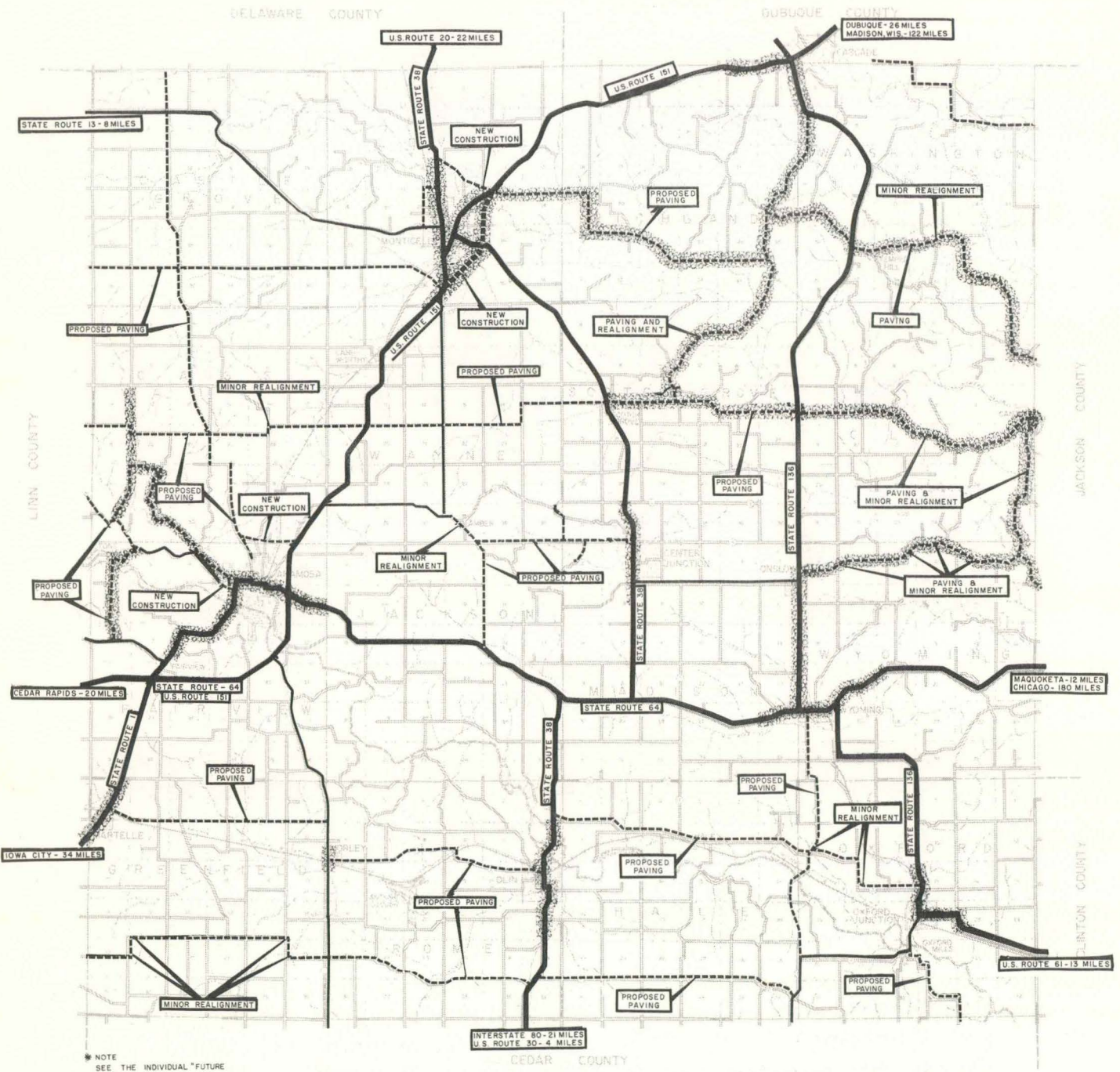
car to the Indian Bluffs area (after development) and would do so in the relatively short vacation period of several months. Therefore, it is essential that a circuitous system of roads around the area be planned so that this subsequent road system could be developed concurrently with the recreation area in order to avert future traffic problems.

A Street and Highway Plan
for
Jones County

If a street and highway plan is to function properly, it must be able to be used by the Regional Plan Commission, by the County Highway Department, and by the municipalities in future years to achieve the following:

1. Provide a guide to pavement and right-of-way widths and other street improvements for either new streets or streets to be improved.
2. Recommend the location and alignment of future major streets and roads, important to the orderly development of Jones County.
3. Suggest actions for resolving current specific problems of the existing street and highway system.

In general, the physical street and highway plan proposed for Jones County is a continuation of the modified gridiron plan now existing. The partially completed plan of paved county roads would adapt well to the overall recommended plan for paved roads (Collector and Major Highways on the Circulation Plan).



CIRCULATION PLAN JONES COUNTY, IOWA

MAJOR HIGHWAY OR STREET		PROPOSED FOR PAVING	
COLLECTOR ROAD OR STREET			
SCENIC DEVELOPMENT			

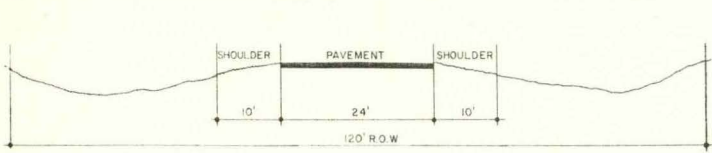
JONES COUNTY REGIONAL PLANNING COMMISSION
SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

URBAN PLANNING GRANT PROJECT NO IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY
THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVI-
SION OF CHAPTER 280, LAWS OF THE 58th GENERAL
ASSEMBLY OF IOWA, AS AMENDED.

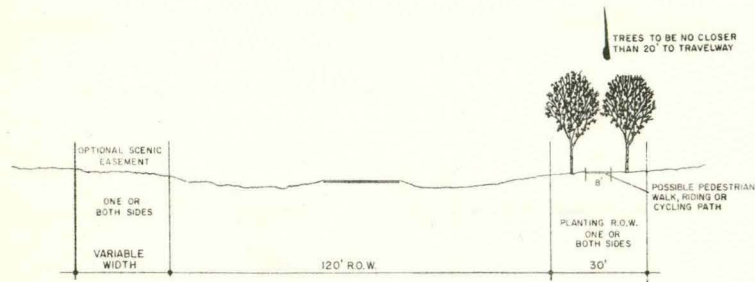
THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT FROM THE
DEPARTMENT OF HOUSING AND URBAN DEVELOP-
MENT UNDER THE URBAN PLANNING ASSISTANCE
PROGRAM AUTHORIZED BY SECTION 701 OF THE
HOUSING ACT OF 1954 AS AMENDED.

RECOMMENDED STREET AND HIGHWAY CROSS SECTIONS

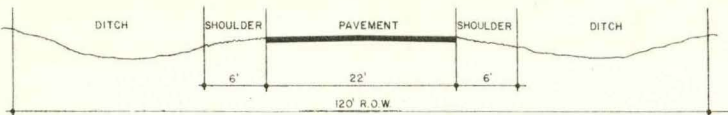
RURAL



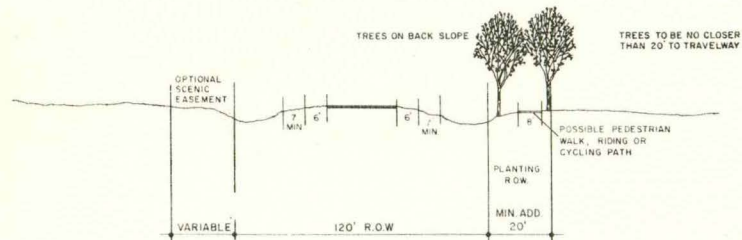
MAJOR HIGHWAY



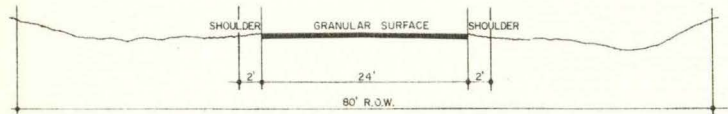
MAJOR HWY. SCENIC DEVELOPMENT



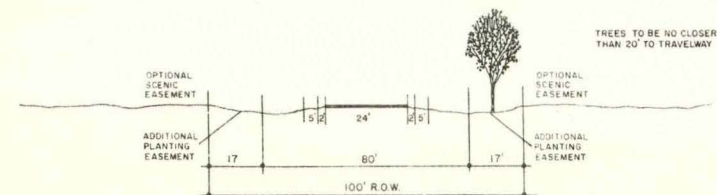
COLLECTOR ROAD



COLLECTOR ROAD SCENIC DEVELOPMENT

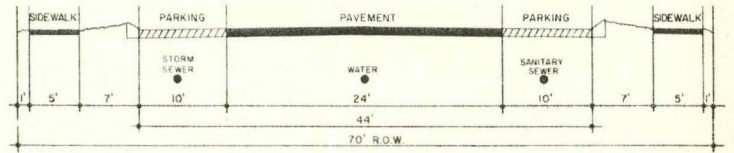


LOCAL ROAD

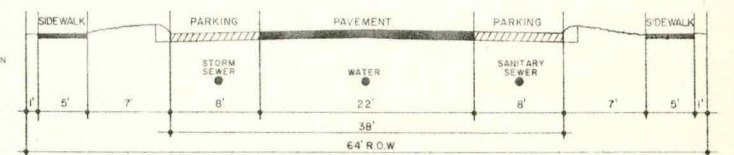


LOCAL ROAD SCENIC DEVELOPMENT

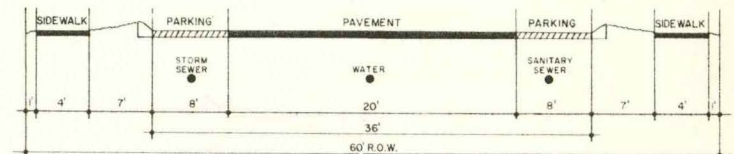
URBAN



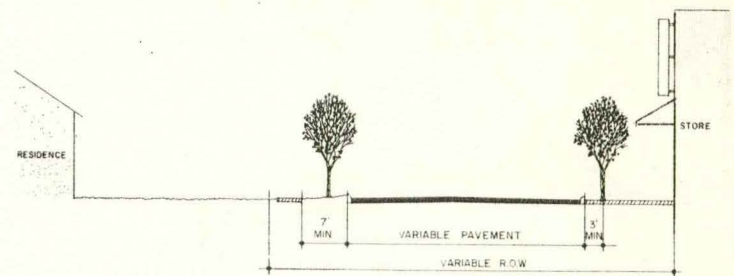
MAJOR STREET
DRY - LESS THAN 900



COLLECTOR STREET
DRY - LESS THAN 900

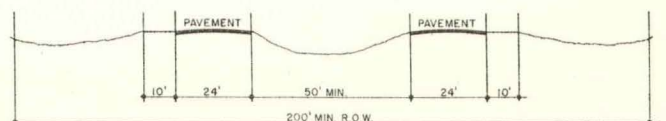


LOCAL STREET
DRY - LESS THAN 900

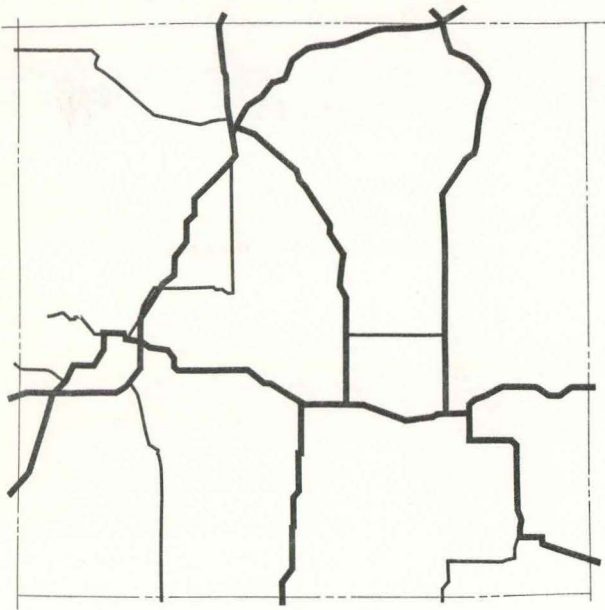


SCENIC STREET DEVELOPMENT

RURAL EXPRESSWAY



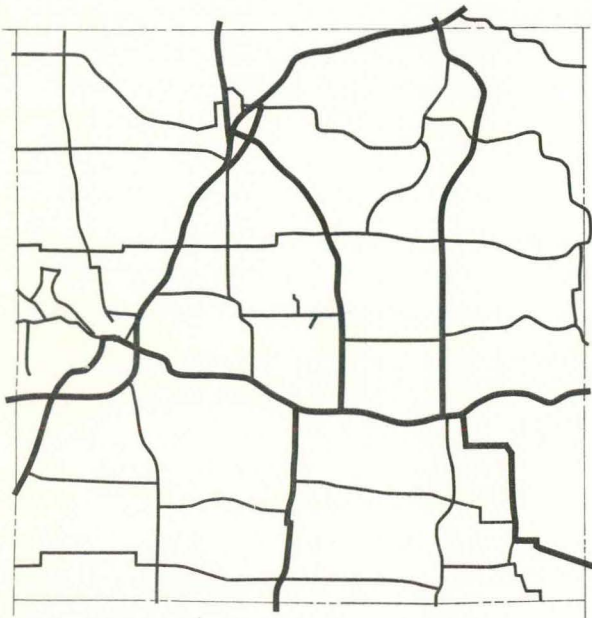
EXPRESSWAY



EXISTING PAVED
ROADS AND HIGHWAYS



WITH THESE
IMPROVEMENTS



FORM A SOUND SYSTEM
OF PAVED ROADS

EXISTING AND PROPOSED PAVED ROADS
JONES COUNTY, IOWA

The physical circulation plan for future roads and streets is indicated on the Circulation Plan map which classifies various roads, and the illustration, "Recommended Street and Highway Cross-Sections," which indicates proposed standards for right-of-way and pavement width. A number of major recommendations are incorporated in this proposed circulation plan.

Road Paving. All streets designated on the Circulation Plan map as major or collector highways are recommended to become part of an overall system of county paved roads. While first priority for paving should be given to those serving the greatest traffic volume, an effort also should be made to see that various sections of the county receive such improvements. The illustration, "Existing and Proposed Paved Roads," indicates how the existing paved roads can adapt so well to an overall paved road system. Similarly, priority of road improvements for the incorporated communities should consider the detailed road classification system as indicated on the individual community development plan maps in the preceding chapter. It should be noted that the Circulation Plan and the Recommended Street and Highway Cross-Sections illustration indicate a level of improvement for certain roads far beyond that which exists (particularly within the incorporated areas). This is not to be interpreted as a recommendation to immediately improve each such existing street and road to the right-of-way and pavement width and surface indicated. Where street or road improvement is to be undertaken, however, the actual improvement should consider the recommendations incorporated here.

Cross-County Roads. Five cross-county east-west roads are proposed. These are roads which for the most part now exist but in some cases would necessitate new construction; in others, minor realignment and jog removal.

#1. Monticello Cross-County Road

This road would utilize County Road "A" to the west of Monticello, incorporate as new construction a bypass to the north edge of Monticello, then utilize portions of existing local road, with needed jog removal and paving as a scenic collector road.

- #2. Langworthy-Scotch Grove Cross-County Road
An existing road passing two miles south of Langworthy and easterly through Scotch Grove would be utilized, then proceeding easterly, utilize portions of existing local roads which would be developed as scenic collector roads.
- #3. Anamosa-Center Junction-Onslow Cross-County Road
This route utilizes the northwest local road into Anamosa, U. S. Route 151 to County Road "J", on into Amber and the Anamosa-Center Junction road to State Route 38. The newly paved Center Junction to Onslow road, and County Road "M" east of Onslow. Occasional realignment, paving and new construction is needed.
- #4. Anamosa-Wyoming Cross-County Road (State Route 64)
This road would utilize existing State Route 64.
- #5. Morley-Olin-Oxford Junction Cross-County Road
County Road "S" would be utilized east of Martelle to Olin, then a combination of existing roads between Olin and Oxford Junction, State Route 136 continues east. Considerable new pavement is needed.
- #6. Jones County Southern Cross-County Road
This road utilizes the local road south of Martelle to State Route 38, then County Road "E" to County Road "F", all with realignment and paving. County Roads "F" and "E" continue to State Route 136 proceeding east.

General Scenic Routes and Scenic Development Routes

The Circulation Plan indicates a scenic road system for Jones County which is oriented to two types of scenic roads - the General Scenic Route and the Scenic Development Route.

General Scenic Routes

The General Scenic Routes would be the principal tourist routes through the county. These would be areas slated for a program oriented to maintenance of the existing scenic character with some occasional spot improvement (occasional tree plantings, easement acquisition of selected view areas, and screening out of an occasional unsightly view).

Scenic Development Routes

The Scenic Development Route as indicated, is a road slated for a combination program involving not only maintenance of an existing scenic character, but also intensive development of scenic character.

The Scenic Development Routes are recommended for the approaches to the principal cities and those areas slated for substantial park development (such as the Indian Bluffs area).

The intensive development program for a scenic development route would include some or all of the following:

1. Procurement of adequate right-of-way for installation of tree and shrub plantings.
2. Screening out of unsightly establishments and billboards.
3. Those scenic roads indicated on the Circulation Plan map adjacent to the proposed Indian Bluffs area to have:
 - (a) 100-foot minimum right-of-way.
 - (b) Tree plantings.
 - (c) Easement control to preserve rural wilderness scene.
 - (d) Fee purchase of selected sites for historic, scenic, and geologic purposes, roadside rest areas, park entrances and road intersections (for adequate control from roadside commercial development).

It is to be noted that some types of scenic road development might well be a cooperative effort. For example, a scenic road approach to a community might require additional purchase of adjacent land development rights so that land beyond the highway right-of-way would remain in private ownership but also would remain in its attractive natural state. Landscaping also would be required; so, too, would periodic maintenance be necessary. It would seem in a project of this nature, that the County Highway Department (or state), the Conservation Commission, and the particular community might bring this type of project into being through a cooperative effort.

Protecting Planned Alignments of Future Roads Through Zoning and Subdivision Controls

An important but vital function is the ability of the Regional Planning Commission to foresee projects which are likely to fall in some area of proposed alignment. This can be accomplished through close coordination of the Regional Planning Commission, the County Highway office, and the Building Officials (who administer the Zoning Ordinances).

The zoning controls for the county can be one means by which the county can be effective in this regard. When the county building officials receive an application for a building permit, it first should be ascertained whether or not the proposed project is likely to conflict in any way with the proposed Circulation Plan. If the proposed project does fall in the path of such alignment, the building official should determine whether the person seeking the permit can adjust his plans to maintain a building free area so that the planned future realignment will not be blocked at a later date. If it becomes obvious such a conflict exists, various alternatives to resolve the conflict should be considered by the Regional Planning Commission on behalf of the county in situations in the unincorporated territory, and by formal request of the communities for situations within the communities. Most persons when advised of a planned road are anxious to cooperate. If such proposed building can be relocated, the county and building officials through their Regional Planning Commission and building officials where necessary will have been effective in preserving the integrity of the overall planned road system.

To minimize the number of such situations, proposed road improvements which are likely to be blocked by nature of being located in developing areas should receive priority for acquisition (if not actual construction).

Also, the Regional Planning Commission should act as the reviewing agency for proposed land subdivisions in the unincorporated county (on behalf of the county) and in the communities (by formal request of the communities). Should, in the course of reviewing proposed land subdivisions, there appear to be a conflict between the proposed subdivision development and the overall proposed major road system as included here, the Regional Planning Commission should attempt to resolve such differences.

Guide to Pavement and Right-of-way Widths

The map "Circulation Plan," indicates a system of classification of present and proposed roads throughout the county. On this map each road in the county is designated as being a certain type, such as "Major Highway," "Major Street," "Collector Road," etc. The illustration, "Recommended Street and Highway Cross Sections," indicates for each such type of street or road suggested minimum requirements in pavement width (and right-of-way width).

Responsibility for Street Construction and Provision of Right-of-way

Street and road construction in Jones County in the future (as in the past) will be undertaken by one of the following:

State (on Federal and State numbered routes)
County
City (or Town)
Subdivision Development

Improvements on existing streets and roads will be the responsibility of that agency which now has jurisdiction. Other street construction in Jones County will occur through normal subdivision development. The county in approving proposed subdivisions should ascertain whether any of the proposed roads on the Circulation Plan map are shown to go through the proposed subdivision. If so, the subdivider should be requested to accommodate the road. If a subdivision fronts on an existing road which is of a lesser right-of-way than proposed here, the necessary additional right-of-way should be incorporated into the road prior to the subdivision of land, while the tract to be subdivided is still in one ownership.

FUNCTIONS OF THE CIRCULATION PLAN
and
THE MEANS BY WHICH ACCOMPLISHED

Function of
Circulation Plan

How It Is Accomplished

1. GUIDE LOCATION AND CONSTRUCTION OF MORE IMPORTANT ROADS AND STREETS.

(Subdividers to provide right-of-way and construction of certain streets which the circulation plan had previously proposed for the area being subdivided.)

2. RESERVE RIGHTS-OF-WAY FOR PLANNED FUTURE COUNTY, STATE, OR FEDERAL HIGHWAYS OR FOR PLANNED WIDENING OF EXISTING LOCAL, COUNTY, STATE, OR FEDERAL STREETS OR HIGHWAYS.

(Subdividers to maintain a building-free area for future right-of-way for more important planned county, state, and federal highways. Building setbacks to be measured from edge of future rather than existing right-of-way.)

