



Airline Community Revitalization Plan

Prepared by the Harris County Community & Economic
Development Department in collaboration with State
Representative Kevin Bailey, District 140; Harris County
Precinct One Commissioner El Franco Lee and the residents of
the Airline community

April 2006

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Introduction & Executive Summary

Introduction

Community revitalization and reinvestment is increasingly important as it the most visible indicator of civic pride, economic health and social vitality. Harris County recognizes the necessity for individualized attention and sound urban planning for its residents. In an effort to revitalize economically distressed communities, the Harris County Community and Economic Development Department (HCCEDD) has identified neighborhoods located in unincorporated Harris County that have elevated levels of distress. The U.S. Department of Housing and Urban Development (HUD) and the Harris County Community and Economic Development Department, through the county's Consolidated Plan, have designated these communities as *target areas*. This designation is given to communities when 51 percent or more of its residents earn a low to moderate income. The low to moderate income threshold, as defined by HUD, is income less than 80 percent of the median income for the county. As a target area, Airline is eligible for HUD assistance for community revitalization.

To assist communities, HCCEDD utilizes a community planning process that engages residents, business owners, civic leaders and potential investors to actively recognize community challenges, visions, goals and resources to seek viable solutions and develop a comprehensive community revitalization plan. This plan not only serves as a flexible roadmap to revitalization and reinvestment, but also reflects an innovative approach to rebuilding communities through civic participation at the local level with a comprehensive focus. Strategies and recommendations are devised to improve transportation and infrastructure, housing, community facilities and public services, public health and human services, economic development and urban design. Harris County Community and Economic Development Department, in partnership with State Representative Kevin Bailey and Harris County Precinct One Commissioner El Franco Lee worked with Airline residents, business owners, and civic leaders to develop a community revitalization plan for the Airline locale.

Developing a community revitalization plan is a community's primary approach to initiating a comprehensive, coordinated effort to enhance the social, economic, and environmental conditions of its residents. This plan will enable the community to organize their revitalization efforts and when necessary seek federal, state, local and private foundation funding for implementation, as the plan represents an organized and clear strategy for comprehensive (re)development. Residents, the business community, educators, and civic leaders were charged with the development of a community plan and its implementation. Essentially, planning is the process of thinking systematically through a situation to devise a better recommendation and/or solution. If residents are to be empowered, each individual must act and participate in a systematic fashion that characterizes planning. Planning is merely a conduit for the most efficient use of scarce resources through:

- Identifying the highest priorities to which resources will be directed
- Devising alternative to address community challenges

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- Designing projects that meet several needs at once

Community-based planning and revitalization is imperative as it separates successful communities from declining communities in the new millennium. The following factors illustrate examples of a community's revitalization agenda:

- Renovating an aging or non-existent water and sewer infrastructure with increasingly scarce resources for its upgrading
- Providing a socially and economically healthy environment for investments by corporations and individuals for commercial and retail activities
- Providing recreational opportunities and social services for children and adolescents to prevent and/or halt criminal activity and promote future educational prospects

Articulating a comprehensive community revitalization agenda relies on mobilizing human, social, physical and financial resources. The HCCEDD Planning staff was contacted in March 2005 by State Representative Kevin Bailey and Harris County Precinct One representatives to develop a comprehensive revitalization strategy for the Airline community. Thus, in May 2005 a diverse group of community leaders – residents, business owners, law enforcement personnel, and educators formed the Airline Vision Team and officially partnered with HCCEDD to begin the community development planning process.

In partnership with HCCEDD, Airline Vision Team members organized a community meeting in late June 2005. With more than 110 residents in attendance, citizens discussed concerns about housing, flooding; crime prevention and police patrol; traffic control, improving water and sewer service, youth and senior programs, and economic development. In late July 2005, the Airline Vision Team and HCCEDD organized an urban design meeting. Architects and urban designers from STOA/Golemon/Bolullo Architects assisted residents in envisioning a renewed future in Airline. Ideas and suggestions discussed the June 2005 community meeting were visually discussed at the urban design meeting. Pictures and design sketchings of commercial developments, public facilities, streetscapes, sidewalks, park improvements, and traffic control improvements and other visual additions provided much conversation and commentary for area residents. In August 2005, HCCEDD and the Airline Vision Team organized a community business owners' meeting and an educators' meeting with Aldine Independent School District (AISD) and Houston Independent School District (HISD) teachers and administrators of Airline area schools.¹ Issues and concerns discussed at all meeting were analyzed by HCCEDD staff and the Airline Vision Team and serve as the basis for goals, proposals and recommendations in this community plan.

¹ See Appendices A-D for a complete discussion of the issues raised at the meetings.

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A community plan is merely a blueprint for all revitalization efforts in a specific locality. Two scenarios can immediately doom any community plan:

1. A plan is prepared by a government entity or a consultant with minimal contact and input with residents; or
2. A plan is prepared by *some* residents –usually self-selected—that do not involve other residents, community organizations, business leaders, educators.

Residents involved in community planning should be recruited from a range of community organizations to ensure that the plan represents the consensus of a community, not just a small faction of residents. Community plans are most effective when a collaborative effort among government entities and neighborhood residents (including commercial residents and educators), such is the case between HCCEDD, the Office of State Representative Kevin Bailey, and the Office of Harris County Precinct One Commissioner El Franco Lee with the Airline community.

