

NARRATIVE PROFILE OF
THE CITY OF KENOSHA

AIRPORT CORRIDOR
NEIGHBORHOOD

INTRODUCTION

The following profile is a computer produced narrative based on the results of the 2000 Census of Population and Housing. Each profile highlights general population and housing characteristics for each Census Defined Area (CDA).

Airport Corridor Neighborhood is one of 32 CDAs in the City of Kenosha. The Census Defined Areas are areas of the City of Kenosha that, while not recognized by the U.S. Census, are locally recognized as distinct parts of the city. See the map accompanying this profile for exact boundaries of the Census Defined Area and the City of Kenosha.

GENERAL AND FAMILY CHARACTERISTICS: 2000 (TABLE 1)

According to the U.S. Census, 338 persons lived in Airport Corridor Neighborhood in the year 2000. This area comprised 0.37 percent of the total population of 90,668 in the City of Kenosha.

Age

The age structure of the population is an important component in the demographic analysis of the population. This information is essential for determining the needs of specific age groups in the population.

Among the 338 persons in Airport Corridor Neighborhood 12 percent, or 41, were under 18 years of age, but none were 65 years and older. As a whole the City of Kenosha had 27 percent under the age of 18, and 12 percent 65 years and older.

There were no females living in the CDA in the year 2000. Of the 338 males in

Airport Corridor Neighborhood, 12 percent were under 18 years of age, but none were 65 years and older.

Table 1.1 Age Distribution (Males)

	<i>Under 18</i>	<i>18 to 24</i>	<i>25 to 29</i>	<i>30 to 34</i>	<i>35 to 39</i>	<i>40 to 44</i>	<i>45 to 49</i>
CT6 ,BG3	41	80	85	24	31	31	46

For the City of Kenosha as a whole, 28 percent of the 44,245 males were under the age of 18, and 10 percent were 65 years and older. With a female population of 46,423 in the year 2000, 26 percent were under the age of 18 and 15 percent were 65 years and above.

Household Type and Relationship

Data on household type and relationship are important for understanding household composition and identifying changes in household structure over time. This can include tracking the increases in single occupant households and single parent families.

A household includes all persons who occupy a housing unit. Persons per household is a measure obtained by the number of households (householders) in the CDA. A family household consists of a householder - the person under whose name the dwelling is owned or rented - and one or more other persons living in the same residence who are related to the householder by birth, marriage, or adoption. All 338 persons in Airport Corridor Neighborhood lived in institutions.

Family Type by Presence of Own Children

Changes in family type and the presence of a family's own children are key measures for following trends in family living. These data can be used for studying child welfare, allocating funds for supplemental food programs and providing services to low-income families with children.

Airport Corridor Neighborhood had no family households in the year 2000.

Marital Status

Marital Status is another variable that influences family life and its changing patterns.

Among persons 15 years and older in Airport Corridor Neighborhood, all 338 men were married (excluding those who were separated) at the time of the census. There were no females living in this CDA at the time. Comparable percentages for the City of Kenosha were 56 percent for married men and 51 percent for married women.

Of the 338 males 15 years of age and older in the CDA who had ever been married, 16 percent were either currently separated or divorced, compared to 17 percent for the City of Kenosha.

SOCIAL CHARACTERISTICS: 2000 (TABLE 2)

Place of Birth

Data on place of birth are useful for studying migration patterns as well as for evaluating and designing programs to assist persons born abroad.

The percent of native persons – those born in the United States and its territories – in Airport Corridor Neighborhood who were born in Wisconsin was 86 percent. Fourteen percent were born in a different state, and no one in the CDA was born abroad. (Persons born in Puerto Rico, the U.S. Virgin Islands or the Pacific Outlying Areas of the United States are not considered to be foreign born.)

Language Spoken at Home and Ability to Speak English

Language spoken at home and the ability to speak English are significant indicators of the need for bilingual education programs and the enforcement of bilingual election requirements of the Voting Rights Act. They are also important for delivering products and services to non-English speaking persons.