3. SPECIFY LOCATIONS AND GENERAL ALIGNMENT FOR VARIOUS TYPES OF FUTURE STREETS AND HIGHWAYS IN THE AREA AND THE TYPE OF IMPROVEMENT TO BE THE REQUIRED MINIMUM STANDARD FOR THAT TYPE OF STREET ON FUTURE CONSTRUCTION.

4. EXPEDITE THE MOVEMENT OF TRAFFIC ON MAJOR STREETS AND ROADS.

PLANNING COMMISSION reviews all proposed subdivisions. When a plat is submitted for an area through which a planned major community street is proposed in the comprehensive plan, the SUBDIVIDER will be asked to accommodate and construct such street in general alignment, location and width as planned before approving the subdivision plat. (SUBDIVIDER will in no case be required to construct planned major highways or expressways - a county, state or federal responsibility.)

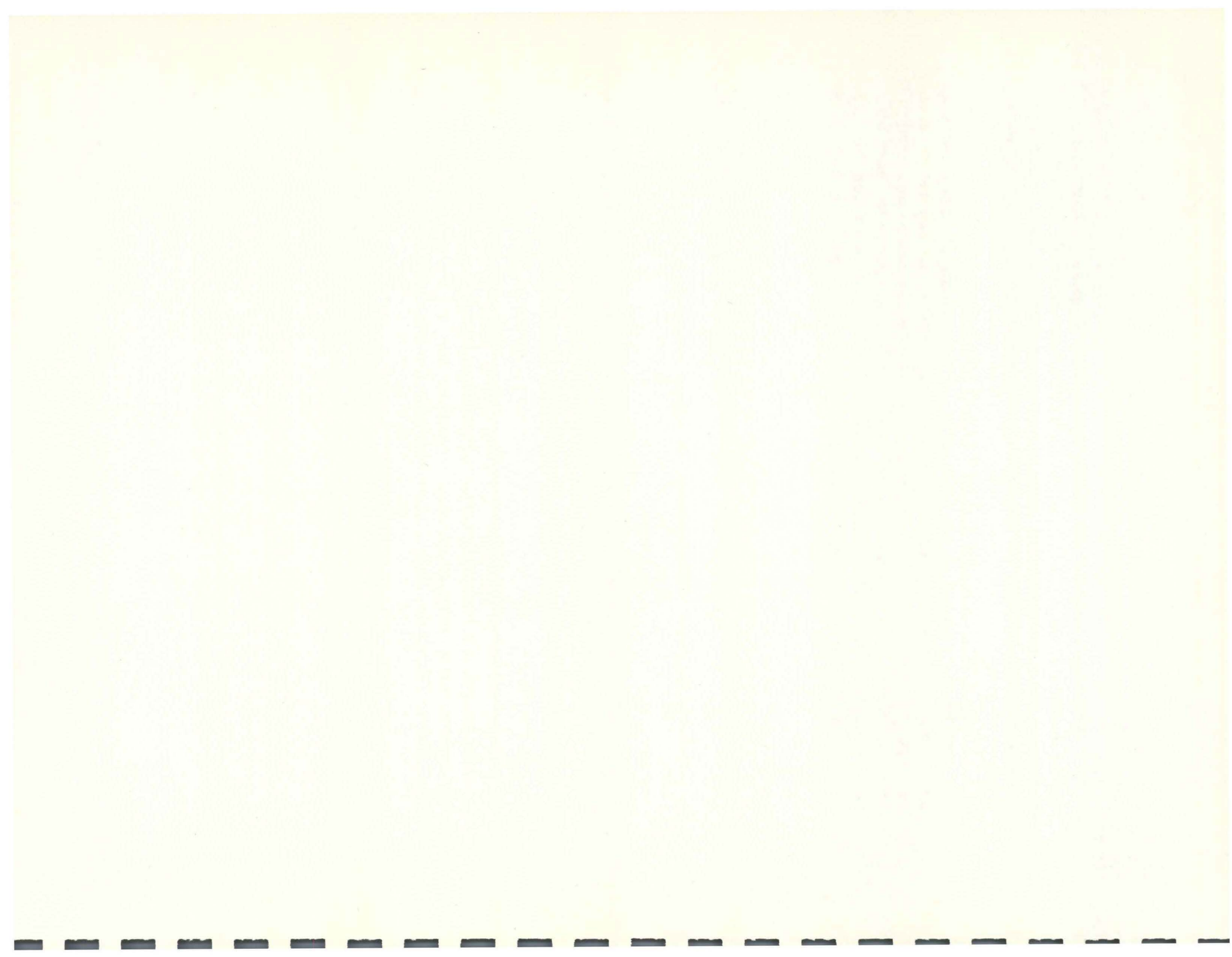
When PLANNING COMMISSION reviews a proposed subdivision for an area through which a major highway or expressway is planned, the SUBDIVIDER will be asked to maintain an area free of buildings and in general alignment and of sufficient width as designated in the circulation plan and street cross sections which can later be acquired from the respective property owners by the responsible county or state highway authorities. The PLANNING COMMISSION in reviewing proposed subdivisions shall require the building setback to be measured from the edge of the proposed right-of-way. The BUILDING OFFICIAL shall similarly require certain individual new buildings to adjust their setbacks.

Various types of present and future streets are indicated on the Circulation Plan (in this chapter of this report). Also indicated in this report are required right-of-way and pavement widths and other required improvements. Comprehensive Plan and related ordinances should be revised periodically to take into account new street construction and to add other planned streets.

Traffic controls (signals, stop signs, etc.) should be used in a manner to allow the freest movement of traffic over major streets and roads. Highest priority of street maintenance, snow clearing, etc., should be given to those indicated to be the more important streets and roads. Major streets and roads should also receive priority for money to be spent on new construction such as widening or construction of curb and gutter, etc. If these practices are carried out in a regular program, the movement of traffic on major streets and roads will naturally be expedited.

When the planned road passes through the proposed subdivision and is designated as a "local" or "collector" street or road, the subdivider should be required to provide the right-of-way and construct the road with pavement width and right-of-way width as specified in this report for such types of streets.

Where a planned street designated as "expressway," "major street," or "highway" passes through the proposed subdivision, the subdivider should be required to maintain only a building-free area which can be acquired in the future by the appropriate agency for highway construction (or to reach an agreement for a joint undertaking whereby the subdivider provides the right-of-way on "major streets" or "highways" with the responsible level of government providing the construction).



CHAPTER IV

PUBLIC BUILDINGS AND UTILITIES

Major public buildings in Jones County consist of the county courthouse, county highway garage, hospitals, city and town halls (or community buildings), and libraries. Existing utility systems are included here as well as general proposals regarding future utility systems.

Public Buildings

Jones County Courthouse

The Jones County Courthouse is located in Anamosa at the corner of Main and High Streets. The courthouse, a three-story structure, was constructed in 1936 and is considered as being in good condition. The possibility of air conditioning the building is now under consideration.

The first floor of the courthouse provides space for the Auditor, Recorder, Sheriff, County Clerk, Treasurer, and County Board meeting room.

On the second floor are located the County Superintendent of Schools, County Nurse, Speech Therapist, courtroom, jury meeting room, judge's chambers, and conference room.

The third floor consists of the Sheriff's residence, jail facilities, and offices for the Red Cross and Selective Service.

The basement houses the County Engineer, Assessor, offices for Social Welfare, Civil Defense and Conservation and State Welfare. The basement also provides janitor rooms and the main storage vault which is used jointly by the county offices.

The facilities provided in the present courthouse are excellent. Problems with the present building and its use are minor in nature and easily resolved. For example, lighting is poor in some areas of the building. The floors are in need of maintenance and minor repairs. Additional storage space could be made available in the large storage vault if it were possible to eliminate some of the obsolete records maintained there.

County Highway Garage

The County Highway garage located in Anamosa is a one-story frame building constructed in 1932. The building consists of a garage, a parts room and office, and a restroom. The County Highway Department also rents an adjacent one-story brick building. Equipment is stored in both buildings; in the main building to the extent possible and in addition, eight trucks are stored in the adjacent rented building.

Both the highway garage and the adjacent rented structure are proving inadequate. Buildings are in poor condition and space limitations are restrictive to the point of affecting their efficient use. A new highway garage which can fully accommodate present storage needs with some room for expansion should be considered as soon as possible.

In locating a future county highway building, certain considerations should be borne in mind. A basic function of any county highway building is its use of heavy equipment and indoor and outdoor storage of construction equipment and supplies. The Highway Department therefore has much the effect of an industry and should be treated as such in designating a new location. Other considerations are (1) central location in county, (2) in industrial area or area suitable for industry, (3) fronting on or accessible from major highway, (4) the screening from view with appropriate landscaping of the less attractive outdoor storage areas.

Anamosa Community Hospital

The Anamosa Community Hospital located on the north end of High Street in Anamosa is a one and a half story split level stone building constructed in 1965. The hospital which is administered by a local board of directors was established and constructed by a combination of local finances and Hill-Burton (federal) funds. The hospital receives no tax support toward its regular operation.

The full- and part-time staff consists of four general practitioners and sixty-six other employees. The Anamosa Hospital provides a 32-bed capacity including four beds, obstetrics; 24 beds, medical, and four beds, pediatrics. (A full listing of employees and facilities is included in the appendix at the end of this report.)

John McDonald Hospital

The John McDonald Hospital located on the west side of the city on the north side of First Street in Monticello is a three-story brick building with basement. The original portion of the building was constructed in 1917 and remodeled in 1959 and 1961; a new wing was added in 1960. The hospital is administered by a Board of Trustees composed of the Monticello State Bank Board along with the Chief of Staff from the hospital, Greater Monticello Businessmen and a local pastor. The recent remodeling and new wing were financed by a combination of one-third local and 2/3 Hill-Burton(federal) funds. The John McDonald Hospital receives no tax support toward its regular operation.

The full- and part-time staff consists of eight general practitioners, three part-time surgeons and 130 other employees (a full listing of employees and facilities is included in the appendix at the end of this report).

The John McDonald Hospital has a 60-bed capacity including seven beds, pediatrics, and 53 beds, medical.

Adequacy of Hospital Facilities

The two hospitals in Jones County provide excellent and up-to-date facilities. The best measure of future hospital need is the actual record of normal usage and the ability of hospital facilities to cope with these demands placed upon them.

A frequently used standard, however, to determine adequacy in the provision of hospital services is 4.5 beds per 1000 population. The 1960 county population of 20,700 would indicate a need for 93 beds; the 1980 projection, a need for 105 beds. By this standard, bed capacity presently is adequate, but not excessive. Such standards should be applied with judgment, however, giving due regard to actual hospital usage.

Monticello Community Building

The Monticello Community Building is a two-story brick structure located on the corner of First and Sycamore Streets in Monticello. The building, constructed in 1939, may be rated as being in good condition.

The first floor of the Community Building contains office space for the City Clerk, Police Department, Council room, another meeting room, and jail facilities. There are also a meter repair room, janitor's room, storage vault and restrooms.

The second floor of the building contains an auditorium (and stage), ticket room, coatroom, restrooms, and storage room.

The old fire station portion of the community building consists of two floors - the first floor now housing street department equipment and the second floor being used by a woman's auxiliary.

The building is structurally in good condition but could benefit in appearance from interior painting.

Monticello Fire Station

The Monticello fire station is located on the south side of South Street east of Sycamore Street. The fire station is a one-story concrete block and brick building constructed in 1966. The building is in excellent condition. The garage area consists of six stalls (presently housing four trucks and an emergency unit), an office-meeting room, and a kitchen.

Monticello Street Department Garage

The Monticello Street Department garage is located on the north-east corner of South Street and Sycamore. The metal building was constructed in 1955 with a metal addition made in 1964. The interior of the building contains nine equipment stalls.

Monticello Library

The Monticello Library (a one-story building with basement) is located on the southeast corner of Grand and Cedar Streets. The outside of the building is rated as fair; the inside, good. The library was constructed in 1903 as an Andrew Carnegie Grant. On the library's first floor are located the main library room, a storage room, and a study room. The basement contains a large storage room, used for an occasional meeting, two very small storage rooms and restrooms. The book circulation in 1966 was 15,064 for the year.

Wyoming City Hall-Fire Station

The Wyoming City Hall-Fire Station is a one-story brick building located on the south side of Main Street between Water Street and Washington. The building which is approximately 45-50 years old, provides for fire trucks (2 stalls), truck storage, meeting room, two restrooms, and a storage vault. There is also a cell room which is considered inadequate by the state and thus cannot be used.

Wyoming Library

The Wyoming Library, a one-story brick building approximately 50-60 years old, is located on the south side of Main Street between Water Street and Washington. The building has a basement (not presently in use), a main library area, and restroom. Book circulation is approximately 6000 volumes per year.

Oxford Junction Fire Station

The Oxford Junction Fire Station is a one-story brick building located on the north side of Broadway between Third and Fourth Streets. The building, which is approximately 50-60 years old, may be described as in fair condition. It contains one stall housing two trucks end to end and a restroom.

Oxford Junction Old Jail

The Oxford Junction Old Jail is a one-story stone building located on the west side of Fifth Street south of the railroad tracks. This building, also 50 to 60 years old is now used for storage purposes. The building is rated as in poor condition.

Oxford Junction Equipment Barn

The Oxford Junction Equipment Barn is a one and a half story frame building located on the south side of Main Street west of Fourth Street. The building, estimated to be 50 to 60 years old, is used for equipment storage.

Oxford Junction Library.

The Oxford Junction Library is located on the south side of Broadway west of Fifth Street. The two-story brick building is rated as in fair condition. This building contains a bank (in the east half of the structure) and two apartments (one upstairs and one downstairs). The library building is approximately 50 to 60 years old and contains two rooms, a storage area, and restrooms. Yearly book circulation is approximately 3000. Operational funds are derived from the rent receipts.

Olin Town Hall-Fire Station

The Olin Town Hall-Fire Station is a one-story concrete block building located on the south side of Cleveland Street between Jackson and Benton Streets. The building, rated in fair condition, was constructed in 1941. The building contains a pump room, restroom, three-stall fire truck area, kitchen, and one stall for water and street equipment storage.

Olin Library

The Olin Library utilizes the old town hall, a one-story brick building in poor condition. Yearly circulation is approximately 2600. Present

library facilities are recognized locally as being inadequate. Land has been donated and a building fund program is now underway.

Onslow Town Hall-Fire Station

The Onslow Town Hall-Fire Station, a one-story concrete block building rated in good condition, is located on the east side of Main Street between Elm Street and Wyoming Avenue. The building houses a fire truck stall, water pump, meeting room, restroom, and a jail which is used for storage.

Onslow Community Room

The Onslow Community Room is a one-story brick building located on the west side of Main Street between Wyoming and Anamosa Avenues. The building, approximately 60 to 70 years old, is rated as good. It houses a kitchen, restroom, and meeting room.

Martelle Library-Town Hall

The Martelle Library-Town Hall is located on the northeast corner of South Street and Iowa Street. The building, a one-story stone structure, is rated as fair condition. The building was constructed in 1937, and houses a meeting room-library, an office-pump room, a restroom, and a fire truck stall. The town and township give financial support to the library. The library contains approximately 4000 volumes.

Center Junction Town Hall-Fire Station

The Center Junction Town Hall-Fire Station is a one-story frame building approximately 50 to 60 years old and rated as in poor condition. There is a one stall fire truck space, a meeting room, storage area, and attached storage shed.

Morley-Town Hall-Fire Station

The Morley Town Hall-Fire Station is a one-story concrete block building constructed in 1948. The basic portion of the building is rated as fair. An addition to the rear of the building was constructed in 1964 and is rated as good. The building houses a fire truck stall and a meeting room.

Morley Library

The Morley Library is a one-story frame building in fair condition constructed in 1947. The library is located on the east side of Henry Street between Main Street and Wurzbacher Street. The library contains 3184 volumes. Originally built and donated to the town by members of the community, the library is financed by the town and township.

Adequacy of Community Buildings

It is difficult to evaluate local community buildings for very small communities in the same terms as is done for larger cities. For example, certain factors such as accessibility and convenience to the population which are significant in larger cities are relatively unimportant in very small communities. Any one place in the community would be as accessible as another.

There are, however, other locational factors which should continue to be emphasized even in a small community, particularly if some new building is to be constructed. Buildings which represent the community's government and educational or cultural values (city or town halls and libraries) should be located in a prominent place in the community (and usually in the business district).

Service buildings which house road and other similar equipment should be located preferably in an area identified as an industrial portion of the community.

Fire equipment in small communities frequently will be housed in a portion of the same building which houses the city hall. In the future, when new firehouses are to be constructed as a portion of a community building in this way, it may be advantageous to so construct the building

that the fire truck garage doors face the rear of the building providing fire truck access to an adjacent parallel street.

In order to minimize problems of expense, many small communities have provided one basic building which accommodates several basic functions such as city or town hall, library, and fire house. This type of multiple use of a building is certainly recommended since it is considerably less expensive to maintain one site and building than two or three buildings on separate sites. Also, in this manner some portion of the building is almost always in use.

Since community buildings are the most important representatives of the spirit and leadership of the community to both residents and visitors, it is suggested that such new buildings in the future be given some special consideration in their construction. For example, such buildings should not simply be "lined up" along the street as all other business buildings but rather be so sited as to ultimately form a grouping of buildings which is unusual and attractive. A small landscaped entrance court might be an attractive feature to a building (or buildings) set back from the street.

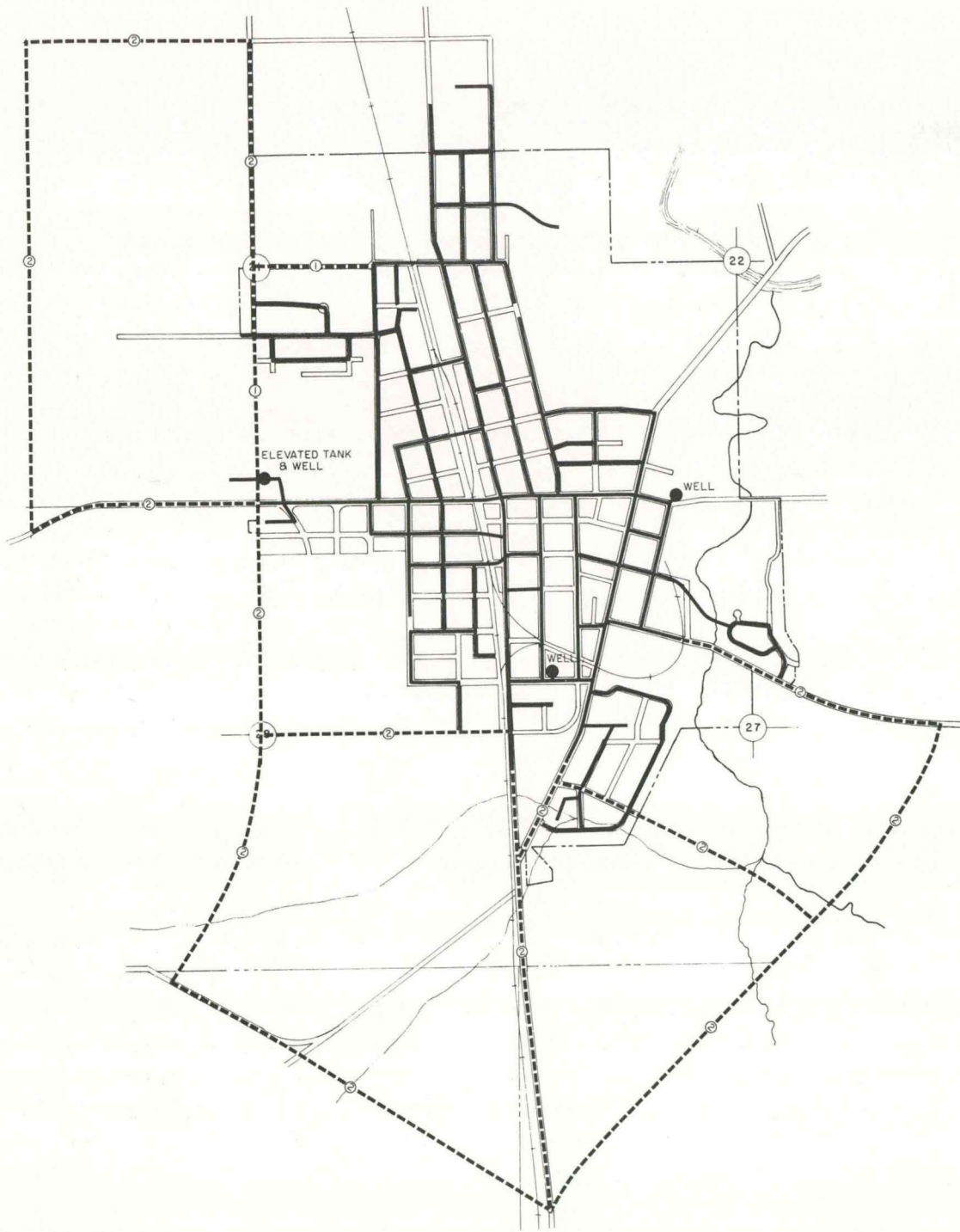
Utilities

Monticello Water System

Monticello's water supply is contributed to by three independent wells. Well No. 1, located north of the intersection of First and Locust Streets, has a depth of 496 feet and the capacity to pump 262 gallons per minute. Well No. 2, which is located on Sycamore Street approximately 80 feet north of South Street, is 290 feet deep. Its pumping capacity is 306 gallons per minute. On the west edge of town approximately 150 feet north of First Street is well No. 3. It has a depth of 603 feet and a pumping capacity of 396 gallons per minute.

Just west of well No. 3 is an elevated tank which can store 500,000 gallons of water. Monticello uses approximately 300,000 gallons per day.

An 8" line is proposed to be constructed 1,000 feet east of the hospital running north from well No. 3 to Seventh Street. There it would be reduced to a 6" line and run east to Gill Street. With the expected annexation of large areas of land to Monticello, many extensions of water mains undoubtedly will be made.



WATER

- EXISTING MAJOR LINES
- ①- POSSIBLE IMMEDIATE DEVELOPMENT
- ②- POSSIBLE FUTURE DEVELOPMENT

PUBLIC UTILITIES

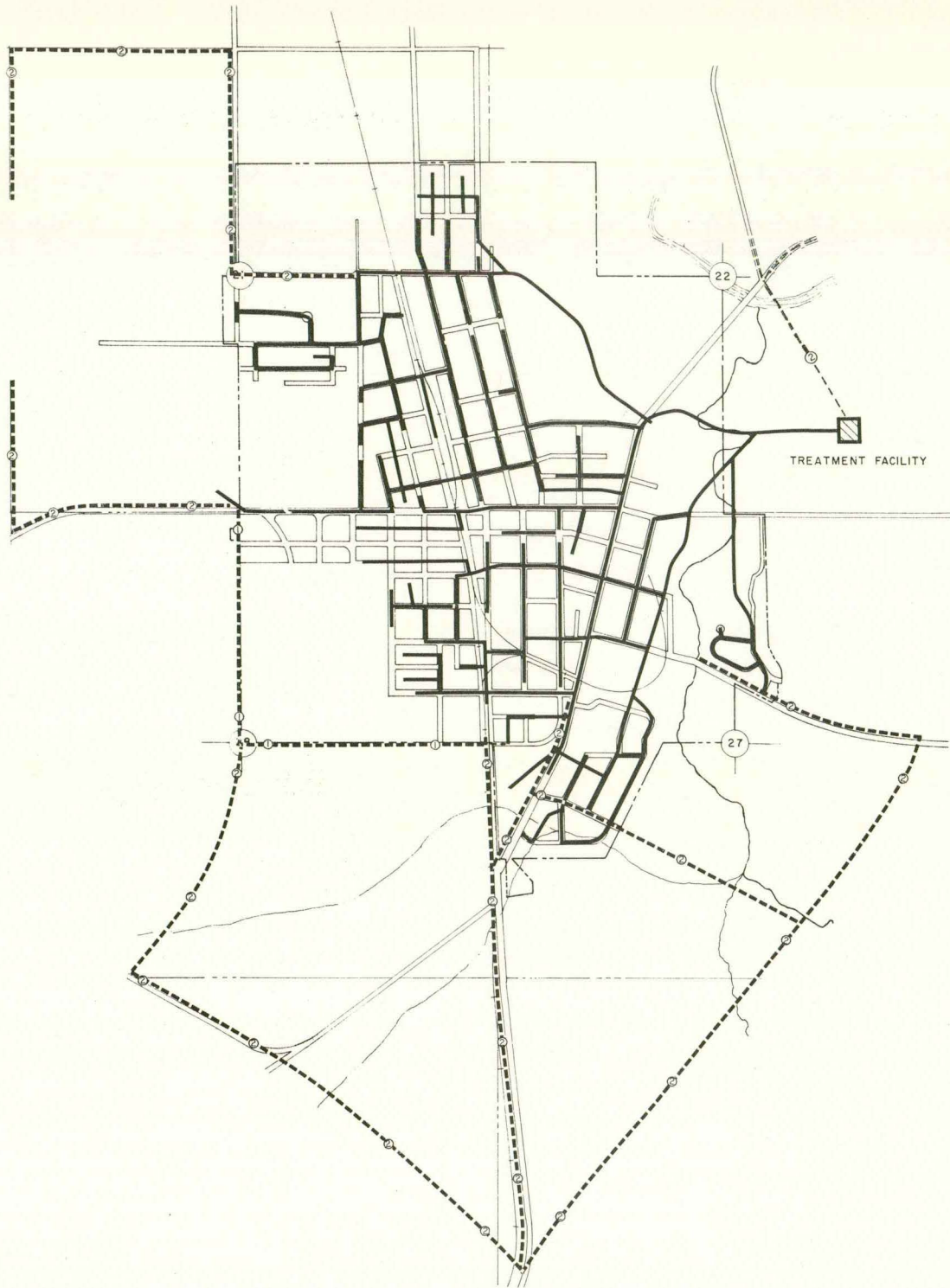
TOWN OF MONTICELLO, JONES COUNTY, IOWA

* PROPOSED SEWER CONSTRUCTION IS SUGGESTIVE ONLY BASED UPON AVAILABLE TOPOGRAPHIC DATA AND PROPOSED ROADS AND DOES NOT INDICATE THE COMPLETE RANGE OF ALTERNATIVES FOR WHICH A DETAILED ENGINEERING STUDY WOULD BE REQUIRED.

JONES COUNTY REGIONAL PLANNING COMMISSION
SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

URBAN PLANNING GRANT PROJECT NO IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
PROVISION OF CHAPTER 280, LAWS OF THE 58th
GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT FROM THE UR-
BAN RENEWAL ADMINISTRATION OF THE HOUSING AND
HOME FINANCE AGENCY, UNDER THE URBAN PLAN-
NING ASSISTANCE PROGRAM AUTHORIZED BY SECTION
701 OF THE HOUSING ACT OF 1954, AS AMENDED.



SANITARY

- EXISTING MAJOR LINES
- ①- POSSIBLE IMMEDIATE DEVELOPMENT
- ②- POSSIBLE FUTURE DEVELOPMENT

PUBLIC UTILITIES

TOWN OF MONTICELLO, JONES COUNTY, IOWA

* PROPOSED SEWER CONSTRUCTION IS SUGGESTIVE ONLY BASED UPON AVAILABLE TOPOGRAPHIC DATA AND PROPOSED ROADS AND DOES NOT INDICATE THE COMPLETE RANGE OF ALTERNATIVES FOR WHICH A DETAILED ENGINEERING STUDY WOULD BE REQUIRED.

JONES COUNTY REGIONAL PLANNING COMMISSION
SCRUGGS & HAMMOND, INC.—PLANNING CONSULTANTS

URBAN PLANNING GRANT PROJECT NO IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
PROVISION OF CHAPTER 280, LAWS OF THE 58th
GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT FROM THE UR-
BAN RENEWAL ADMINISTRATION OF THE HOUSING AND
HOME FINANCE AGENCY, UNDER THE URBAN PLAN-
NING ASSISTANCE PROGRAM AUTHORIZED BY SECTION
701 OF THE HOUSING ACT OF 1954, AS AMENDED.

There is presently no standby equipment, however, with the alternate operation of three pumps, each able to meet the demand with help from the elevated tank, two pumps are always available.

Residential expansion has been indicated to the west, southeast, and northeast of Monticello; industrial expansion to the southwest. Utilities also will need to be expanded to these areas. Proposed methods of accommodating such expansion are indicated in the "Public Utility" map showing the water system for Monticello. This map suggests a possible initial construction as well as second phase construction.

Monticello Sanitary Sewer System

The treatment plant, located east of town in the southeast quarter of Section 22, has an operational capacity of 3,000 persons. Since the population in 1960 was 3,190, it is readily seen that the present facility has reached its maximum effectiveness. A study is presently being conducted concerning the need for additional facilities. Annexation of more land requiring the extension of sewer mains will make the improvement of the sewage disposal plant imperative.

An application for federal aid has been submitted to construct an 8" main 1,000 feet east of the hospital, running south along the section line to the center of Section 28 and then east to Cedar Street.

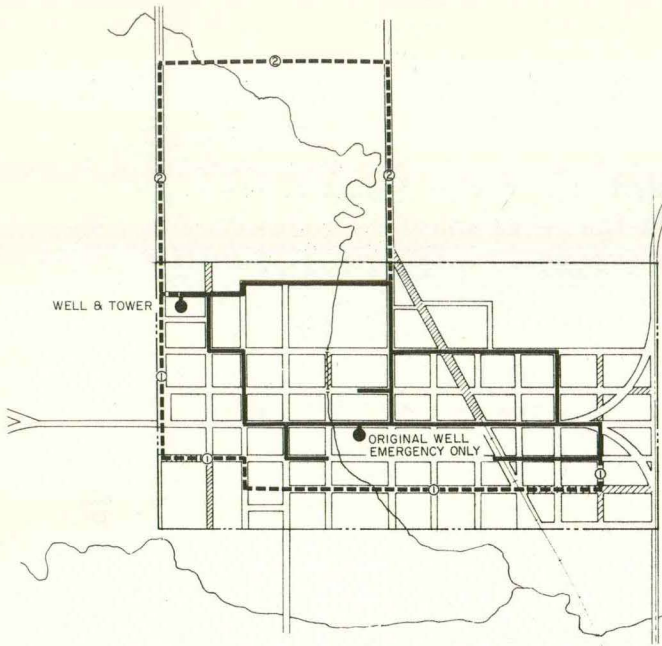
First phase construction as well as later construction for later development is indicated in the "Public Utility" map showing the sanitary sewer system for Monticello.

Wyoming Water System

Wyoming's water is supplied from a well in the northwest part of town. The pumping capacity is 65 gallons per minute, while present usage is approximately 50,000 gallons per day. The water storage tower, located near the well, has a capacity of 60,000 gallons.

The original well at the Town Hall is maintained as a standby water source.

A golf course and swimming pool under construction north of town will require minor extensions of existing water mains. The present system is expected to meet these additional demands adequately.

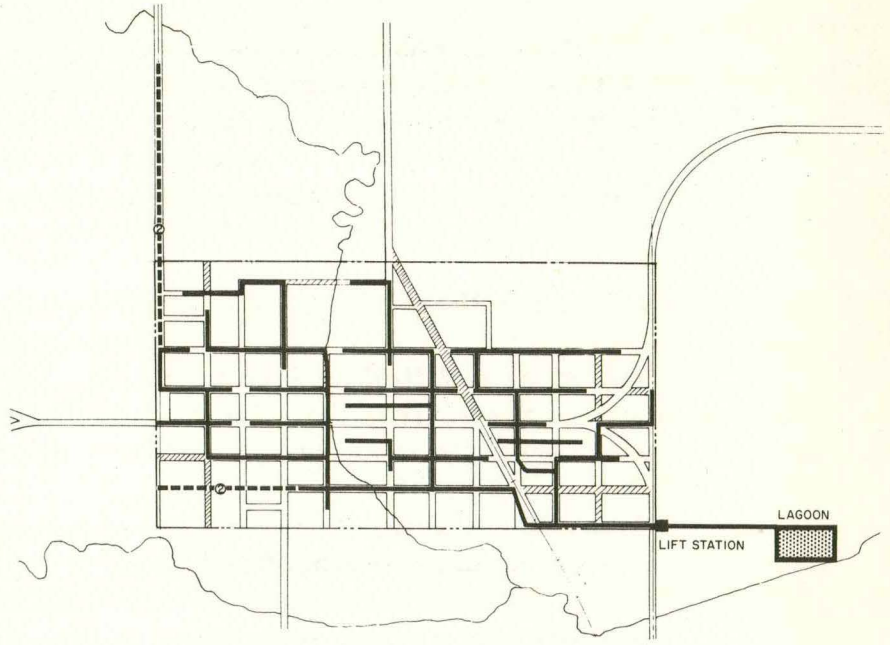


WATER

- EXISTING MAJOR LINES
- - - ① POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② POSSIBLE FUTURE DEVELOPMENT

SANITARY

- EXISTING MAJOR LINES
- - - ① POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② POSSIBLE FUTURE DEVELOPMENT



PUBLIC UTILITIES

TOWN OF WYOMING, JONES COUNTY, IOWA

* PROPOSED SEWER CONSTRUCTION IS SUGGESTIVE ONLY BASED UPON AVAILABLE TOPOGRAPHIC DATA AND PROPOSED ROADS AND DOES NOT INDICATE THE COMPLETE RANGE OF ALTERNATIVES FOR WHICH A DETAILED ENGINEERING STUDY WOULD BE REQUIRED.

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISION OF CHAPTER 280, LAWS OF THE 58th GENERAL ASSEMBLY OF IOWA, AS AMENDED.

Additional water mains may be needed to serve portions of the community not presently served. It is felt that a connection across the south of the community with the existing system would provide a good basic framework from which the necessary additional local lines can be run.

Ultimately extensions could be added to serve later developments in the northwest of the community.

Wyoming Sanitary Sewer System

The sewage system is made of three sections, each draining into a 10" to 12" interceptor on Railroad Street running east of the tracks, south to the corporate limits, and then east to the lift station. Sewage is forced from the lift station into the lagoon located 1,250 feet east of town. The lagoon was built in 1962 and has an operational capacity for approximately 1,200 people.

Although extensions will be required to serve new developments in the future, the basic treatment system should suffice for many years. Those additions which will be needed will also be later priority additions and will be constructed in location and size as warranted. Two such expected needs are indicated on the map, "Public Utilities, Town of Wyoming."

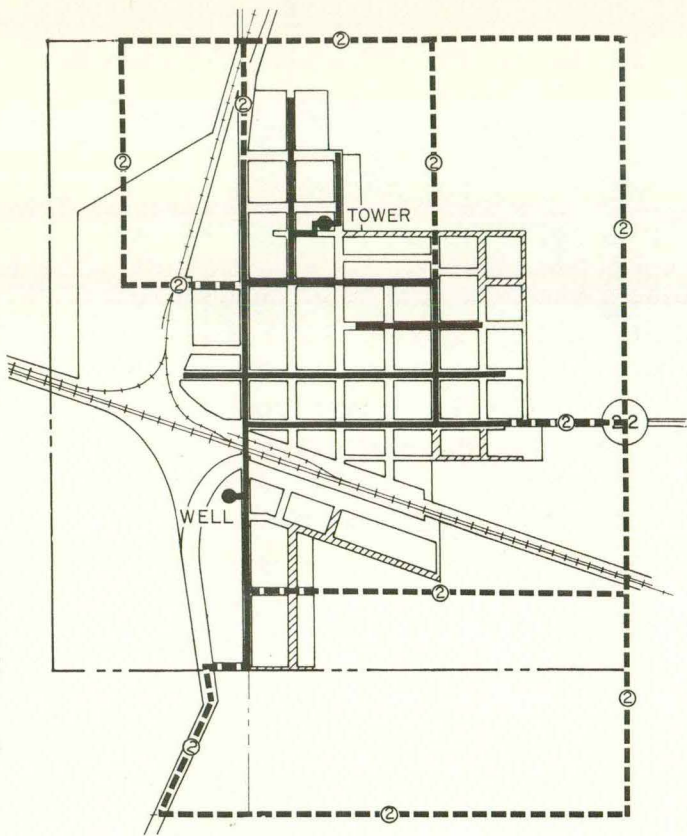
Oxford Junction Water System

Water is supplied by a 16 foot deep, hand dug well located in Cooksville just south of the railroad tracks and west of Fifth Street. The pump used is a Johansen electric pump with a capacity of 500 gallons per minute.

The water storage tower on Third Avenue just north of the high school has a capacity of 75,000 gallons.

The present system should serve the community adequately for many years.

Expansion of water lines to the basic water system would accommodate future residential growth to the northeast and future industrial growth to the southeast. Additional industrial development to the northwest would likely require some extensions of water lines. A possible method of such extensions is indicated on the map, "Public Utilities, Town of Oxford Junction."

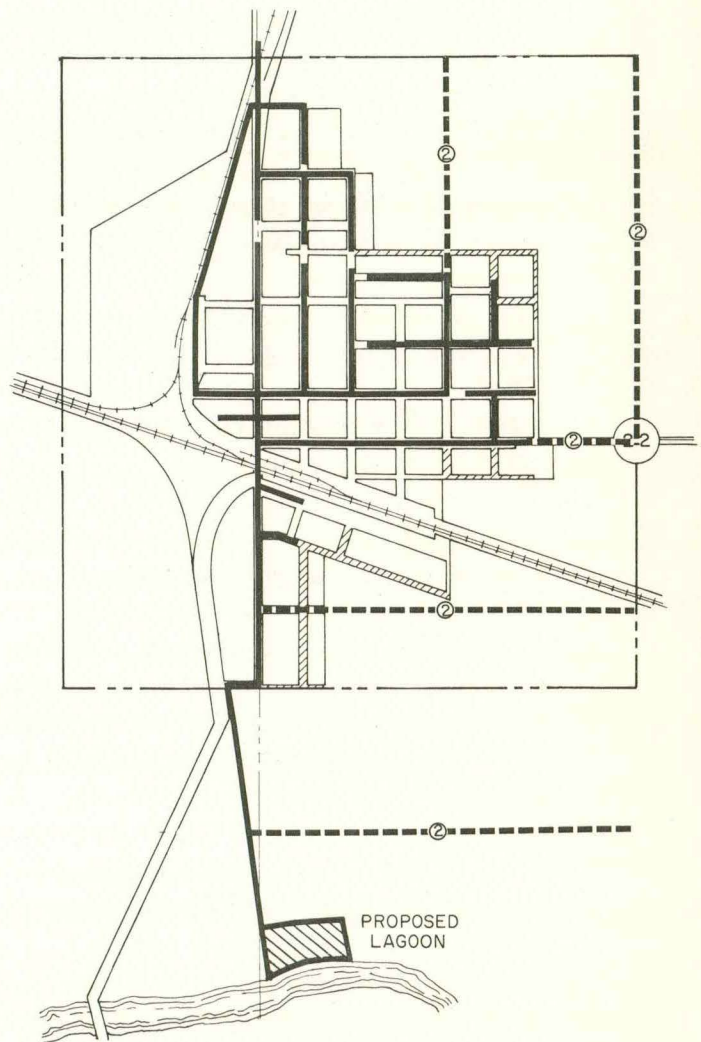


SANITARY

- EXISTING MAJOR LINES
- - - ① - - - POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② - - - POSSIBLE FUTURE DEVELOPMENT

WATER

- EXISTING MAJOR LINES
- - - ① - - - POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② - - - POSSIBLE FUTURE DEVELOPMENT



PUBLIC UTILITIES

TOWN OF OXFORD JUNCTION, JONES COUNTY, IOWA

* PROPOSED SEWER CONSTRUCTION IS SUGGESTIVE ONLY BASED UPON AVAILABLE TOPOGRAPHIC DATA AND PROPOSED ROADS AND DOES NOT INDICATE THE COMPLETE RANGE OF ALTERNATIVES FOR WHICH A DETAILED ENGINEERING STUDY WOULD BE REQUIRED.

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT FROM THE UR-
 BAN RENEWAL ADMINISTRATION OF THE HOUSING AND
 HOME FINANCE AGENCY, UNDER THE URBAN PLAN-
 NING ASSISTANCE PROGRAM AUTHORIZED BY SECTION
 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

Oxford Junction Sanitary Sewer

The Iowa State Department of Health has recently ordered Oxford Junction to discontinue discharging untreated sewage into the Wapsipinicon River. A study presently underway proposes a treatment facility with a capacity based on a projected population of 880 persons by 1990. Estimates of per annum cost, based on a 20 year revenue bond issue, range from the \$12,597 conventional trickling filter plant to the \$7,806 waste stabilization pond. The engineer recommends the waste stabilization system because of lower per annum cost. The suggested location is south of town just north of the river.

Olin Water System

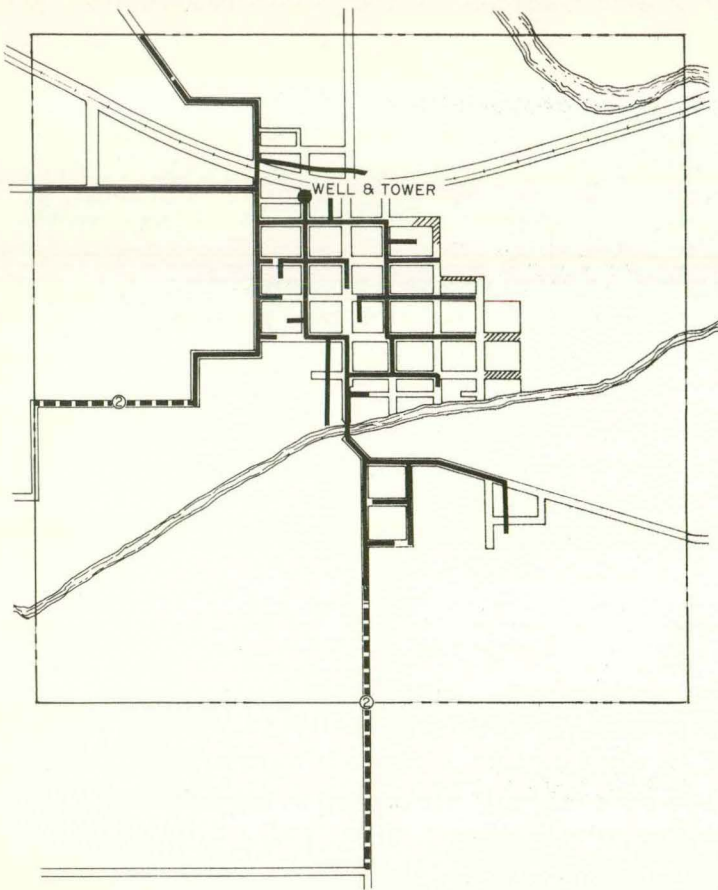
The source of Olin's water supply is a well near the center of town. Its pumping capacity is 150 gallons per minute, while the approximate usage is 50,000 gallons per day. The water tower at the north end of Benton Street has a storage capacity of 67,295 gallons.

Standby equipment is not available at the present time. Efforts are being made to explore the possibility of adding standby equipment.

Residential expansion in Olin is seen to occur to a limited extent to the west; to a greater degree to the south in the more distant future. The basic water distribution system is now present in these general areas. Extension of these lines could be easily accommodated as the need arises.