Among the 338 persons 5 years of age and older in Airport Corridor Neighborhood 84, or 25 percent, reported speaking a language other than English at home. Of those, no one reported that they did not speak English “very well”, and no one was considered to be linguistically isolated. Among the persons in this age group who spoke a language other than English at home, 63 percent reported that they spoke Spanish and the other 37 percent spoke another Indo-European language.

School Enrollment and Type of School

School enrollment information is used for allocating funds for education, locating schools and child care services, and developing vocational and job training programs to meet the needs of selected segments of the population.

In Airport Corridor Neighborhood, 128 persons 3 years and older were enrolled in school. This included 73 in high school, and 55 persons enrolled in college, of whom 32 percent were enrolled in private schools. This only included those students living in the CDA while attending schools. (These enrollment figures do not include students who attended schools in the CDA but live elsewhere, or those students whose parental homes were in the CDA but lived elsewhere while attending college.)

Educational Attainment

The educational attainment of the population is an indicator of the quality of the labor market, and is usually positively correlated with income levels and earnings potential. Data on educational attainment are used to develop products and services to help meet the needs of the CDA.

Among persons 16 to 19 years of age in Airport Corridor Neighborhood, none were dropouts; that is, those neither enrolled in high school nor high school graduates (refer to Table 4, Labor Force Characteristics).

All persons 25 years of age and older had graduated from high school or

received an equivalency, and 14 percent had a degree beyond high school. That 14 percent all held Bachelor's degrees.

Residence in 1995

Data on residence in 1995 can be used for analysis of migration patterns between counties, states, regions of the country and from areas outside of the United States.

A total of 338 persons 5 years and older were living in Airport Corridor Neighborhood in 2000. Of those, 67 percent lived in a different house in the United States 5 years earlier. Among those who lived in a different house, 76 percent lived in the same state, but a different county; and 24 percent lived in a different state. Data on regions of previous residence and residence abroad in 1995 are found in Table 2.

Means of Transportation to Work and Travel Time to Work

Data on means of transportation to work can be used by local, county and state governments for road, highway and public transportation planning.

At the time of the census there were no workers 16 years and older residing in Airport Corridor Neighborhood.

Veteran Status

Veteran status data are used to develop and implement programs to meet the needs of veterans of all ages; including services such as job training and health care.

In Airport Corridor Neighborhood, 54 civilians 18 years and older were veterans. Of these, none were 65 years and older.

Disability

Data on disability are useful for designing services to meet the needs of individuals with a work disability or mobility or self-care limitations.

In Airport Corridor Neighborhood, among civilian non-institutionalized persons, there were no persons with disabilities. (Disabilities included: sensory disability such as blindness, deafness or a severe vision or hearing impairment; a condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying; mental disability such as learning, remembering or concentrating; self-care disability such as dressing, bathing or getting around inside the home; a disability that prevented them from going outside the home; or employment disability.)

RACE AND HISPANIC ORIGIN: 2000 (TABLE 3)

Race and Hispanic Origin

Data on race and Hispanic origin are important for a wide range of purposes. These include activities such as establishing and evaluating guidelines for federal affirmative action programs, assisting minority businesses, planning education and guaranteeing the civil rights of the population.

Airport Corridor Neighborhood was made up as follows:

- 62 percent Caucasian alone
- 38 percent African-American alone

LABOR FORCE CHARACTERISTICS: 2000 (TABLE 4)

Labor Force Status

Labor force status indicates the working-age population considered to be economically active and, of those, the proportions employed and unemployed. Data on labor force status are used to measure labor supply and employment levels. They can be used for a variety of purpose, such as attracting industries to the area and establishing employment training programs.

Information on the economic situation of persons in the CDA begins on

Table 4. In Airport Corridor Neighborhood, none of the working-age persons (16 years and older) were in the labor force.

Class of Worker

Class of worker categorizes persons according to the type of ownership of the employing organization. It is the principal indicator of the relative importance of employment in the private and public sectors in the CDA.

At the time of the census there were no workers 16 years and older residing in Airport Corridor Neighborhood.