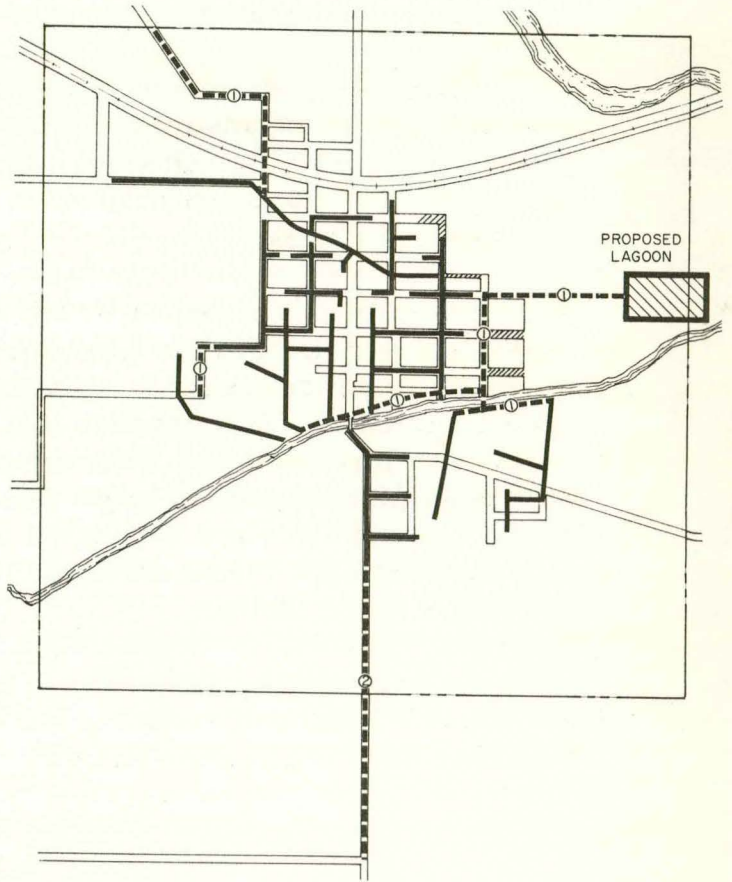
Olin Sanitary Sewer System

Olin is undertaking a sewer improvement program including the construction of a lagoon, addition of a lift station, and extension and additions to the collection system. The lagoon, with an operational capacity for approximately 900 people, would be located on the east side of town just west of the creek. A lift station would be built at the intersection of Main and Clay Streets with an 8" interceptor along the north side of the creek and a force main running north to Locust Street, then east to the lagoon. These improvements along with later extensions to serve possible growth areas are shown on the "Public Utilities" map for Olin.



WATER

- EXISTING MAJOR LINES
- - - ① POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② POSSIBLE FUTURE DEVELOPMENT



SANITARY

- EXISTING MAJOR LINES
- - - ① POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② POSSIBLE FUTURE DEVELOPMENT

PUBLIC UTILITIES

TOWN OF OLIN, JONES COUNTY, IOWA

* PROPOSED SEWER CONSTRUCTION IS SUGGESTIVE ONLY BASED UPON AVAILABLE TOPOGRAPHIC DATA AND PROPOSED ROADS AND DOES NOT INDICATE THE COMPLETE RANGE OF ALTERNATIVES FOR WHICH A DETAILED ENGINEERING STUDY WOULD BE REQUIRED.

JONES COUNTY REGIONAL PLANNING COMMISSION
SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
PROVISIONS OF CHAPTER 280, LAWS OF THE 58th
GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT FROM THE UR-
BAN RENEWAL ADMINISTRATION OF THE HOUSING AND
HOME FINANCE AGENCY, UNDER THE URBAN PLAN-
NING ASSISTANCE PROGRAM AUTHORIZED BY SECTION
701 OF THE HOUSING ACT OF 1954, AS AMENDED.

Onslow Water System

Onslow receives its water supply from a well and tower located near the center of town. The pumping capacity is 60 gallons per minute; present usage is approximately 18,000 gallons per day. Water tower storage capacity is 45,000 gallons.

The map, "Public Utilities," for Onslow indicates possible first phase and later expansions to the present water system.

Onslow Sanitary Sewer System

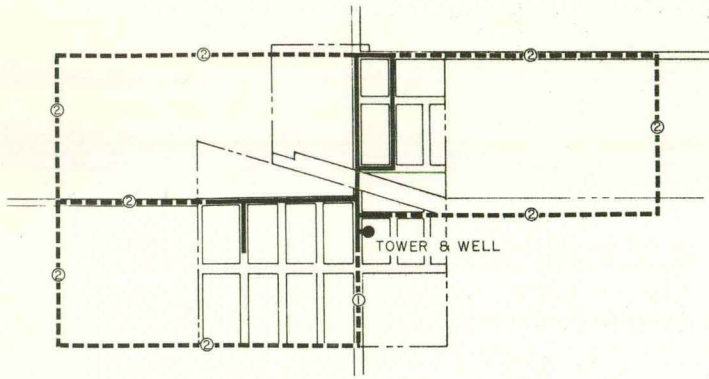
There is no sanitary sewer system in Onslow. Many residents have jointly connected septic tank runoffs to farm field tile.

The feasibility of establishing a sewer system, including a lagoon or similar treatment facility, should be investigated.

One possible method of sewerage the present community as well as accommodating expansion for later growth is indicated on the map, "Public Utilities," for Onslow. This map contemplates a treatment facility being located north of town so that effluent could be discharged into Mineral Creek.

Other possibilities exist for a community such as Onslow. For example, it is sometimes less expensive for several nearby communities to use a single treatment facility than to construct individual plants in each community. Maintenance and operational costs may be substantially reduced in this manner. This method might be feasible for Onslow. Such a joint arrangement might be reached between Onslow and Wyoming. These communities are separated by only a few miles. Onslow is located at a substantially higher elevation than Wyoming so that a gravity flow system is more likely.

An engineering study should be undertaken to explore such possible efforts as a means of reducing utility costs. This same cooperative method also may have application to Center Junction.

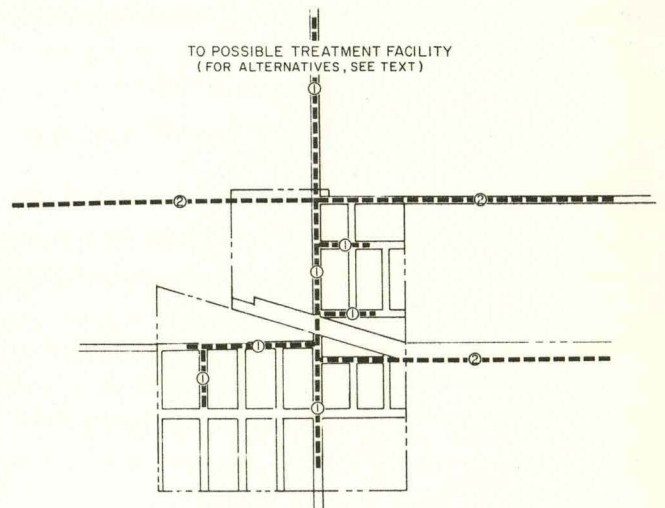


WATER

- EXISTING MAJOR LINES
- - - ① - - - POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② - - - POSSIBLE FUTURE DEVELOPMENT

SANITARY

- EXISTING MAJOR LINES
- - - ① - - - POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② - - - POSSIBLE FUTURE DEVELOPMENT



PUBLIC UTILITIES

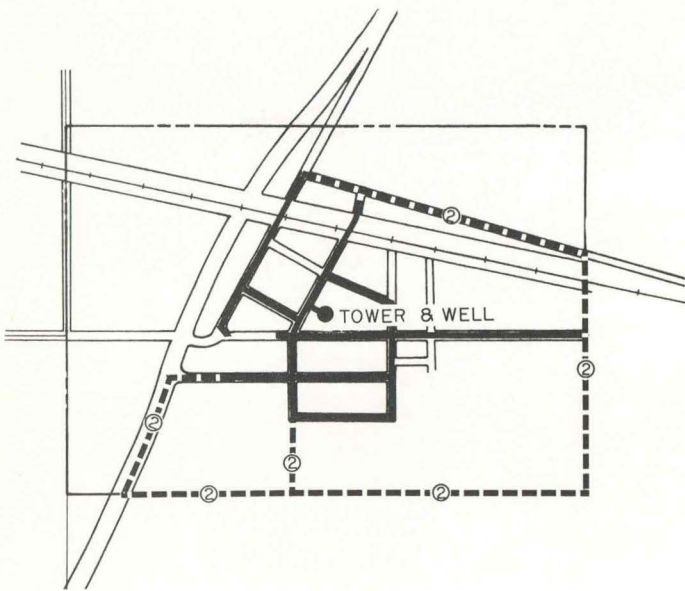
TOWN OF ONSLOW, JONES COUNTY, IOWA

* PROPOSED SEWER CONSTRUCTION IS SUGGESTIVE ONLY BASED UPON AVAILABLE TOPOGRAPHIC DATA AND PROPOSED ROADS AND DOES NOT INDICATE THE COMPLETE RANGE OF ALTERNATIVES FOR WHICH A DETAILED ENGINEERING STUDY WOULD BE REQUIRED.

JONES COUNTY REGIONAL PLANNING COMMISSION
SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

URBAN PLANNING GRANT PROJECT NO IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
PROVISION OF CHAPTER 280, LAWS OF THE 58th
GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT FROM THE UR-
BAN RENEWAL ADMINISTRATION OF THE HOUSING AND
HOME FINANCE AGENCY, UNDER THE URBAN PLAN-
NING ASSISTANCE PROGRAM AUTHORIZED BY SECTION
701 OF THE HOUSING ACT OF 1954, AS AMENDED.

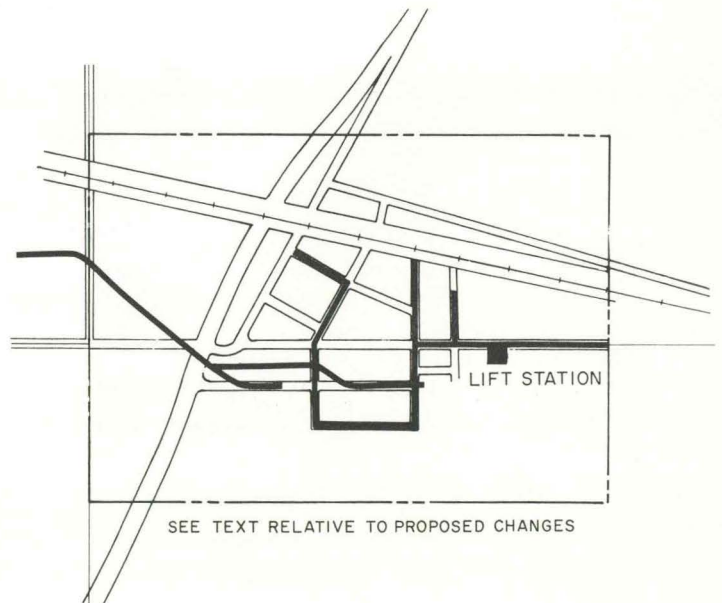


WATER

- EXISTING MAJOR LINES
- - - ① - - - POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② - - - POSSIBLE FUTURE DEVELOPMENT

SANITARY

- EXISTING MAJOR LINES
- - - ① - - - POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② - - - POSSIBLE FUTURE DEVELOPMENT



PUBLIC UTILITIES

TOWN OF MARTELLE, JONES COUNTY, IOWA

* PROPOSED SEWER CONSTRUCTION IS SUGGESTIVE ONLY BASED UPON AVAILABLE TOPOGRAPHIC DATA AND PROPOSED ROADS AND DOES NOT INDICATE THE COMPLETE RANGE OF ALTERNATIVES FOR WHICH A DETAILED ENGINEERING STUDY WOULD BE REQUIRED.

JONES COUNTY REGIONAL PLANNING COMMISSION
SCRUGGS & HAMMOND, INC.—PLANNING CONSULTANTS

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
PROVISION OF CHAPTER 280, LAWS OF THE 58th
GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
AIDED THROUGH A FEDERAL GRANT FROM THE UR-
BAN RENEWAL ADMINISTRATION OF THE HOUSING AND
HOME FINANCE AGENCY, UNDER THE URBAN PLAN-
NING ASSISTANCE PROGRAM AUTHORIZED BY SECTION
701 OF THE HOUSING ACT OF 1954, AS AMENDED.

Martelle Water System

Martelle's source of water is provided by a well and tower near the center of town. Its pumping capacity is 40 gallons per minute, while the usage approximates 20,000 gallons per day. The storage capacity of the water tower is 30,000 gallons.

The Development Plan indicates room for industrial expansion both to the east and to the west of the community. When warranted, the present system could be easily expanded. One method of expansion is shown on the "Public Utilities" map for Martelle.

Martelle Sanitary Sewer System

Septic tank runoffs empty into an 8" tile constructed by the town to connect into a farm field tile which flows into the creek west of town. A lift station on South Street, east of Maple, was installed to drain the east side of town.

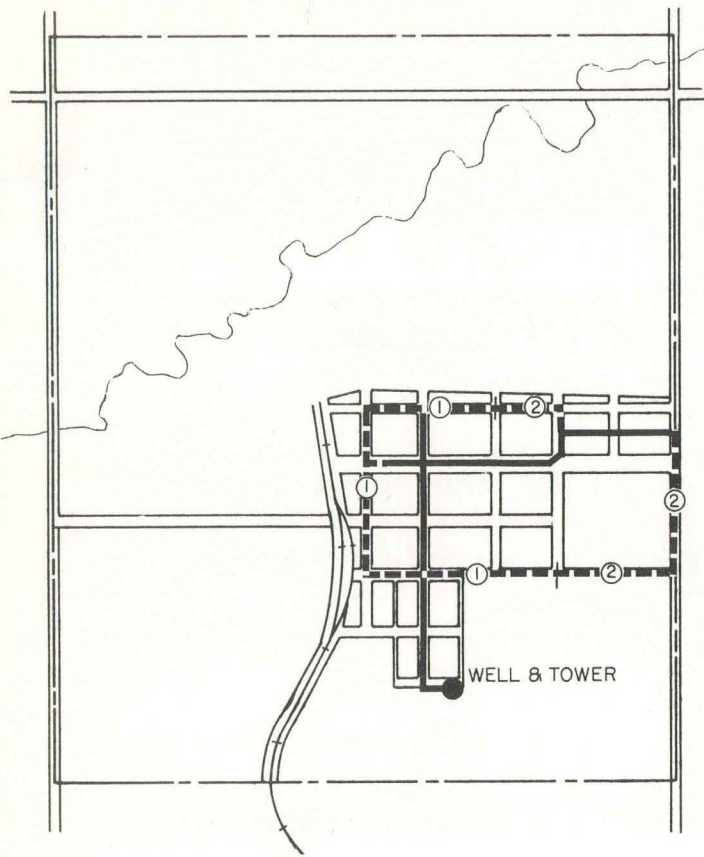
A study should be made to determine the feasibility of establishing a lagoon or similar treatment facility.

An industrial development area has been indicated east of Martelle. At the time it is warranted, this area would need to be sewerred. Engineering studies would have to be made at the time to determine how this area would relate to the present pump station and a future treatment facility.

Center Junction Water System

Center Junction's water source is a 300 foot deep well at the south end of St. Paul Street. On the same site is a water storage reservoir with a capacity of 40,000 gallons. The pump used is a Fairbanks-Morse turbine which is operated by a 7-1/2 hp. Fairbanks-Morse electric induction motor.

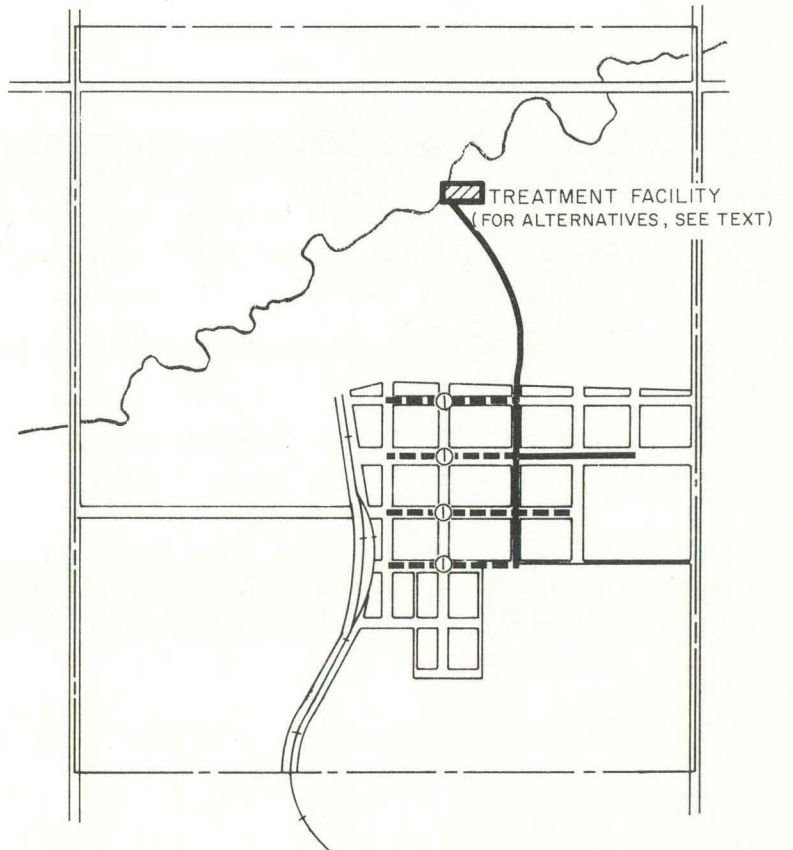
Expansion of the present water system could be undertaken to serve development not presently served. Later expansion could be undertaken



WATER

- EXISTING MAJOR LINES
- - - ① - - - POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② - - - POSSIBLE FUTURE DEVELOPMENT

WELL & TOWER



SANITARY

- EXISTING MAJOR LINES
- - - ① - - - POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② - - - POSSIBLE FUTURE DEVELOPMENT

TREATMENT FACILITY
(FOR ALTERNATIVES, SEE TEXT)

PUBLIC UTILITIES

TOWN OF CENTER JUNCTION, JONES COUNTY, IOWA

* PROPOSED SEWER CONSTRUCTION IS SUGGESTIVE ONLY BASED UPON AVAILABLE TOPOGRAPHIC DATA AND PROPOSED ROADS AND DOES NOT INDICATE THE COMPLETE RANGE OF ALTERNATIVES FOR WHICH A DETAILED ENGINEERING STUDY WOULD BE REQUIRED

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISION OF CHAPTER 280, LAWS OF THE 59th GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

to serve future growth as necessary. A possible method is indicated in the "Public Utilities, " map for Center Junction.

Center Junction Sanitary Sewer System

A 6" to 8" tile line was constructed in 1964 to collect the runoff from private septic tanks. More than two-thirds of the town's residences connect to the line which runs along Main Street from Holmes to Madison Street and along Madison Street from Second Street north to Mineral Creek.

A treatment facility is needed. Such facility could be constructed north of the town at Mineral Creek. Another alternative could be explored. This method would be the previously mentioned one whereby nearby communities develop a single treatment plant. An engineering study should explore whether such a cooperative effort between Wyoming and Center Junction would be feasible.

Morley Water and Sanitary Sewer Systems.

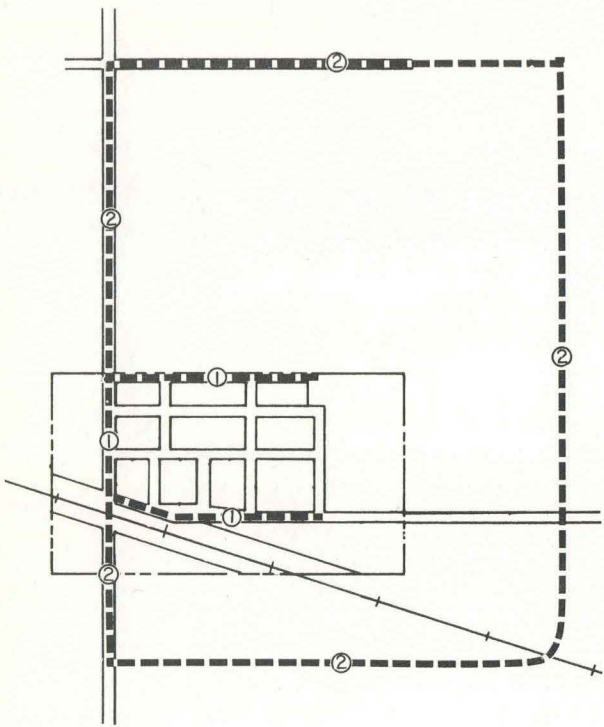
Morley has no public water, sanitary sewer, or storm sewer systems. Water is drawn from individual private wells. Sewage is deposited into private septic tanks with no community runoff facilities.

The feasibility of constructing both sewage disposal and water distribution systems should be studied.

Methods are indicated in the map, "Public Utilities, " for Morley for the construction of both the initial system and possible means of later expanding the system as conditions warrant.

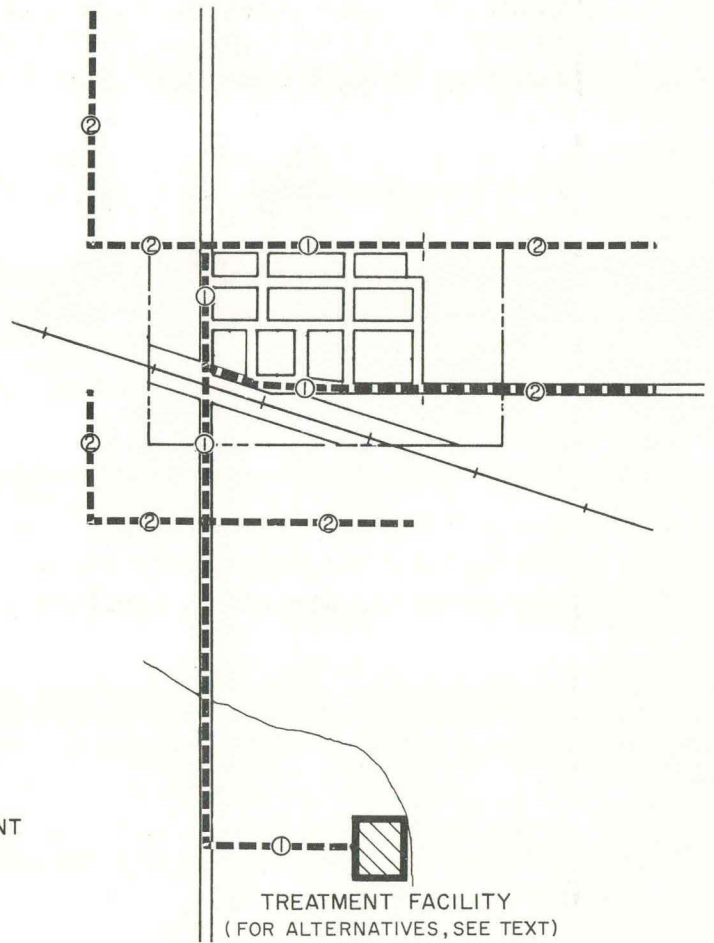
Future Needs for Utilities

It is obvious that major utility inadequacies exist in almost all of the Jones County communities. What has been outlined here are but a few possible methods for meeting these present inadequacies and future needs brought about by development.



WATER

- EXISTING MAJOR LINES
- - - ① - - - POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② - - - POSSIBLE FUTURE DEVELOPMENT



SANITARY

- EXISTING MAJOR LINES
- - - ① - - - POSSIBLE IMMEDIATE DEVELOPMENT
- - - ② - - - POSSIBLE FUTURE DEVELOPMENT

TREATMENT FACILITY
(FOR ALTERNATIVES, SEE TEXT)

* PROPOSED SEWER CONSTRUCTION IS SUGGESTIVE ONLY BASED UPON AVAILABLE TOPOGRAPHIC DATA AND PROPOSED ROADS AND DOES NOT INDICATE THE COMPLETE RANGE OF ALTERNATIVES FOR WHICH A DETAILED ENGINEERING STUDY WOULD BE REQUIRED.

PUBLIC UTILITIES

TOWN OF MORLEY, JONES COUNTY, IOWA

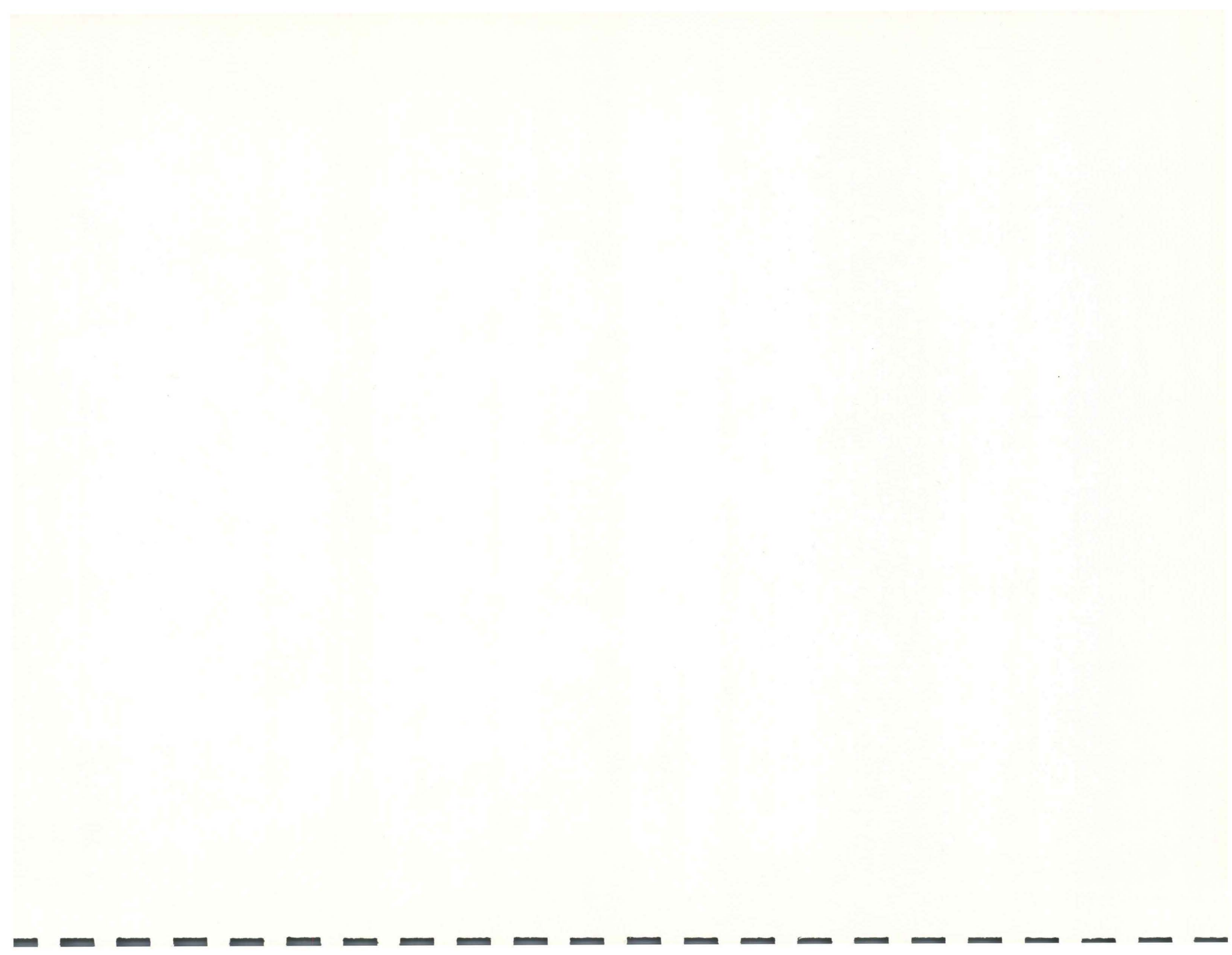
URBAN PLANNING GRANT PROJECT NO IOWA P-44
PREPARED UNDER CONTRACT FOR AND FINANCED IN PART BY THE IOWA DEVELOPMENT COMMISSION UNDER THE PROVISION OF CHAPTER 280, LAWS OF THE 58th GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

Proposals included here are general in nature since they are based on rudimentary available data. At the time construction is warranted, detailed engineering studies should be utilized.

At this time, however, it is proposed that some consideration be given to the first step in improving the utility situation in the communities of the county. Farmers Home Administration now makes grants to counties to finance utility masterplanning in those populated areas of the county (providing not over 5500 population). It is urged that the county consider this approach, which is essential for eligibility for these communities for later Farmers Home Administration Grants. The Farmers Home Administration essentially helps those communities not having sufficient population and financial base to construct utility systems within reasonable costs to users of the system. One of the guides of the Farmers Home Administration is that the federal grant through that agency should reduce or absorb those costs which would be above normal expenses to users of a utility system.

The recommended utility masterplanning study could investigate also the previously noted possible combined utility systems.



CHAPTER V

SCHOOLS AND RECREATION

Existing School Facilities

The schools in Jones County, Iowa are grouped into five districts: Monticello Community, Anamosa Community, Olin Consolidated, Oxford Junction Consolidated, and Midland Community. There are sixteen schools within the combined school districts in the county. Included are ten elementary schools, three high schools, one junior high school, and two schools which combine elementary and high school grades. The map, "School Districts," indicates the limits of the major school districts within the county.

Monticello Community District has two grade schools. Shannon, with grades 1 - 6, was constructed in 1962. Carpenter, built in 1958, houses grades 1 - 6. The high school (7-12) was built in 1923 with a new addition in 1963.

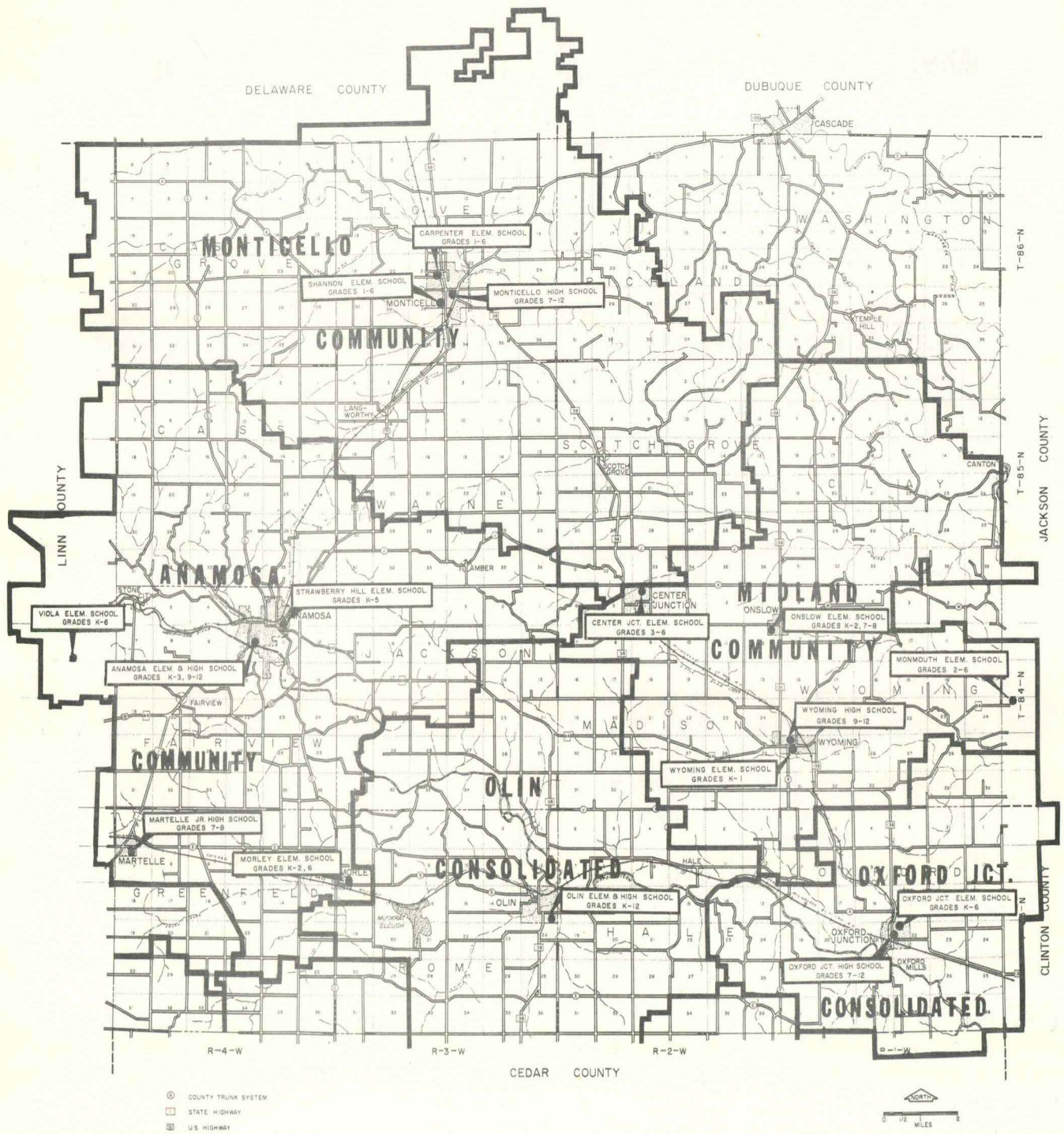
Anamosa Community District has three grade schools - Strawberry Hill built in 1955 (K-5), Viola constructed in 1922 with grades K - 6, and Morley which was built in 1921 with grades K-2, 6. Martelle junior high contains grades 7 and 8 and was built in 1925. Anamosa elementary and high school was constructed in 1913 and has grades K-3 and 9-12.

Olin Consolidated has the one combined school, grades K-12. The original structure was built in 1933 with an addition made in 1955. A separate industrial arts building was constructed in 1947 with an addition built in 1965.

Oxford Junction has the high school, grades 7 - 12, built in 1887 with an addition made in 1916 and a gymnasium constructed in 1940. The grade school, K-6, was built in 1955.

Midland Community has four grade schools; Center Junction (3-6) built in 1934; Wyoming (K-2), constructed in 1916; Onslow, constructed in 1936 with an addition in 1954; and Monmouth (2-6) built in 1915 with a gymnasium and locker room added in 1954.

The table entitled, "Inventory of School Facilities," lists various school facilities as well as their capacities, enrollments, and general condition.



SCHOOL DISTRICTS

JONES COUNTY, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISIONS OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

Inventory of School Facilities
Jones County, Iowa

<u>Monticello School District.</u>	<u>Grades</u>	<u>Number of Classrooms</u>	<u>Capacity</u>	<u>Enrollment (1965-66)</u>	<u>General Condition and Year Constructed</u>
Elementary				676*	
Shannon	1 - 6	14 classrooms, 1 multi-purpose vocational-audio-visual, kitchen	420	"	Excellent 1962
Carpenter	1 - 6	15 classrooms, 1 multi-purpose		"	Excellent 1957-58
Secondary					
Monticello High School	7 - 12	21 classrooms, library, student center, gym and lockerroom, music rooms, shop, study hall, typing-shorthand, physics-chemistry, and language labs, auditorium	525	867	Good 1923 Excellent 1963
<u>Anamosa School District</u>					
Elementary				977*	
Viola	K - 6	13 classrooms, gym	390	"	Good 1922 and 1952
Strawberry Hill	K - 5	13 classrooms, 1 multi-purpose room, kitchen	390	"	Excellent 1955 and 1960
Morley	K - 2, 6	8 classrooms, kitchen, gym, cafeteria	240	"	Poor 1921 and 1948
Secondary					
Elementary	K - 3	30 classrooms, 2 shop rooms, library, auditorium, music room,	790	"	
High School	9 - 12	gym, combined gym-lunchroom	790	570	Fair 1913; 1936; 1947
Martelle Junior High	7 - 8	11 classrooms, library, gym, kitchen, lunchroom	550	247*	Good 1925 ; 1948
<u>Olin School District</u>					
Elementary and Secondary					
Olin Elementary and High School	K - 12	22 classrooms, music rooms, home ec , 1 drawing, 1 metal and wood- working room, kitchen, 2 gyms, 1 combination gym and cafeteria	550	448	Good 1933; 1955; 1965
<u>Midland School District</u>					
Elementary					
Center Junction	3 - 6	5 classrooms, gym, stage, kitchen	150	111	Good 1934
Onslow	K - 2 7 - 8	9 classrooms, gym, lockerroom, eating room, kitchen	270	219	Good 1936; 1954
Monmouth	2 - 6	6 classrooms, gym, locker, lunchroom, kitchen	180	126	Good 1915; 1954
Wyoming	K - 1	4 classrooms, lunchroom, kitchen	120	59	Good 1916
Secondary					
Wyoming	9 - 12	7 classrooms, library, study hall 1 science, 1 home ec., 1 typing	175	225	Good 1939
<u>Oxford Junction School District</u>					
Elementary					
Oxford Junction	K - 6	7 classrooms, 2 storerooms, kitchen, multi-purpose room, cafeteria	210	188	Excellent 1955
Secondary					
Oxford Junction High School	7 - 12	9 classrooms, 1 band room, gym	270	163	Poor 1887; 1916; 1940

GENERAL STANDARDS FOR SCHOOL PLANNING

SIZE OF SCHOOLS - Optimum Capacity of School (6-3-3 Grade System)

Modern education demands that classroom capacities be limited to assure optimum functioning of the facility. Current standards suggest that capacities be limited to 25 students per high school classroom and 30 students per elementary classroom. In applying this standard, special purpose rooms should be included only where designed to receive the same amount of usage as normal classrooms.

CLASSROOM CAPACITIES - Optimum Capacity of Classroom

There is general agreement that an optimum size exists as to pupil enrollment of various categories of schools. The Commission of School District Reorganization of the National Education Association suggests a preferable level of enrollment for an elementary school to be 300 or more pupils with 12 or more teachers (indicating a "two-deep" school having two classes of each grade). Junior and Senior High Schools should be considerably larger so that the full range of subjects expected of the educational program can be maintained. The desirable range for a Junior High School is from 700 to 1500; for Senior High Schools, from 1000 to 2000*.

SIZE OF SCHOOL SITE

The National Council in Schoolhouse Construction suggests the following acreages for the indicated types of schools:

Elementary School:	5 acres plus 1 additional acre for each 100 pupils
Junior High School:	20 acres plus 1 additional acre for each 100 pupils
Senior High School:	30 acres plus 1 additional acre for each 100 pupils

TRAVEL DISTANCE TO SCHOOL

Maximum walking distance to elementary schools should not exceed three-fourths mile;** for secondary schools, one and one-half miles.

*Local Planning Administration; International City Managers' Association; 1959, Chicago, Ill. P 296.
**Guide for Planning School Plants; National Council on Schoolhouse Construction; Nashville, Tenn., 1958

GENERAL STANDARDS FOR PARKS AND RECREATION AREAS*

Type of Development	Area Required	Preferred Location	Maximum Walking Dist.	No. Facilities Per Population
PLAYGROUND (primary users - elementary school aged children)	3 to 7 acres	Adjacent to Elementary School	1/2 mile	1 playground per 3000-5000
PLAYFIELD (primary users - 12 yrs. and over)	12 to 35 acres	Adjacent to Senior or Junior High School	1/2 mile by foot; (20 min. by car)	1 playfield per community of up to 25,000 pop. providing 1 acre of playfield space is provided for each 800 persons

LARGE PARKS
(Serves all age groups)

The large park is intended to give the residents of a community an opportunity to enjoy a purely parklike atmosphere. The large park is usually a spacious area so developed that persons within the park are not conscious of much activity within or outside the park. Even though some active events may be carried on in certain areas of the park, it should be remembered that basically, on the whole, the large park should be a place of quiet and relaxation. A variety of wooded and open areas should be provided.

There also should be interesting topography. Water areas contribute greatly to the value of a large park. Roads should be kept to a minimum and provide access to the areas of greater use. Restrooms are needed where people congregate. Refreshment facilities may be provided by the park agency or on a concession basis.

SMALL PARKS
(Serves all age groups)

Communities often have small parks provided at various locations in the village which, like the large park, have as their purpose contributing relief from urban development. Such small parks may be only a green area with grass and a few trees. On other occasions, the small park may be the setting for a public building such as a village hall or municipal building. Frequently a local garden club takes pride in maintaining a small ornamental park with a profusion of flowers which can add considerably to the character of the community.

Area is dependent to an extent upon the nature of available land. Areas of unusual scenic interest or beauty, of almost any size may serve the purpose of a large park

Area may vary considerably from a fraction of an acre to an acre in size (or larger)

Current Expansion of School Facilities

Certain programs of school expansion presently are being actively carried out. Most notable of these are the construction of a new high school at Anamosa and expansion of the Wyoming school plant of the Midland District.

The new high school in Anamosa will be of one story brick construction housing 11 general classrooms, and a number of special education areas and rooms including business education, homemaking, music department, industrial arts, vocational agriculture, gymnasium, and dressingrooms, and art classroom. The high school, to be located in Anamosa, is expected to be ready for fall 1968 occupancy.

The construction at Wyoming to be completed in late 1967 will add a gymnasium, music room, stage area, and locker facilities. A new science room, classroom and study hall will also be added.

Standards for School Planning

The school districts of Jones County will have several needs to meet in future years. First and foremost is the basic need of providing classroom space. Second is the need of providing specialized classroom facilities (in addition to the general classrooms). Third is the need of providing such space and facilities in areas convenient to the population (when and if new buildings are to be constructed).

The table, "General Standards for School Planning," (page 142 indicates guides upon which future needs for schools can be evaluated. It is to be noted that these standards pertain to size of school, desirable number of students per classroom, the size of the school site, and the maximum walking distance to school (more important in the larger communities).

These standards (particularly those relating to the size of school sites) portray a school plant much different from that of years ago. The needs of today's school facilities are considerably different from those of the past. The one-room schoolhouse of yesterday has all but disappeared in today's educational system which has the responsibility of constantly improving the educational foundation for that growing body of students desiring further education.

Size of the land necessary for the school site has changed also with today's schools, providing for a greater number of students; increased requirements for parking, bus loading and service areas; and, as well, providing land area for planned later expansion of the adaptable modern-day school building.

It must be realized that as standards vary because of changes in local policies and educational philosophy, they should be used more as "indicators" of future need rather than precise measures.

Future School Enrollments

An essential consideration in determining future school needs is in first estimating the number of future school children to be accommodated. School enrollments have been projected for each of Jones County school districts by a method known as the "Cohort-Survival" method. The basis for this method of projection is the past history of survival rates (i. e. , the number of school children remaining from the preceding grade in the preceding year). This method provides enrollment projections by year. The value of the projected data, however, results from the grouping of a number of grades to indicate total projection for a complete school such as a senior high or junior high school or as is the case here to estimate total needed classrooms for a school district. The table on pages 146 through 150 of this report indicate the enrollment projections for Jones County School Districts.

Future Classroom Needs

Based on the projected enrollments, inventory of existing classrooms, and standards for number of students per classroom, it is possible to indicate future classroom needs. The following table indicates such classroom needs based upon the foregoing standards. This table indicates that projected changes in enrollments will cause only minor changes in needs for general classroom should all the present general classrooms be continued. These figures do not reflect discontinuance of any classrooms. As frequently is done with school buildings which are in poor condition, are outdated, or cannot be put to efficient usage, should any existing classrooms or school buildings be phased out of usage for such reasons, the indicated future classroom needs would be increased by a number of classrooms equal to the number phased out.