Occupation

Occupation describes a person's field of work. In conjunction with data on class of worker and industry, it describes the economic bases of the CDA. Data on this can be used to study labor supply and demand, promote business, allocate funds for work-related training programs, determine eligibility for local public works projects, as well as many other purposes.

At the time of the census there were no workers 16 years and over residing in Airport Corridor Neighborhood.

Industry

The industry classification of a person's occupation describes the main activity of the employer. Consult Table 4 for the industries in which residents of the CDA were employed.

Work Status in 1999

Work status in 1999 refers to the usual hours and weeks worked by individuals 16 years and older, who worked 1 or more weeks in 1999. Data on work status provides an indicator of the economic utilization of human resources in the CDA.

Of persons 16 years of age and older in Airport Corridor Neighborhood, no one worked in 1999.

INCOME AND POVERTY STATUS IN 1999: 2000 (TABLE 5)

Income in 1999

Perhaps the main indicator of a population's economic well-being is its income measures. This information can be used by federal, state and local governments to allocate funds for social and other programs. The data are also used by the private sector to market goods and services.

There were no households or families living in Airport Corridor Neighborhood in 1999, therefore there was no household or family income in Airport Corridor Neighborhood. On a per capita basis every person in the CDA had an average income of \$6,029 in 1999.

Poverty Status in 1999

The poverty status of individuals and families is important for locating persons in need of public and private assistance. The poverty definition used here is the one adopted for official government use and consists of a set of money income thresholds that vary by family size and composition. Families or individuals with incomes below their appropriate threshold are classified as poor. The poverty threshold in 1999 for a four-person family was \$17,029. Depending on the number of persons, the poverty threshold varied from \$8,501 for a person living alone to \$34,417 for a family of nine or more members.

In Airport Corridor Neighborhood, no one for whom poverty status was determined was below the poverty level in the CDA .

TENURE, VACANCY STATUS, AND PHYSICAL CHARACTERISTICS OF HOUSING UNITS: 2000 (TABLE 6)

On April 1, 2000, there were no housing units in Airport Corridor Neighborhood. This represents 0 percent of the 36,162 housing units in the City of Kenosha.

Tenure by Race and Hispanic Origin of Householder

Tenure refers to the terms under which housing units are held by the occupants. Data on tenure are basic to most housing analyses. They provide a measure of the extent to which home ownership is achieved. They can also be used for determining fair market rents and housing values, home mortgage loans and insurance, supplemental rental assistance, and other assistance to construct, repair or purchase dwelling units. When the census was taken, no housing units existed in this CDA.

Vacancy Status

Vacancy status is one indicator of the availability of local housing units. Areas that have large number of seasonal or recreational housing units are likely to have higher vacancy rates in the census than areas that do not. When the census was taken no housing units existed in this CDA.

Units in Structure

The number of housing units in a structure gives an idea of the types of communities in which the population lives. General socioeconomic conditions and population density may be correlated with the number of units in the structures.

There were no housing units in Airport Corridor Neighborhood at the time of the census. (Housing units included: single detached and single attached units; structures with 2 units, 3 to 4 units, 5 to 9 units, 10 to 19 units, 20 to 49 units, and 50 or more units; as well as mobile homes and trailers.)

Bedrooms and Room

The number of bedrooms and the number of rooms per unit are the best indicators produced by the census of the size of the housing units in the area. When the census was taken no housing units existed in this CDA.

Tenure by Year Structure Built

Data on the year in which structures were built are useful for determining the age of the housing stock and identifying areas with new construction within the CDA. The data can also be used to identify housing units targeted for rehabilitation or demolition and to allocate funds for housing assistance. When the census was taken no housing units existed in this CDA.

EQUIPMENT AND FUELS: 2000 (TABLE 7)

Vehicles

The number of vehicles available for use by household members is useful for local transportation planning, monitoring emissions standards, and for a variety of other purposes including meeting future fuel requirements. When the census was taken no housing units existed in this CDA.