SURVIVAL RATES and SCHOOL ENROLLMENT PROJECTIONS
MONTICELLO COMMUNITY SCHOOL DISTRICT
School Enrollment Survival Rates*

School Year	K	1	2	3	4	5	6	7	8	9	10	11	12
1960-61	109	91	92	90	92	98	100	102	102	99	96	96	100
1961-62	90	84	102	103	92	95	106	95	100	100	100	91	100
1962-63	99	96	93	96	98	96	106	104	98	102	99	90	95
1963-64	109	81	94	101	108	93	95	104	98	95	92	95	94
1964-65	108	78	89	103	96	94	96	101	98	97	98	99	94
1965-66	112	74	93	108	97	103	104	106	101	103	104	104	98
1966-67	103	68	85	94	96	95	96	102	99	99	93	95	87
Average	104%	81%	92%	99%	97%	96%	100%	102%	99%	99%	97%	95%	95%

*Figures in the table indicate the percentage of children remaining from the preceding grade in the preceding year except in the case of kindergarten which is derived from the number of children remaining from those born five years before

Elementary Enrollment Projection

	K	1	2	3	4	5	6	Total
1966-67	153	113	101	108	107	112	116	810
1967-68	157	124	104	100	105	103	112	805
1968-69	158	127	114	103	97	101	103	803
1969-70	159	128	117	113	100	93	101	811
1970-71	160	129	118	116	110	96	93	822
1975-76	165	133	121	120	115	109	109	872
1980-81	170	136	125	123	118	113	112	897

Junior High Enrollment Projection

Senior High Enrollment Projection

	7	8	Total	9	10	11	12	Total
1966-67	118	112	230	112	104	112	90	418
1967-68	118	117	235	111	109	99	106	425
1968-69	114	117	231	116	108	104	94	422
1969-70	105	113	218	116	113	103	99	431
1970-71	103	104	207	112	113	107	98	430
1975-76	110	109	219	108	93	91	88	380
1980-81	113	112	225	110	106	101	95	412

Summary Projection for Total School System

	Elementary School K-6	Jr. High School 7-8	Sr. High School 9-12	Total
1966-67	810	230	418	1458
1967-68	805	235	425	1465
1968-69	803	231	422	1456
1969-70	811	218	431	1460
1970-71	822	207	430	1459
1975-76	872	219	380	1471
1980-81	897	225	412	1534

SURVIVAL RATES and SCHOOL ENROLLMENT PROJECTIONS
ANAMOSA COMMUNITY SCHOOL DISTRICT

School Enrollment Survival Rates*

School Year	K	1	2	3	4	5	6	7	8	9	10	11	12
1963-1964	111	97	99	98	102	98	106	107	111	110	99	103	98
1964-1965	108	88	90	98	98	97	102	100	97	111	100	98	91
1965-1966	109	88	104	91	95	107	98	100	100	119	101	93	101
1966-1967	116	90	90	101	98	100	102	105	101	125	99	96	91
Average	111%	90%	95%	97%	98%	100%	102%	103%	102%	116%	99%	97%	95%

*Figures in the table indicate the percentage of children remaining from the preceding grade in the preceding year except in the case of kindergarten which is derived from the number of children remaining from those born five years before.

Elementary Enrollment Projection

	K	1	2	3	4	5	6	Total
1966-67	175	148	127	154	122	126	141	993
1967-68	178	156	141	123	151	122	129	1000
1968-69	178	160	148	137	121	151	124	1019
1969-70	179	160	152	144	134	121	154	1044
1970-71	180	161	152	147	141	134	123	1038
1975-76	185	166	157	151	144	146	148	1097
1980-81	191	171	162	156	151	151	153	1135

Junior High Enrollment Projection

Senior High Enrollment Projection

	7	8	Total	9	10	11	12	Total
1966-67	139	127	266	151	154	140	119	564
1967-68	145	142	287	147	149	149	133	578
1968-69	133	148	281	165	146	145	142	598
1969-70	128	136	264	172	163	142	138	615
1970-71	159	131	290	158	170	158	144	630
1975-76	151	154	305	175	165	145	171	656
1980-81	157	159	316	179	179	173	163	694

Summary Projection for Total School System

	<u>Elementary School</u>	<u>Jr. High School</u>	<u>Sr. High School</u>	
	K-6	7-8	9-12	Total
1966-67	993	266	564	1823
1967-68	1000	287	578	1865
1968-69	1019	281	598	1898
1969-70	1044	264	615	1923
1970-71	1038	290	630	1958
1975-76	1097	305	656	2058
1980-81	1135	316	694	2145

SURVIVAL RATES and SCHOOL ENROLLMENT PROJECTIONS
OLIN CONSOLIDATED SCHOOL DISTRICT

School Enrollment Survival Rates*

School Year	K	1	2	3	4	5	6	7	8	9	10	11	12
1962-63	114	98	94	109	76	108	96	122	86	100	94	100	95
1963-64		88	102	102	113	82	105	108	100	110	102	91	87
1964-65	108	120	91	81	100	83	98	115	90	95	84	100	90
1965-66	79	98	83	82	110	86	91	117	96	94	98	91	83
1966-67	105	103	92	85	96	97	109	100	85	89	95	88	88
Average		101%	92%	91%	99%	95%	99%	112%	91%	97%	99%	95%	88%

*Figures in the table indicate the percentage of children remaining from the preceding grade in the preceding year except in the case of kindergarten which is derived from the number of children remaining from those born five years before

Elementary Enrollment Projection

	K	1	2	3	4	5	6	Total
1966-67	40	31	36	17	27	32	35	218
1967-68	38	40	29	33	17	26	32	215
1968-69	38	38	37	26	33	16	26	214
1969-70	39	38	35	34	26	31	16	219
1970-71	39	39	35	32	34	25	31	235
1975-76	40	40	37	33	33	31	31	245
1980-81	41	41	38	35	34	32	32	253

Jr. High Enrollment Projections

Sr. High Enrollment Projections

	7	8	Total	9	10	11	12	Total
1966-67	31	23	54	39	42	36	35	152
1967-68	39	28	67	22	39	40	32	133
1968-69	36	35	71	27	22	37	35	121
1969-70	29	33	62	34	27	21	33	115
1970-71	18	26	44	32	34	26	18	110
1975-76	34	31	65	32	24	29	13	98
1980-81	36	32	68	31	31	29	26	117

Summary Projection for Total School System

	Elementary School	Jr. High School	Sr. High School	Total
	K-6	7-8	9-12	
1966-67	218	54	152	424
1967-68	215	67	133	415
1968-69	214	71	121	406
1969-70	219	62	115	396
1970-71	235	44	110	389
1975-76	245	65	98	408
1980-81	253	68	117	438

SURVIVAL RATES and SCHOOL ENROLLMENT PROJECTIONS
OXFORD JUNCTION CONSOLIDATED SCHOOL DISTRICT

School Year	School Enrollment Survival Rates*												
	K	1	2	3	4	5	6	7	8	9	10	11	12
1960-61	80	100	93	90	102	96	118	102	98	102	100	98	88
1961-62	66	30	100	103	97	97	103	100	100	98	98	100	83
1962-63	97	104	113	91	97	107	100	107	76	100	106	88	116
1963-64	100	97	100	100	93	93	89	98	93	100	89	100	100
1964-65	71	100	97	113	97	103	103	111	102	100	100	98	98
1965-66	80	100	107	100	100	90	97	98	100	98	102	100	98
1966-67	78	113	95	100	90	104	103	103	104	103	97	104	95
Average	82%	103%	100%	99%	96%	98%	101%	102%	96%	100%	98%	98%	96%

*Figures in the table indicate the percentage of children remaining from the preceding grade in the preceding year except in the case of kindergarten which is derived from the number of children remaining from those born five years before.

Elementary Enrollment Projection

	K	1	2	3	4	5	6	Total
1966-67	23	27	19	30	27	26	31	183
1967-68	25	24	27	19	29	26	26	176
1968-69	25	26	24	27	18	28	26	174
1969-70	25	26	26	24	26	18	28	173
1970-71	25	26	26	26	23	25	18	169
1975-76	26	27	27	27	26	25	25	183
1980-81	27	28	28	28	27	25	25	188

Junior High Enrollment Projection

	7	8	Total
1966-67	30	26	56
1967-68	32	29	61
1968-69	27	31	58
1969-70	27	26	53
1970-71	29	26	55
1975-76	24	25	49
1980-81	26	25	51

Senior High Enrollment Projection

	9	10	11	12	Total
1966-67	30	33	29	19	111
1967-68	26	29	32	28	115
1968-69	29	25	28	31	113
1969-70	31	28	25	27	111
1970-71	26	30	27	24	107
1975-76	22	25	17	25	89
1980-81	25	26	25	20	96

Summary Projection for Total School System

	Elementary School	Jr. High School	Sr. High School	Total
	K-6	7-8	9-12	
1966-67	183	56	111	350
1967-68	176	61	115	352
1968-69	174	58	113	345
1969-70	173	53	111	337
1970-71	169	55	107	331
1975-76	183	49	89	321
1980-81	188	51	96	335

SURVIVAL RATES and SCHOOL ENROLLMENT PROJECTIONS
MIDLAND COMMUNITY SCHOOL DISTRICT

School Enrollment Survival Rates*

School Year	K	1	2	3	4	5	6	7	8	9	10	11	12
1960-61	88												
1961-62	91	110	104	95	99	100	98	100	110		105	93	100
1962-63	98	88		94	104	88	97	98	98		114	115	135
1963-64	102	114	109	120	119	115	79	111	118		96	95	86
1964-65	93	102		96	92	100	100	135	98	103	100	86	95
1965-66	110	98	98	112	83	108	92	111	106	98	100	89	100
1966-67	92	102	109	93	95	102	96	98	100	91	94	89	96
Average	96%	102%	105%	101%	98%	102%	93%	108%	105%	97%	101%	94%	102%

*Figures in the table indicate the percentage of children remaining from the preceding grade in the preceding year except in the case of kindergarten which is derived from the number of children remaining from those born five years before.

Elementary Enrollment Projection

	K	1	2	3	4	5	6	Total
1966-67	54	66	58	53	61	42	52	386
1967-68	57	55	69	59	52	62	39	393
1968-69	58	58	58	70	58	53	58	413
1969-70	58	59	61	59	69	59	49	414
1970-71	58	59	62	62	58	70	55	424
1975-76	60	61	64	64	63	63	59	434
1980-81	61	62	65	65	64	65	60	442

Junior High Enrollment Projection

Senior High Enrollment Projection

	7	8	Total	9	10	11	12	Total
1966-67	51	59	110	64	47	58	55	224
1967-68	56	54	110	57	65	44	59	225
1968-69	42	59	101	52	58	61	45	216
1969-70	63	44	107	57	53	55	62	227
1970-71	53	66	119	43	58	50	56	207
1975-76	64	66	130	60	73	57	53	243
1980-81	65	68	133	66	66	62	63	257

Summary Projection for Total School System

	Elementary School	Jr. High School	Sr. High School	Total
	K-6	7-8	9-12	
1966-67	386	110	224	720
1967-68	393	110	225	728
1968-69	413	101	216	730
1969-70	414	107	227	748
1970-71	424	119	207	750
1975-76	434	130	243	807
1980-81	442	133	257	832

Projected Classroom Needs /¹
Jones County School Districts

District	Present Classrooms / ¹	<u>1970 - 1971</u>		Total Sug- / ¹ gested C. R. 's		Additional C. R.'s / ² (over present)
		Enrollment Jr. /Sr.	El.	Jr. /Sr	El.	
Monticello	50	637	822	25	27	2
Anamosa	75	920	1038	37	35	-3
Olin	22	154	235	6	7	-9
Oxford Junction	16	162	169	7	6	-3
Midland	31	326	424	13	14	-4

1975 - 1976

Monticello		599	872	24	29	3
Anamosa		961	1097	38	37	0
Olin		163	245	7	8	-7
Oxford Junction		138	183	6	6	-4
Midland		373	434	15	14	-2

¹ Applies only to general classrooms and not to specialized rooms or facilities; need for specialized rooms and facilities will be in addition to above general classroom needs.

² Assumes continued use of present classrooms; classrooms or buildings closed because of condition or for other reason will increase the additional classrooms needed beyond those shown by an amount equal to the number of classrooms discontinued. Similarly, the table does not reflect school district policy on transporting students, the extent to which school district policy limits the relocation of students from over crowded to lesser crowded schools will increase general classroom needs

Also, should serious limitations be imposed upon or adhered to by the school board as to the transportation of students, it will be difficult to lighten the load in crowded schools by relocating students. In this case, classroom needs will be at a level beyond that indicated in the above table in spite of other schools being used considerably under capacity.

Other Considerations for Future School Planning

In primarily rural areas, the problem of future school planning is not always one of expanding enrollments. In order to provide the full range of specializations now required in junior and senior high schools, a certain minimum number of students is suggested as a desirable objective (see General Standards for School Planning, page 142).

The school districts in Jones County fall below these levels - in Monticello and Anamosa to a noticeable degree; in Midland, Olin, and Oxford Junction, to a considerable degree. School enrollment projections do not indicate any substantial increase in these enrollment levels.

If the low enrollments in Midland, Olin, and Oxford Junction do actually limit the ability to provide the full range of courses required to prepare the student for college education, consideration of further consolidation might be warranted. For example, a consolidation of Olin, Oxford Junction, and Midland Districts would provide a district with the second largest enrollment and valuation. If a combined junior-senior high school ultimately were constructed in or near Wyoming, travel distances to the extremities of such a district would not then be appreciably greater than would travel distances from the extremities to the center of the Monticello District.

Of course, any increased efficiencies of larger district would have to be weighed against what school officials frequently consider disadvantages of consolidation such as less direct control of the particular community over the district, possibility of local schools being phased out in favor of larger more centrally located (to the district) facilities, etc. The final choice is, of course, up to the educators and the general public of whatever districts are concerned.

Background for Recreation Planning

Population

As had been noted (on page 52), Jones County had a population of 20,693 in 1960. It also has been noted that within a 250 air mile radius of Jones County, 21 million people live.

Recreational planning of a county such as Jones, however, must consider the population within a smaller travel distance such as might be identified easily with an acceptable distance for travel to recreational areas. For Jones County, it was estimated that a 60-mile distance was appropriate. Within 60 miles of the county, or one hour's driving time, there are a number of large population centers, such as Cedar Rapids, Dubuque, Clinton, and the Quad Cities (Davenport, Moline and East Moline, Rock Island, Bettendorf), creating a regional population of well over 700,000.

Current Population of Area of Influence (Populations within Sixty Miles of Jones County Border)

County (unless otherwise noted)	1960 U. S. Census	*1965 Estimate
Jones, Iowa	20,693	20,150
Dubuque	80,048	86,150
Delaware	18,483	18,200
Buchanan	22,293	20,950
Benton	23,422	22,550
Linn	136,899	144,850
Johnson	53,663	61,800
Iowa	16,396	16,700
Muscatine	33,840	34,600
Cedar	17,791	17,900
Scott	119,067	123,050
Clinton	55,060	55,450
Jackson	20,754	21,200
Clayton (80%)	17,570	17,360
Fayette (50%)	14,291	14,425
Washington (50%)	9,703	9,175
Rock Island, Ill. Area (50%) (Rock Is., Moline, E. Moline)	55,650	59,650**
Total	715,623	744,160

*Estimate by Iowa State Records and Statistics Division

**Estimates of City Planning Departments or Programs

It is expected that most of the cross country tourists in the future will follow Interstate Route 80 which passes 25 miles to the south of Jones County. However, regional tourist traffic is said to be relatively heavy on U. S. Route 151 (Cedar Rapids to Dubuque) and State 64 (Chicago-Savanna-Cedar Rapids). If major tourist attractions develop in Jones County, then the north-south State Route 38 connecting with Interstate 80 would also become a tourist route.

The map, "Regional Recreation", indicates those recreational areas which will influence development in Jones County.

Climate

The summer can be described as delightful for outdoor recreation and picnicking. The June, July, August temperatures range from an average high of near 80 degrees to a near average low of 60 degrees. The average annual rainfall is about 32 inches and the average of summer sunshine is 72 percent.

Year around climate is good for a variety of recreation. Winters offer sufficient cold for a wide variety of winter sports - skiing, skating, sledding. Spring offers fishing, hiking, touring. The main family recreation months are June, July, and August - excellent for touring, camping, picnicking, swimming, boating, hiking. The fall season in Jones County brings hunting, touring and hiking, weekend camping and picnicking. Fall colors are a big attraction.

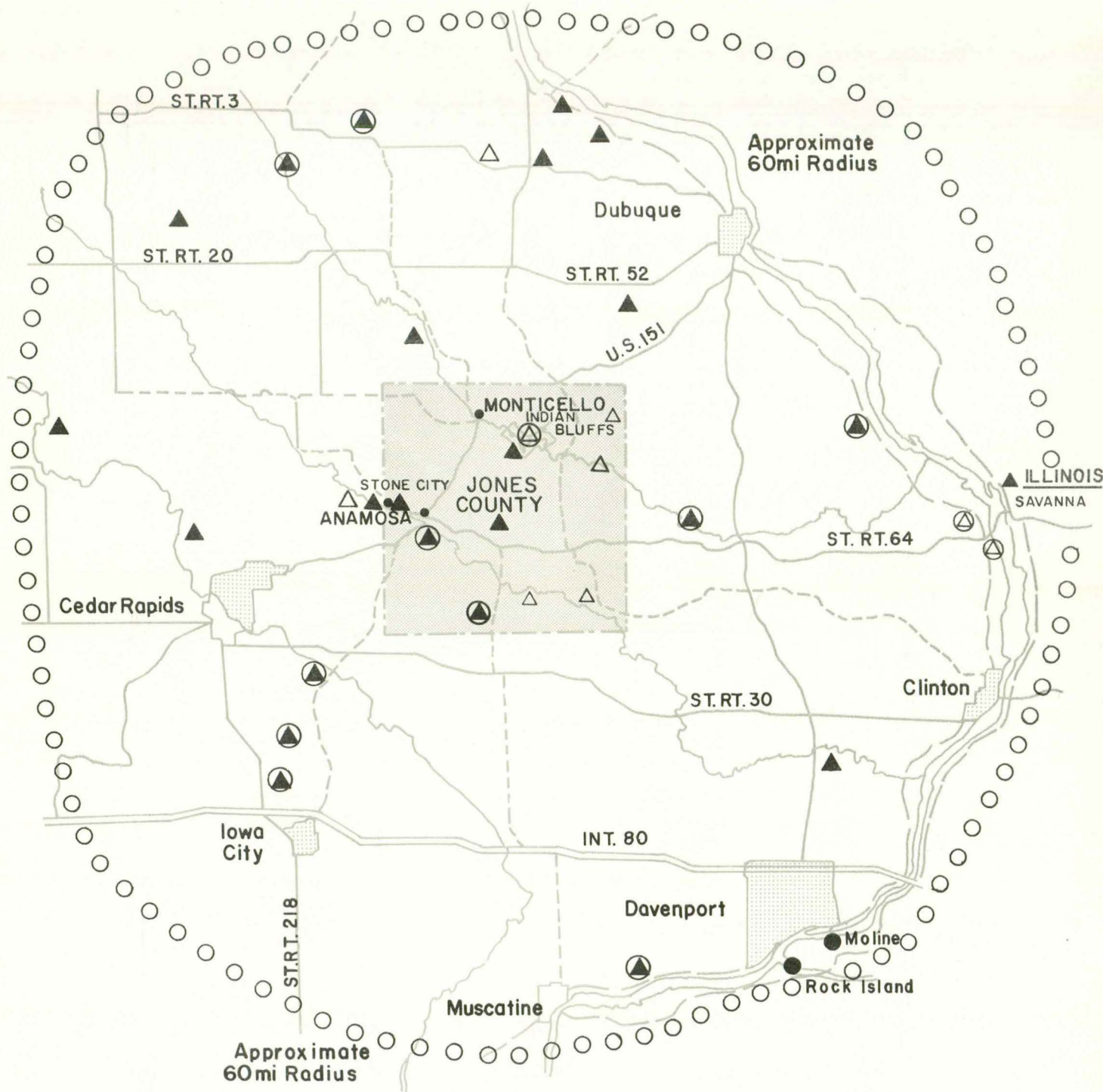
Forests

Eleven percent of Jones County, or approximately 42,000 acres, are indicated as being in forests.* The forests may be divided into upland timbers and bottomland timbers. Types of trees native to these areas are as follows:

Upland timbers:

Elms
Oaks (white, burr, and red)
Black Walnut
Hickory
White Ash
Rock Maple

*Forest Service Release Bulletin No. 22, March 1959.



- ==== INTERSTATE
- STATE HWY.
- - - COUNTY ROAD
- - - GREAT RIVER RD.
- ▲ COUNTY PARK
- △ POTENTIAL COUNTY PARK
- STATE PARK
- POTENTIAL STATE PARK

REGIONAL RECREATION

JONES COUNTY, IOWA

URBAN PLANNING GRANT PROJECT NO. IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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.

JONES COUNTY REGIONAL PLANNING COMMISSION
 SCRUGGS & HAMMOND, INC. - PLANNING CONSULTANTS

Bottomland timbers:	Sycamore
	Willow
	Silver Maple
	Basswood
	Cottonwood
	River Birch

White Pine State Forest, an area of 650 acres located 30 miles west of Dubuque provides hunting and fishing facilities.

Terrain

Over fifty percent of the county is in gently rolling to rolling cropland. The county is traversed by several sizeable streams flowing in a southeasterly direction. These streams are bordered along approximately fifty percent of their courses by picturesque limestone bluffs, many of which are 100 to 200 feet high. These bluffs and the steeply rolling land adjoining is covered by timber, but this is being cut and cleared at an alarming rate. The streams are the Wapsipinicon and its tributary, the Buffalo, which enter the county near the middle of the west border and leave near the southeast corner; the Maquoketa which enters in the northwest and leaves near the middle of the east border; the North Fork which enters at Cascade on the north and flows southeasterly to join the Maquoketa in Jackson County.

The rough, rolling terrain and the adjoining bottomlands through years of erosive action and flooding have created zones of submarginal agricultural lands. Their best use is growing timber, pasture, and for recreation. By use of U. S. Geological Survey maps and air photos, a portion of these areas has been developed. The multiple use of such areas for timber, grazing and recreation has been practiced by the U. S. Forest Service successfully for over 100 years.

Historical and Archaeological Considerations

There is considerable historical and legendary interest in Jones County. Much of the county was populated by various tribes of Indians, especially in the region of Indian Bluffs. Settlement by the white man was in the mid 1800's. Several communities in Jones County still have many of the original structures, giving an air of antiquity.

Grant Wood, the artist, is perhaps the most known nationally. Stone City is closely associated with him. He developed a thriving art colony in this picturesque village of unique stone houses and stone quarries.

Existing Recreation Areas

Jones County has a wide range of existing recreational areas. State areas include the Wapsipinicon State Park, the Muskrat Slough Wildlife Refuge and the Anamosa Roadside Park.

The Picture Rocks area is administered jointly by the state and county while the county administers the county's Central Park and the Highway #64 rest stop.

City facilities include the Anamosa swimming pool and park, the Monticello swimming pool and park, and the Martelle roadside park.

A number of semi-public areas used for recreation exist in Jones County. These include hunting clubs, roadside parks, country clubs, fairgrounds, and church camps.

The table, "Recreation Areas and Their Use," tabulates the Jones County recreation areas according to use.

County conservation districts now exist throughout the general region of which Jones County is a portion. Following is a listing of these other county conservation districts with their land holdings:

Jackson	95	Dubuque	328
Delaware	591	Buchanan	536
Linn	2329	Benton	514
Iowa	299	Cedar	30
Scott	1268	Fayette	172

Recreation Areas and Their Use
Jones County, Iowa

<u>Recreation Area</u>	<u>Acreage</u>	<u>Use</u>												
		Camping	Fishing	Boating	Picnicking	Hunting	Swimming	Tennis	Playground	Playfield	Golf	Assembly Hall	Rifle Range and/or Trap Shoot	Club House
<u>State</u>														
Wapsipinicon State Park	248	X	X	X	X									
Muskrat Slough Wildlife Ref.	366					X								
Anamosa Roadside Park					X									
<u>State and County</u>														
Picture Rocks	427	X	X		X									
<u>County</u>														
Central Park	217	X		X	X									
Highway #64 Rest Stop	1				X									
<u>Municipal</u>														
Anamosa Swimming Pool and park					X		X	X						
Monticello Swimming Pool and park							X		X	X				
Martelle Roadside Park					X									
<u>Semi-public (Clubs, Corporations) and Private</u>														
<u>Wyoming Area</u>														
Camp Wyoming (U. P. Church)	340													
(Complete camp with permanent buildings)														
Little Bear Recreation Club	56				X		X		X					X
Wyoming Fairgrounds	20				X				X	X				
<u>Monticello Area</u>														
Methodist Camp	70													
(Complete camp with permanent buildings)														
Monticello Country Club		X					X				X			X

Monticello Conservation Club		X	X						
Monticello Fairgrounds			X		X		X	X	X
Monticello Gun Club								X	X

Anamosa Area

Wapsipinicon Country Club							X		X
Fawn Creek Country Club	142						X		X
Izaak Walton League	10		X					X	

Scotch Grove Area

Scotch Grove Coon Hunters Club	3								
			X						

Cascade Area

Sportsman's Park	10	X							
			X						

Oxford Junction Area

Wapsie Park	17					X	X		X
West Goose Lake	102				X				

Langworthy Area

Wapseketa Roadside Park									X
-------------------------	--	--	--	--	--	--	--	--	---

Future Recreation Needs and Potentials

According to the Outdoor Recreation Resource Review Commission, the major demand for types of outdoor recreation activity by the year 2000 will be as follows (in order of importance).

Projected Popularity of Outdoor Recreation Activities (by the year 2000)

- Swimming
- Playing outdoor games and sports
- Walking for Pleasure
- Driving for Pleasure
- Sightseeing
- Picnicking
- Bicycling
- Boating
- Fishing
- Attending outdoor sports
- Camping
- Nature walks
- Water skiing
- Horseback riding
- Hiking
- Attending outdoor concerts and plays

It is important that future plans and programs for recreation in Jones County reflect those types of recreation activities gaining in popularity. It also is important in assessing future recreational needs to consider the various functions recreation is to supply. Generally, all recreational activity is considered as "intensive" or "extensive."

Intensive recreational areas fulfill the need to participate and compete in activities, generally in a strenuous way. The typical intensive recreational areas include school and city park and playgrounds.

Extensive recreational areas are those recreational areas which provide quiet relaxation. Activities provided for are therefore not of the active or strenuous type but usually are of a relaxing nature, such as fishing, walking, etc.

Frequently, a large extensive recreational area may include smaller intensive areas (as might occur in the case of a swimming area located within a large county park).

A balance of both extensive and intensive recreational areas throughout a county is not only desirable but essential for an effective park and recreational system.

Recreational demand in Jones County will include a need for both intensive and extensive recreation to satisfy demands from both residents of the county and visitors from outside the county.

The potential for recreational development of Jones County is largely predicated on the scenic and other similar recreation potential resources. These include:

1. The development of the river corridors, Wapsipinicon and Maquoketa, through such projects as the proposed Indian Bluffs reservoirs, development of smaller impoundments (such as Central County Lake Park) by county or private means, and improvements of streams and adjoining lands for fishing, hunting, boating, picnicking, hiking, and horseback riding. Emphasis of initial development on specific areas.
2. Development of selected highways and county roads for tourism - to include beautification through planting and billboard control; development of roadside rest areas, overlooks and historic areas.
3. Development of such areas as Stone City which have unique scenic, historical or other attractions.
4. Continued development of the city park systems and private recreational facilities (golf courses, etc.).
5. Development of private recreation-resort types centered around small lakes featuring horseback riding (ranch), golf, camping, hunting, fishing, etc.

Recreation Planning Proposals

Long Range Program

Indian Bluffs

Indian Bluffs include 3000 acres of heavily wooded and steep limestone bluff areas along the Maquoketa River. This is one of several areas in Iowa now under consideration for development as a large multi-use state recreation project. It is an outstanding resource area with a fast flowing river, high rocky bluffs, caves, and expansive wooded tracts. Within its boundaries there is a wealth of early history and legend; of Indian encampments and trails of pioneer settlements.

A broad spectrum of recreational opportunities for both local and more distant visitors could be included in the total site. In the upper segment, east of Monticello, a recreational lake impoundment is being considered. It would be designed for all types of intensive water-related recreation, including swimming, boating, fishing, and water skiing. It would have associated shoreline activity areas including picnicking, camping, lodge-restaurant and cabins, trails, drives, and sports fields.

The lower segment, which is heavily wooded, is scheduled to be expanded as a wilderness area. The protection and improvement of the natural colonies of plant and animal life would be a prime objective. Development for human use would be minimal including primitive camp and picnic areas in the fringe areas borders; and nature trails that lead through the woods and along the river. The river would be kept clean and accessible for canoeing and non-power boating.

Development would be by state and federal funding. The entire area would be held for posterity by fee or easement purchase and by zoning restrictions.

Stone City

This unique village developed by quarry interests has a great potential as a combined artist colony and resort area. Emphasis should be on retaining the old world atmosphere by utilization of the stone building motive in all future development, the retention of the wooded areas, utilization of stone buildings other than residences for public or semi-public use; i. e., the school for Grant Wood memorial, the stone barn for art colony studio or public gathering place. Other potentials include use of old abandoned quarries for parks (as has been done by Linn County at the nearby Mt. Hope Park, initiating tours of the active stone quarry; developing a small lake nearby for general recreation; develop artist colony group of buildings; build civic center using style established by existing structures.

This could be financed by private philanthropy or the state - possibly a branch of the University of Iowa interested in furthering the arts. If this is the case, it also could be a music and drama center as well as artist colony.

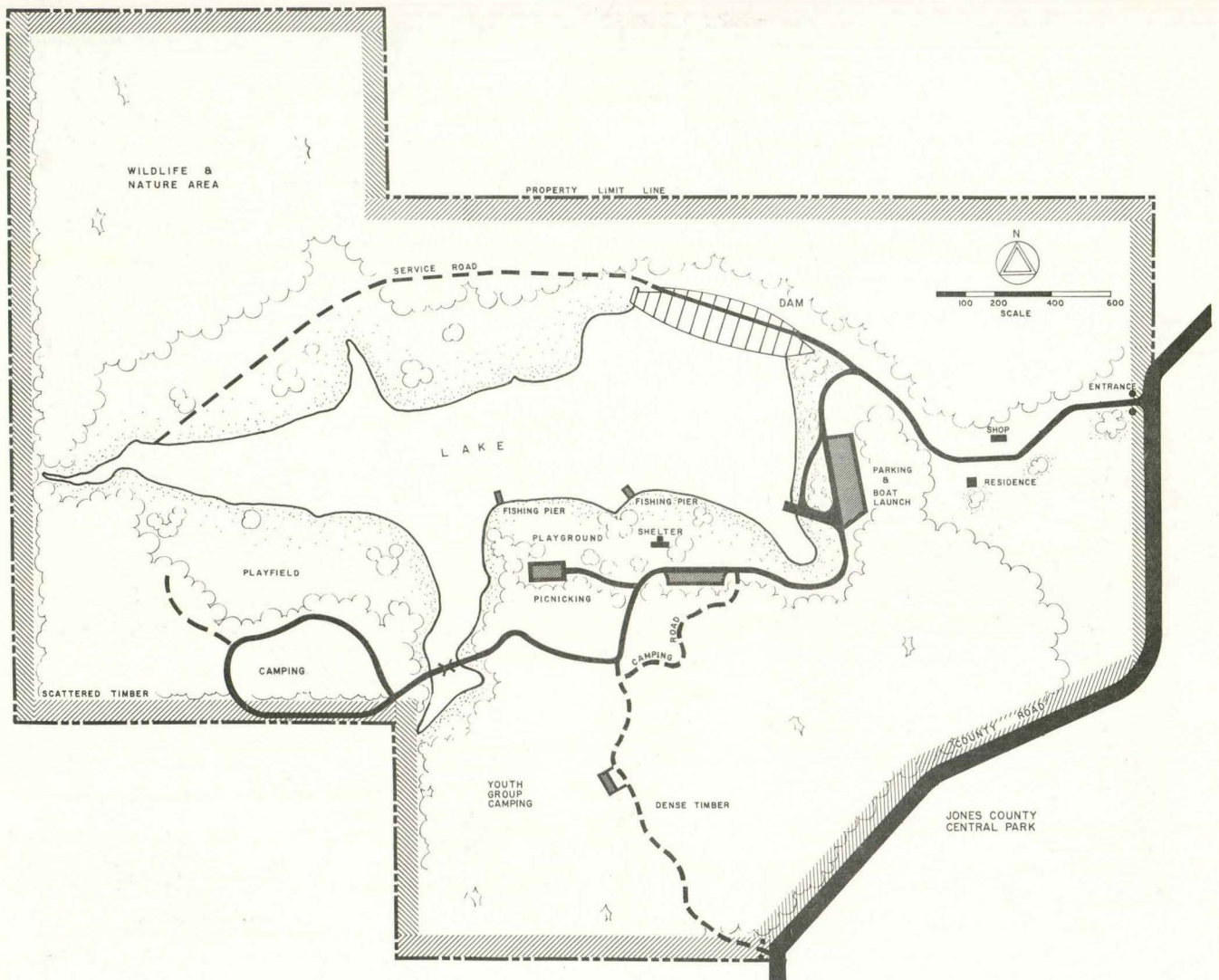
County Forests

County forest areas should be acquired for multiple use - forest production and recreation. Recreation should include hunting, fishing, camping and picnicking. Select areas spaced over the county which might include possible small water impoundments.

Demand and Development (Short Range) Program

The Jones County Conservation District should direct its efforts and resources to the following projects during the 1968-1978 period:

1. Indian Bluffs Reservoir Development. The county should coordinate with the state in the development of this major resource area.
2. Central Park Lake. This county park should be completed, including installation of roads and parking, toilets, water supply and outlets, lighting, camp sites, picnic units and shelters, boat dock, play equipment, nature trail and landscaping (trees and shrubs), custodian's residence. Financed by county and federal land and water funds (see Plan for Central Park).
3. Stone City Development. Initial phase - the county should acquire lands and renovate the Stone City grade school as a Grant Wood memorial. During this period, the county should encourage the redevelopment of Stone City as a recreation-cultural center under the management of a non-profit corporation.
4. Power Dams. The county should make a feasibility study of the lands and facilities at the two power dams, Monticello and Oxford Mills. If favorable, acquire and develop minimum facilities for picnic and boating use.
5. Select land acquisition projects - land areas that should be undertaken with approximately 100 acres at each site to include the following:
 - a. Black Hollow Ozark Area
 - b. Jug Rock River Access
 - c. Newport River Access
 - d. Maquoketa River Access near Canton
6. Scenic Rest Stops. State participation should be sought in development of scenic highways with wayside rest stops.



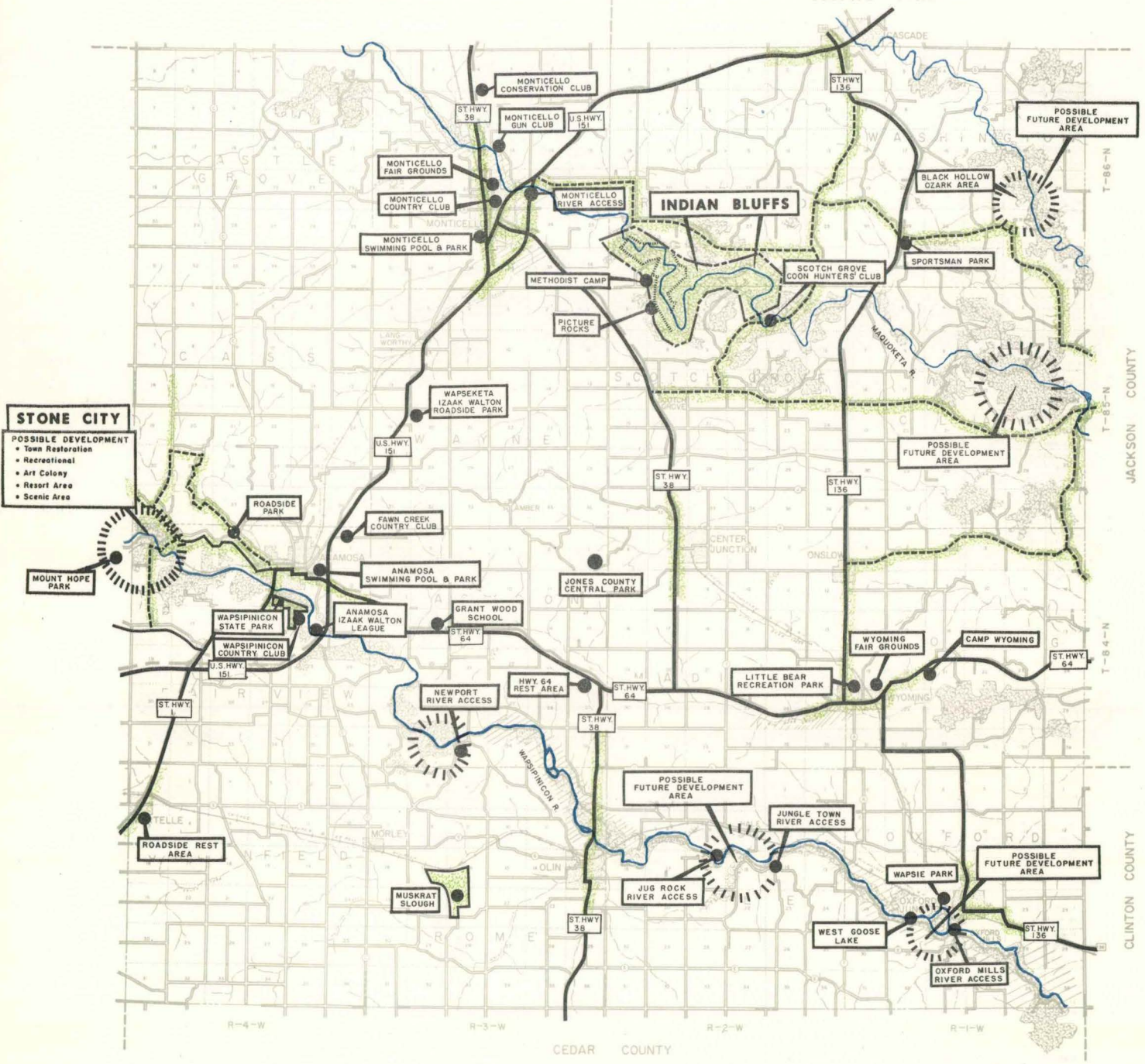
CENTRAL PARK

JONES COUNTY CONSERVATION DISTRICT
 JONES COUNTY, IOWA

PLANNED BY:
 Jones Co. Conservation Board

DELAWARE COUNTY

DUBUQUE COUNTY



STONE CITY

POSSIBLE DEVELOPMENT

- Town Restoration
- Recreational
- Art Colony
- Resort Area
- Scenic Area

- LEGEND**
- U.S. & STATE HIGHWAY
 - U.S. & STATE HIGHWAY SCENIC DEVELOPMENT
 - COUNTY OR LOCAL SCENIC RD. (PROPOSED PAVING)
 - COUNTY SCENIC ROAD (EXISTING PAVEMENT)
 - EXISTING STATE PARK OR CONSERVATION AREA
 - PROPOSED MAJOR PARK & NATURAL AREA
 - POINTS OF INTEREST OR RECREATION AREA
 - TREE COVER
 - FLOOD AREA

RECREATION & CONSERVATION

JONES COUNTY, IOWA

URBAN PLANNING GRANT PROJECT NO IOWA P-44
 PREPARED UNDER CONTRACT FOR AND FINANCED IN PART
 BY THE IOWA DEVELOPMENT COMMISSION UNDER THE
 PROVISION OF CHAPTER 280, LAWS OF THE 58th
 GENERAL ASSEMBLY OF IOWA, AS AMENDED.

THE PREPARATION OF THIS MAP WAS FINANCIALLY
 AIDED THROUGH A FEDERAL GRANT 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

CHAPTER VI

IMPLEMENTING THE PLAN

Capital Improvements

The Capital Improvements Program consists of a general financing plan for some of the proposals contained in this report. A capital improvement is an expansion to the physical plant of the county government whether it is a new road, or a new park development.

Even in counties where attention has not been called to capital improvements as such, certain improvements are usually being provided. However, as is the case in most areas, certain types of improvements receive a disproportionate share of money available for capital improvements.

The Capital Improvements Program assures that attention is being given to all needs and that long-range programs will be established to satisfy both the long-range more costly items and the less expensive but equally necessary capital improvements.

There should be no hesitancy in realizing the advantages of capital improvement programming. Foremost among these is the assurance that projects will be carried out in accordance with predetermined needs. Cost of projects in relation to available funding can be foreseen. Technical planning can be undertaken further in advance of actual construction allowing an adequate amount of time for proper designing. Finally, the capital improvements programming permits a policy of public land management which will result eventually in savings to the taxpayer through advance land acquisition for planned projects or retention of presently unused publicly owned properties to satisfy some other need in the area which might otherwise require acquisition.

Usually, governments having responsibility for the provision of capital improvements have little ability to pay for them from current revenues alone. A considerable amount, if not all, of the money in each year's budget is consumed in normal operating expense allowing no accumulation for capital improvements. Frequently, certain county functions such as the highway department, receive only a fraction of their actual yearly budget from property taxes. The remainder comes from other sources such as road use tax from the state.

Assessed Valuation and Income Trends

Jones County, Iowa

	Assessed Valuation	Levy /2		Gen'l. County Prop'ty Tax	Co. Expense /6 Tax	Welfare /7 Tax	Co. Highway /8		School Dist. /10 Tax	Military /11 Comp. Tax	Agricult. /12 Fees	Corp. & /13 Twp. Fees	County Credit /14 Fees	Miscellaneous /15	Total
		Extended (mills)	Received (mills)				Vehicle Fees /9								
1961	39,319,195	3.658	4.168	163,887	46,368	437,861	570,896	354,991	1,593,073	43,374	25,626	247,585	292,798	43,064	3,819,514
1962	39,906,326	3.405	4.993	199,267	41,565	423,486	770,274	383,605	1,827,945	43,361	22,346	242,751	315,416	46,288	4,316,304
1963	40,421,233	2.724	4.547	183,814	43,976	372,459	794,513	403,221	1,969,612	39,407	22,475	279,750	325,987	47,870	4,483,084
1964	40,814,919	2.311	4.329	176,696	56,635	338,721	824,614	420,172	2,114,668	44,282	34,865	288,152	335,520	74,672	4,709,000
1965	42,499,812	3.000	3.845 /3	163,416	59,327	291,166	687,815	466,837	2,270,957	45,687	46,848	309,547	336,465	107,033	4,785,098
1966	42,568,534 /1		4.389	186,533 /4											5,465,417
1967	42,637,367		"	187,135											5,483,056
1968	42,706,312		"	187,438											5,491,933
1969	42,775,368		"	187,741											5,503,741
1970	42,844,536		"	188,045											5,509,719
1971	42,913,816		"	188,349											5,518,626
1972	42,983,208		"	188,653											5,527,533
1973	43,052,712		"	188,958											5,536,469

/1 Consultant's estimate based on yearly assessed valuation income of .1617%

/2 Levy is shown in terms of mills

/3 Average of 3 years (max. min. med.) levy rates (out of 5 preceding years).