OCCUPANCY, UTILIZATION, AND FINANCIAL CHARACTERISTICS: 2000 (TABLE 8)

Persons in Unit

The number of persons per household unit used in conjunction with other variables, such as the number of persons per room, the number of rooms and the number of bedrooms, gives an indication of the living conditions of the population in the CDA. When the census was taken no housing units existed in this CDA.

Persons per Room

The number or persons per room is an indicator of how crowded the housing units are. Crowded housing is usually defined as having more than one person per room. When the census was taken no housing units existed in this CDA.

Year Householder Moved Into Unit

The year a householder moved into his unit is important because it is a measure of housing turnover and mobility in the area. When the census was taken no housing units existed in this CDA.

Age of Householder

The age of a householder has a strong correlation with the ability of households to buy a house. Generally, we expect the ability to afford a median-priced house to increase as age increases. When the census was taken no housing units existed in this CDA.

Value and Gross Rent

The median and mean values of specified owner-occupied housing units can be used to determine the fair market value of housing units in the CDA. The number of housing units valued at selective levels gives an indication of relative value of the housing stock in the CDA compared to other areas. Similarly, the median and mean gross rents for specified renter-occupied housing units and the number of units per level of rent are useful for determining the fair market rent of housing units in the CDA. Gross rent is the contract rent plus the estimated average monthly cost of utilities (fuel and water). These data can be used by real estate, mortgage and insurance businesses to analyze the housing market. The public sector can use the data for many purposes, such as allocating housing assistance and determining if conversion of rental units to non-rental units (condominiums, cooperatives, etc.) would have an adverse effect on housing availability for low-income and elderly tenants. When the census was taken no housing units existed in this CDA.

HOMEOWNER AND RENTAL FINANCIAL CHARACTERISTICS: 2000 (TABLE 9)

Mortgage Status and Selected Monthly Owner Costs

Selected monthly owner costs include utilities and fuels, real estate taxes, insurance, and mortgage payments (if applicable). Data on the mortgage status and number of housing units per level of cost are useful for measuring the relative cost of owning a housing unit in one area compared to another. When the census was taken no housing units existed in this CDA.

Household Income in 1999 by Selected Monthly Owner Costs as a Percentage of Household Income in 1999

The measure of costs as a percentage of household income by selected levels of income is useful when determining the percentage of income required to own a housing unit for low-, medium-, and high-income households (a measure of affordability). These data can be used to set rates of mortgage assistance and to develop housing assistance programs for low- and medium-income households. When the census was taken no housing units existed in this CDA.

Household Income in 1999 by Gross Rent as a Percentage of Housing Income in 1999

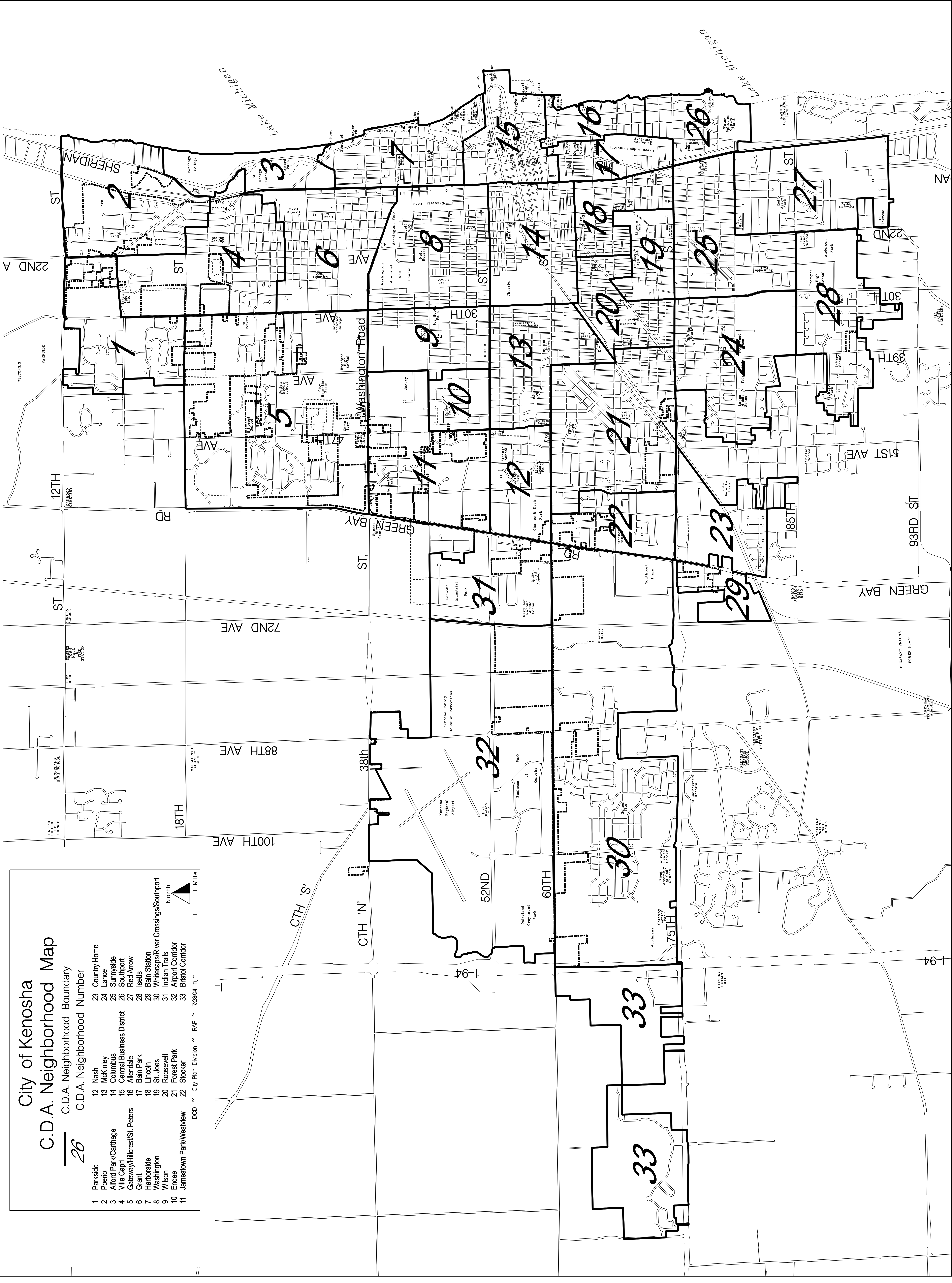
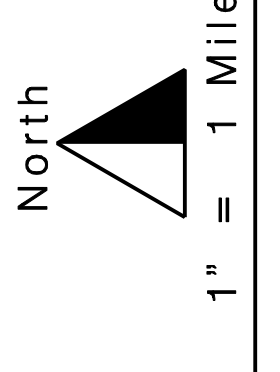
The measure of gross rent as a percentage of household income by selected levels of income is useful to determine the percentage of income required to rent a housing unit for low-, medium-, and high-income households. These data can be used to set rates of rental assistance and to develop rental assistance programs for low- and medium-income households. When the census was taken no housing units existed in this CDA.