/4 Estimate based on projections of valuations and levies.

/5 Consultant's estimate based on data for preceding years.

/6 County expense includes County Assessor, court expense.

/7 Welfare includes poor, state institution, mental health, relief, IPERS, OASI.

/8 County Highway includes Secondary Road Fund, weed eradication, road clearing.

/9 Vehicle fees include Motor Vehicle Funds, Use Tax on motor vehicle.

/10 School District includes School District Funds, school library, Teachers Institute, County Board of Education.

/11 Military compensation includes Korean War Bonus, service compensation, military credit.

/12 Agricultural includes Agri. Extension, bovine T.B., domestic animal, Bangs disease eradication.

/13 Indicates corporation and township fees.

/14 County credit fees include Homestead Credit Fund, Agri. Land Credit.

/15 Miscellaneous includes conservation, emergency, County Memorial, Mobile Homes, fines and penalties, sanitation trust, civil defense, city specials, advance tax account, Olin fire district.

It is expected that in future years, the assessed valuation of the county will increase as well as certain of the present revenue sources. The table, "Assessed Valuation and Income Trends," shows the past and projected increase in valuation, tax income, and total income. Here both the assessed valuation and property tax income in the general county fund are based on direct projections. The projected total income was derived on the basis of tax income to total income relationship.

Bond Financing

The issuance of bonds is financing by means of borrowing money. Permissible bonds for financing capital improvements generally fall into three classes: General Obligation Bonds, Special Assessment Bonds, and Revenue Bonds. Each has its particular advantages and limitations. A General Obligation Bond pledges the full faith and credit of the governmental body to discharge of its terms. This type of bond requires voter approval in a referendum. A direct annual tax must be levied to support the interest payments involved and further to retire the principal indebtedness within the life of the bond. Each such agency included has its bonding capacity and limitations. Bonds to finance school construction are a frequent use of General Obligation Bonds.

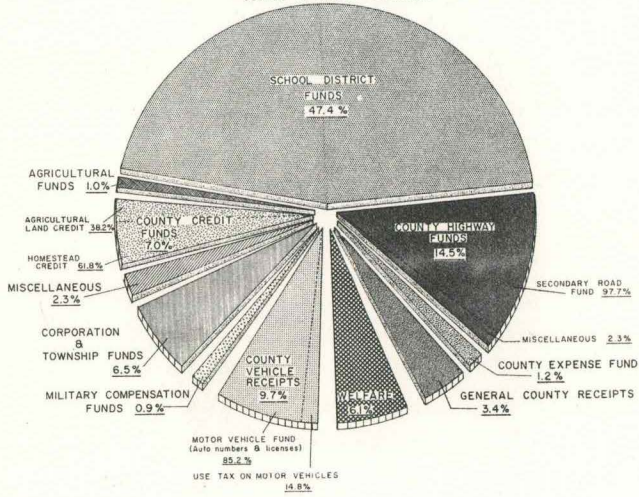
Local improvements may be undertaken by special assessment of properties receiving particular benefits therefrom. Special Assessment Bonds may be issued for their financing. The full faith and credit of the governmental body is not pledged toward bond redemption. This makes such bonds less attractive to investors. It results in higher interest rates and, at times, in substantial discounting of the initial purchase. The effect is to increase the cost of improvements financed in this manner.

Revenue Bonds, as the name implies, are retired out of the revenues produced by the facility constructed. Frequently these require a higher interest rate or discounting by the purchaser because future tax receipts are not pledged for their redemption, and they are less secure as investments. Expansions to city utility systems are financed frequently through use of Revenue Bonds.

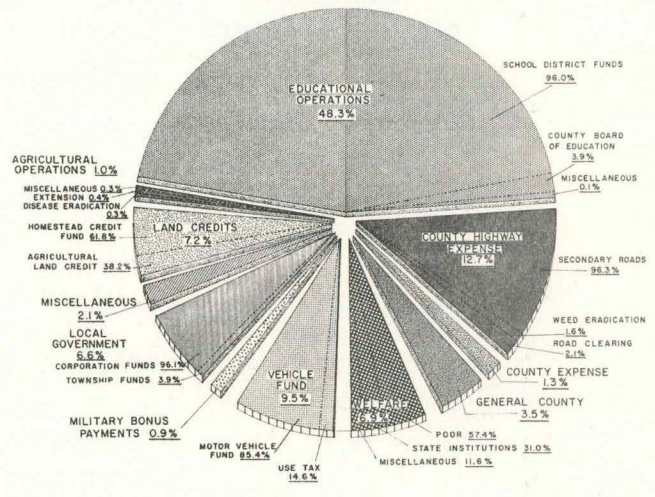
COUNTY REVENUES AND EXPENDITURES

(BASED ON 1965 FINANCIAL STATEMENT)

INCOME \$4,785,099
SOURCE OF COUNTY FINANCES



DISBURSEMENTS \$4,675,466
HOW COUNTY MONIES ARE SPENT



Capital Improvements Projects

The Capital Improvements Program outlines major improvement projects recommended as undertakings for Jones County in the near future.

One category of major improvements involves road construction. Normal maintenance is continually taking place on county roads; however, heavier construction projects must be carried out to facilitate and maintain the traffic movement throughout the county. A schedule of road improvement projects is predicated on need, available funds, unexpected developments affecting traffic movement, and other such factors.

The Martelle to Olin road which is felt to be one of the most needed road improvement projects, is scheduled to be graded in 1967 and paved in 1970. This project will help to improve east-west travel in the southern part of the county. Since east-west travel on a hard surfaced road is such a serious need, this should be considered the number one road improvement.

Four and one-half miles of County Road C are slated for paving in 1968. This section of road is north-west out of Anamosa to two miles south of the Cass Township line.

The county road west of Monticello running parallel to and one mile north of Castle Grove's southern township line is the third proposed road improvement. Almost seven miles of county road would be improved in this undertaking. The road would be graded in 1967 and paving applied in 1971.

Six miles of Scotch Grove County road, from State Route 136 to the eastern county line, is to be graded and paved. Grading of the road would take place in 1968 and paving in 1972.

It should be noted that in the above projects, construction is to be phased. In phasing as outlined here, initial improvement would be limited to grading and drainage. The base would continue to be improved for several years prior to applying the surfacing. By constructing roads in this manner, the road when completed will be more soundly constructed and thus require less maintenance.

Four specific projects have been outlined for grading and paving. This does not, however, exclude consideration of other road improvements that may become essential in the near future. Nor does it mean that already proposed projects cannot be changed in favor of improvements deemed (by later developments) to be more important. The full development of Indian Bluffs recreational area, for example, would necessitate the improvement of, or the construction of roads in that area; possibly instead of projects presently programmed for improvements.

A proposal of road improvements for the county certainly does not include all roads that should be updated. However, since road improvements must be geared to available funds, the above projects are felt to be reasonable projects for the time involved. All that needs to be done is accomplished at a desired time. Nevertheless, thought should be given to later improvement projects that could be scheduled as the programs in this schedule are completed. More paving is needed to provide an additional

continuous traffic road across the southern section of the county; minor realignments are needed in some locations, and a bypass (U. S. Route 151) is to be considered around Monticello.

While improvements to state or U. S. highways are not the responsibility of the county, a few observations are warranted. State Route 136 in the southeast of the county (Wyoming area) has deteriorated to a point where some improvement is demanded. U. S. Route 151 should be considered in relation to its proposed ultimate development to expressway standards (4-lane divided highway with controlled access).

Also included in this Capital Improvements Program is a proposed conservation and recreation improvement program. Expansion plans in the county are apt to treat natural areas without proper regard given to their preservation and development for recreational use. Therefore, a proposed program serves to preserve, acquire and develop such areas. The county should develop a far-reaching program that pursues these various aspects to the fullest. The following proposals will outline projects that should be developed in a particular order.

The Jones County Central Park area is slated for completion in 1967. Shelters, restrooms, playground and picnicking equipment, tree plantings and roads are to be installed and completed in this undertaking. The completion of Central Park will provide additional recreational area for the county and especially for the central section of the county.

Acquisition of the dam sites at Monticello and Oxford Mills should be actively pursued. The Monticello site should be renovated and developed in 1967-68. Buildings may need repair or demolition. A new well pump, shelters, picnic tables, grills and toilets will be needed to furnish the area. Heavy silt and sediment must be flushed from the lake before it can successfully be used. An engineering firm should be contacted for advice about the most efficient process to overcome the silt problem. It is possible that the fire department could successfully pump out the muck; flushing alone is not felt to be the answer.

The dam site at Oxford Mills needs extensive work and development. Considerable cost will be involved in replacing the dam. The existing roads to the site will need updating and parking areas must be developed and expanded. This project should be developed in 1968-69.

Stone City recreational development is pending due to lack of available acreage. When land is acquired, a two-year program should be instituted to develop and equip the site. If land is acquired soon, this area could be developed in conjunction with the Oxford Mills dam location. A feasible period for the completion of the Stone City recreation area would be 1969-70.

The proposed Indian Bluffs area is being developed by the state; therefore, no planning will be initiated directly by the county. However, the county should maintain an active interest in this development and cooperate to the fullest extent when possible. Local interests may initiate ideas that would otherwise not be thought of; historical markings of the area may be accomplished by the local county conservation group.

It must be remembered that a schedule is necessary so that development is carried out in an orderly way. However, in these types of projects when changes are deemed necessary for the betterment of the county, then a change should be made in the scheduling.

Land acquisition is very important in regard to recreation and conservation. Acquiring land for a future recreational site may be more important, at times, than the continued development of a certain project. Where land has already been acquired, all effort must be made to preserve suitable and valuable conservation and recreational areas from speculative efforts. Future proposed sites are shown in the recreation section of this report.

The Plan and Methods of Implementation

This comprehensive plan contains plans and proposals covering a wide range of topics affecting the future development of the county. This plan was prepared solely on the basis of preserving the better things in the county and of developing the potentials of the county.

The analysis and proposals relative to all these studies are included here as a guide to the present and future county administrations, and other groups such as the regional planning commission, county zoning board of adjustment, and the various communities, all of which now have a responsibility to see to it that the usefulness of the comprehensive plan is realized by Jones County.

Board of Supervisors' Responsibility - First Steps

The development of the Jones County comprehensive plan is part of a program which also produced recommended zoning standards and subdivision controls in addition to the comprehensive plan itself.

The first step in carrying out the plan is the responsibility of the County Board of Supervisors - that of adopting each of the comprehensive plan, a zoning ordinance and a subdivision control.

While zoning and subdivision standards are adopted as ordinances and as such become law, the comprehensive plan after adoption is an advisory document and is adopted as such.

It is important to realize that these regulations should be adopted in a form and manner prescribed by law and as directed by the county's legal counsel. Such planning ordinances are specialized legal devices and usually have adopting procedures outlined in detail in the Statutes.

Use of the Comprehensive Plan

The comprehensive plan should become effective as a manual in matters relating to development of Jones County. It should be utilized by county officials. It also should be utilized by other agencies having responsibility in Jones County, such as the Park District. The county comprehensive plan should be familiar to business people and residents of the community. Public realization that a plan exists for Jones County is the necessary first step in soliciting the broad support and cooperation between such diverse groups without which no plan could be effective in meeting the significant challenges Jones County faces in the future.

Zoning Ordinance

As part of this planning program, proposed zoning standards were developed. These standards when adopted by the County Board in proper legal form will give Jones County its first zoning ordinance. Similarly, zoning standards were suggested for each of the incorporated areas in the county. Each incorporated area desiring zoning controls will adopt its own ordinance.

The basic objective of a zoning ordinance is to prevent conflict between varying uses and methods of use of neighboring properties. In this respect a zoning ordinance prevents new industrial uses from entering a predominantly residential area or prevents property owners from building houses too close to the street or too close to neighboring properties.

An adequate zoning ordinance also includes requirements for off-street parking so that streets ultimately can be used for their originally intended function - that of moving traffic.

Use of the Zoning Ordinance

The zoning ordinance, unlike most other ordinances, requires constant attention in its administration. The individual primarily concerned with the day to day administration of the zoning ordinance is the Zoning Enforcing Officer. Application must be made to the Zoning Enforcing Officer for a permit prior to all new building construction. The Zoning Enforcing Officer issues a permit if the proposed construction complies with the zoning ordinance, or refuses the permit if the proposed construction would violate the ordinance. In addition to issuing or refusing permits for new construction, the Zoning Enforcing Officer at times will be called upon to investigate violations of existing structures, such as a residential structure being changed to house a commercial or industrial establishment in violation of the zoning ordinance. After investigation of cases such as these, if a violation is found to exist, the Zoning Enforcing Officer should notify the occupant of his violation and that if the violation is not terminated within a reasonable time, penalties as prescribed in the ordinance will be imposed.

Several courses of action are available to a person who is denied a permit or to a person notified of his being in violation. If it is felt that the Zoning Enforcing Officer has interpreted wrongly the zoning ordinance in notifying of a violation or refusing a permit, an appeal can be made to the Zoning Board of Adjustment for an interpretation of that particular phase of the zoning ordinance. If the property owner feels his property has some unique condition requiring a slight adjustment of the strict regulations of the ordinance, he may appeal to the Board of Adjustment for a variance to deviate from the yard or area requirements (never, however, to permit a use not otherwise allowed in the district). Finally, if these two methods do not provide the relief sought, the property owner may apply for a change of the zoning ordinance itself. Such changes may be made to either the text of the ordinance or to the

zoning map. Such amendments are normally applied for through the Zoning Board of Adjustment. If the Board of Adjustment feels the requested change is in the best interest of the county, it recommends that the county board adopt the proposed change. Amendments to the zoning ordinance require a public hearing as provided in the ordinance.

Zoning Ordinance and Flexibility of Development

Frequently the feeling arises that the zoning ordinance removes all flexibility from the manner in which the county develops. This definitely is not so. When a requirement is stated, it should be understood that such requirement is a minimum requirement. For example, when a minimum requirement is stated for front yards in terms of a certain distance, all buildings need not "line up" exactly this distance from the street. Certain buildings being farther from the street would give an air of variety to the street appearance (rather than a sense of monotony as a result of building after building lined up in a row down the street).

Zoning Should Relate to Comprehensive Plan

The comprehensive plan contains many proposals and references to sound county growth. The zoning ordinance is based on such objectives. Future amendments to the zoning ordinance should be considered also in relation to proposals of the comprehensive plan. Requests for proposed zoning changes to allow development which would block or preclude development of a planned project such as a major street or highway, should not be favored, and might well be discouraged, while amendments bringing the zoning in closer conformity with recommendations and objectives of the plan should be readily granted.

The planning program also has presented standards which when adopted in ordinance form apply to the subdivision of land. The primary objective of a subdivision ordinance is threefold. First, the subdivision ordinance clearly outlines the basic requirements for street improvements such as street surface, curb, gutter, etc., so that every subdivider will know clearly what is expected of his subdivision before it will be accepted by the county (a desirable alternative to accepting below-standard subdivisions

and improving them with county road funds); secondly, design criteria in the subdivision regulations are required to be incorporated into new subdivisions so that streets and intersections will be much safer and good design principles will become an accepted part of county growth; thirdly, the subdivision review procedure enables the planning commission to coordinate subdivision growth with other proposed projects so that subdivisions do not block proposed projects but go "hand in hand" with them.

Basically, the developer first submits a preliminary, then a final plat to the planning commission showing his intentions regarding the development of the land. The Plat Officer* sends copies of the preliminary plat to the County Engineer and other persons or agencies likely to be affected by the proposed development. The planning commission considers the reports of these persons in its own review of the plat. After both planning commission preliminary and final review approvals, the county board takes final action on the plat.

Subdivision Ordinance and the Comprehensive Plan

At the time of its review of the plat, the planning commission should check the comprehensive plan to determine whether any projects have been proposed in the area (or even affect the area) intended to be subdivided. If such a project has been proposed, the planning commission should inquire whether the responsible agency (highway department, conservation board, etc.) is still interested in the site. If the agency is interested in the site and if the subdivider and the agency can reach a mutually acceptable agreement, the planning commission will have been successful in its advisory and coordinating capacity.

If, however, the negotiations prove fruitless or if the subdivider refuses to sell the specified site, there is little the planning commission or the board can do to effect this needed coordination between planned projects and subdivision growth.

*The Plat Officer is the Enforcement Officer for the subdivision ordinance.

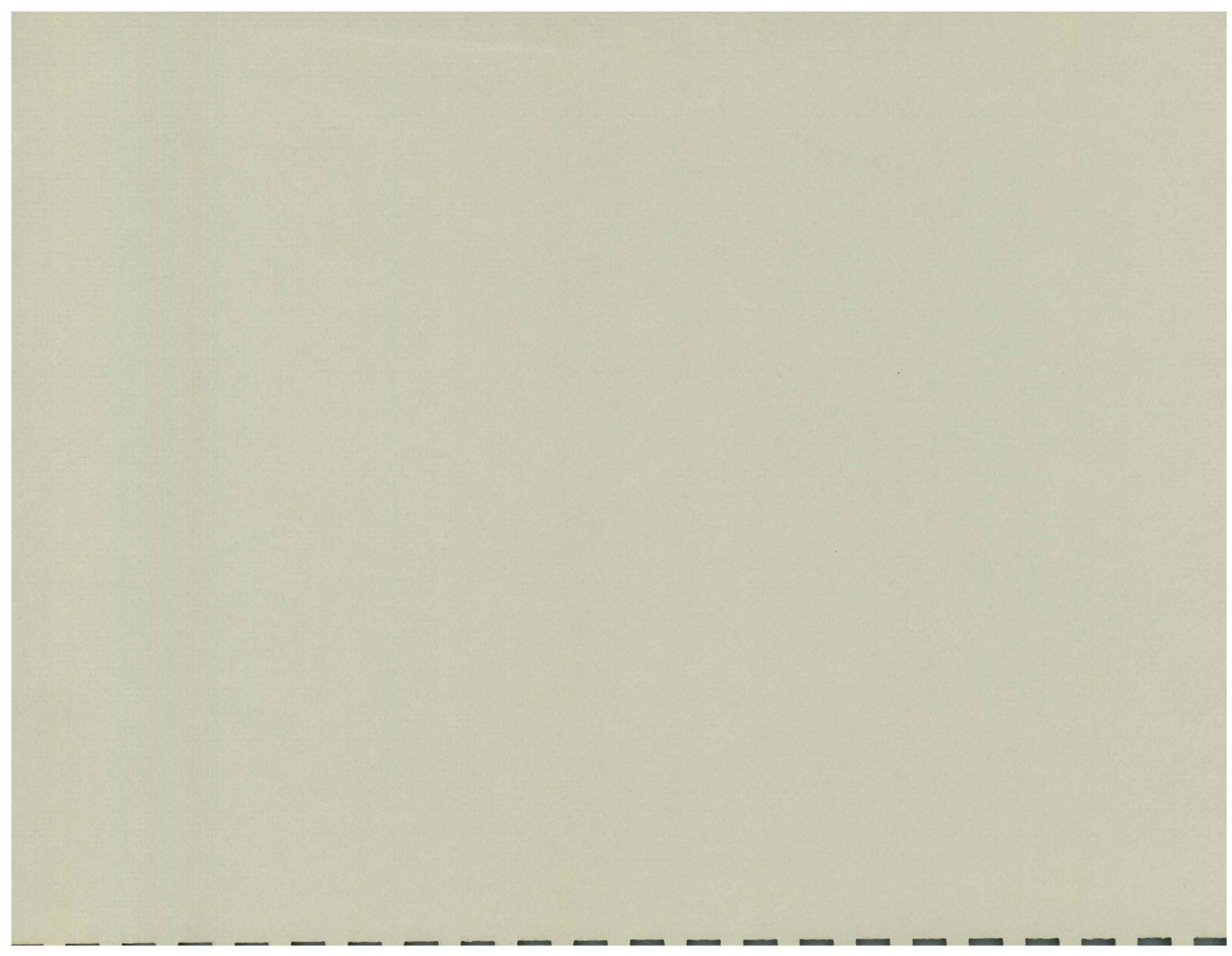
One of the most important contributions of the planning commission's subdivision review procedure, however, is in the preservation of rights-of-way for planned major highways or the actual construction of planned collector roads and streets. Upon determining that such a travelway has been planned through an area proposed to be subdivided, the planning commission requests that the proposed important thoroughfare, in general alignment and width as indicated in the comprehensive plan, be accommodated as one of the streets of the subdivision. As streets will have to be built, it is usually a simple matter to develop a street pattern for the subdivision which can incorporate the proposed planned street.

In cases where a planned travelway designated as a "Major Highway" or "Major Street" crosses an area proposed to be subdivided, the subdivider should be responsible only for the preservation of a building-free area for future right-of-way. Since these types of roads serve an area far more extensive than the individual subdivision, it would be unfair to require the subdivider to stand the total cost of constructing such a road (particularly since access is usually available to such major roads only at road intersections). The subdivider will be required to completely construct planned collector streets and roads which traverse his subdivision at the time he builds his subdivision roads.

Capital Improvements Program

The Capital Improvements portion of the plan contains recommendations for timing of some of the more immediate projects.

At the time of each year's budget approval for the responsible agency for which projects are outlined, the projects outlined in the Capital Improvements Program for that particular year should be considered. The Capital Improvements Program, as other portions of the comprehensive plan, is purely advisory. It does, however, represent a listing of some of the more important undertakings with which the county will be faced in the immediate future.



STATE LIBRARY OF IOWA



3 1723 02083 2465