City of Kenosha C.D.A. Neighborhood Map

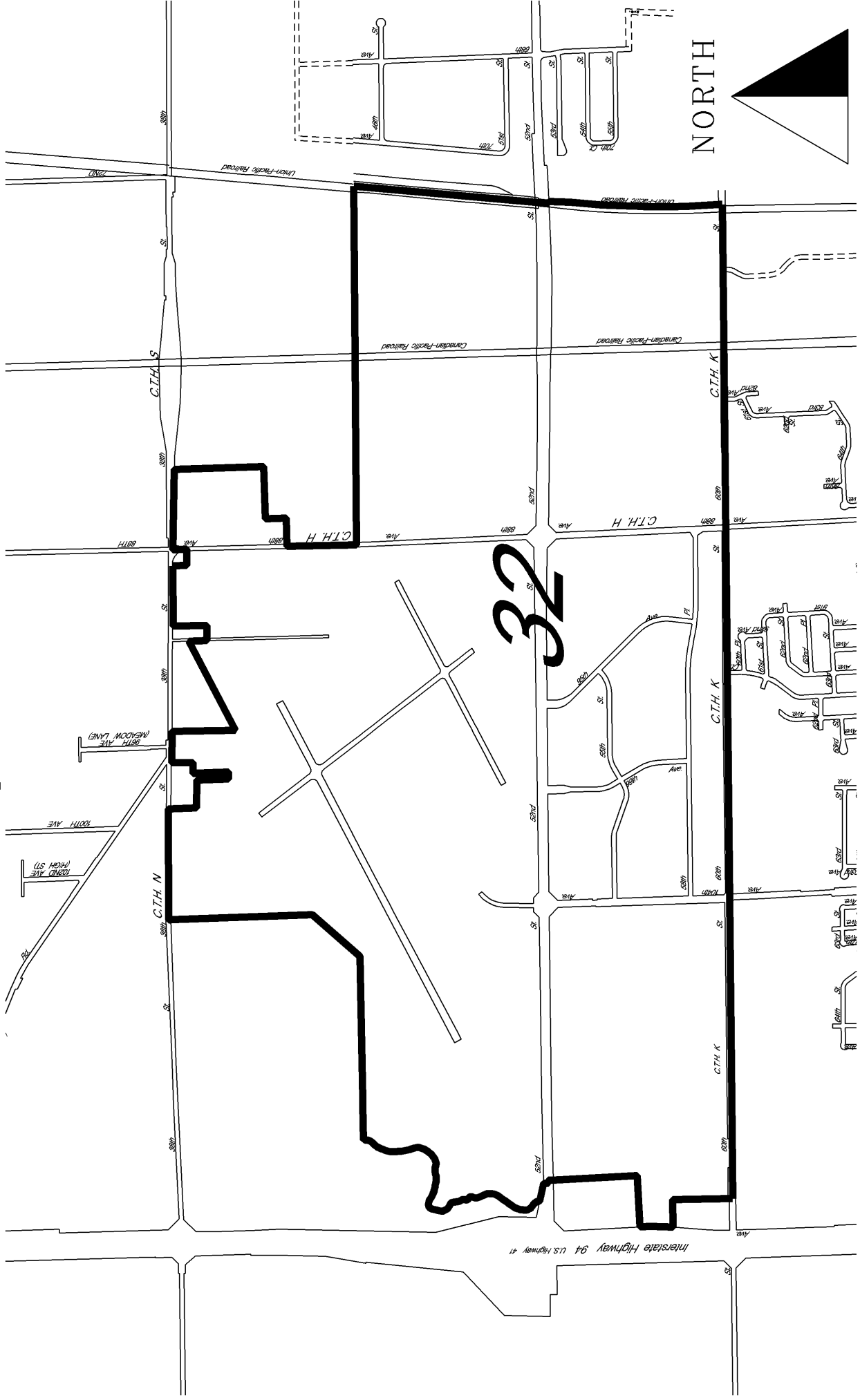
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C.D.A. Neighborhood Boundary
C.D.A. Neighborhood Number

- | | |
|-------------------------------|--|
| 1 Parkside | 23 Country Home |
| 2 Poggio | 24 Lance |
| 3 Alford Park/Carthage | 25 Sunnyside |
| 4 Villa Capri | 26 Southport |
| 5 Gateway/Hilcrest/St. Peters | 27 Red Arrow |
| 6 Grant | 28 Isetts |
| 7 Harborside | 29 Bain Station |
| 8 Washington | 30 Whitecaps/River Crossings/Southport |
| 9 Wilson | 31 Indian Trails |
| 10 Endee | 32 Airport Corridor |
| 11 Jamestown Park/Westview | 33 Bristol Corridor |

DCD ~ City Plan Division ~ BAF ~ 7/23/04 mjn



City of Kenosha
Census Defined Area
Airport Corridor



— CDA Boundary

NORTH