The Airline Community Revitalization Plan recommends strategies, solutions, and initiatives to address challenges facing Airline residents, business owners, and educators. It is organized to examine the area's demographics and land use, transportation and infrastructure, housing, community facilities and public services, public health and human services, economic development and urban design challenges, goals, and recommendations. Proposed goals and recommendations were derived from citizen input at community meetings and prioritized by the Airline Vision Team and the HCCEDD Planning staff. An implementation timeline details project and program information to be completed over the next five years.

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The **Airline Community Revitalization Plan** addresses the joint vision and mission of community revitalization and reinvestment of State Representative Kevin Bailey, Harris County Precinct One Commissioner El Franco Lee, the Harris County Community & Economic Development Department, and most notably, Airline residents, business owners and educators. The five-year phased implementation community plan is a blueprint for revitalization of the Airline community bound by West Road, Hambrick Road, Lillja Road and Aldine Mail Road to the north; the Hardy Toll Road, Bauman Road and the City of Houston limits to the east; East Canino Road and Carby Road to the south; and Sweetwater Lane to the west. The goals of the target area include developing and implementing strategies to improve:

- Transportation and public infrastructure
- Housing
- Community facilities and public services
- Public health and human services
- Economic development
- Community beautification efforts

Airline Today: Demographics and Land Use

Understanding current conditions, trends and land use in the target area establishes the foundation for recommendations regarding effective ways to transform the area from its current state to what the residents' visions of the future.

Demographics

- More than 16,500 residents inhabit the 4.39 square mile Airline community. The population has increased almost 30 percent since the 1990 Census.
- More than 60 percent of the Airline population is Hispanic or Latino. The community experienced a 187 percent increase in the Hispanic/Latino population between the 1990 and 2000 Censuses.
- Approximately 26 percent of the Airline population is 19 years of age or younger.
- Approximately 52 percent of Airline residents 25 years of age or older are not high school graduates. Only 3.95 percent of Airline residents 25 years of age or older have a bachelor's degree or higher.
- The median household income is \$35,701, approximately \$7,000 less than Harris County.
- Approximately 17 percent of Airline residents below poverty level. The greatest percentage of residents below the poverty level is children under the age of five.
- Approximately 74 percent of all children ages 5 to 17 in Airline speak English 'very well'. More than 67 percent of all adults ages 18 to 64 speak English 'very well' and adults ages 65 and older speak English 'very well'.

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Land Use

- Airline is predominantly an urban area with facets of a suburban and rural landscape. While urban communities similar to Airline are commonly typified by high density residential land use, it has suburban and rural development—specifically parcels/lots larger than .5 acres and mobile home communities—clustered along major thoroughfares and other arterials in the community.
- Airline has a number of abandoned properties and vacant lots prime for (re)development. Several vacant and abandoned properties are ideal for a community center, pocket parks, or conducive for an infill housing development program.

Airline Today: Transportation and Infrastructure

Transportation and infrastructure investment is fundamental to meeting the challenges of growth, development and shifting priorities in the Airline community. Strategic transportation and infrastructure investments will enable Airline to achieve economic, housing, and quality of life goals concurrently. This chapter examines the current transportation and infrastructure options available to Airline residents, identifies inadequacies and delinquencies, and provides recommendations to ensure that the development of facilities and services to keep pace with current and future development.

Transportation

Main Thoroughfares

- Automobile and pedestrian traffic is particularly problematic along Airline Drive on weekends. Not only is Airline Drive the hub of commercial businesses in Airline, but it is inundated with vehicular traffic from the flea markets.
- There are several transportation plans and improvements to major streets in Airline currently proposed, under consideration or in the development process by the Houston-Galveston Area Council (HGAC), Texas Department of Transportation (TXDOT), the Metropolitan Transit Authority of Harris County (METRO), and the Harris County Public Infrastructure Department – Engineering Division.

METRO Routes in Airline

- Airline is served by four METRO bus routes: (8) South Main/Yale, (9) North Main/Gulfton, (56) Airline Limited, and (59) Aldine Mail Crosstown.
- Airline residents state that the current METRO routes do not adequately serve the population.

Light Rail Service in Airline

- In 2005, METRO officials submitted a revised transit system plan to the Federal Transit Administration (FTA) in response to the low rating

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the North Corridor (of which the Airline community is part of) light rail extension received.

- METRO has proposed installing bus rapid transit service along Airline Drive and maintains that once ridership in the corridor grows sufficiently to support light rail, the conversion will be made.

Infrastructure

Water and Sewer Service

- Water and sewer service is the most seriously delinquent public infrastructure item in Airline. While 99 percent of Airline housing units have complete plumbing facilities, there are a number of homes without access to public water or sewage services. Many housing units use underground water wells and septic tanks.
- Public infrastructure does not create economic growth in a community, but it does influence the location of growth. Water and sewer lines will not necessarily magically create economic development, but it is necessary for community growth and improvement.

Drainage

- Airline's drainage system consists of ditches, driveway culverts, road crossing culverts and few gutters.
- The eastern portion of the Airline community (closest to the Hardy Toll Road) is either in a floodway or in the 100 or 500 year flood plain.

Roads and Sidewalks

- The Airline community is virtually void of sidewalks. A lack of sidewalks is particularly difficult and dangerous for children as they are commonly forced to walk on street or deep ditches to avoid oncoming traffic.
- Many of the Airline roadways are paved, but some consist of rocks and concrete. Many streets are plagued with potholes and ruts.

The following recommendations will assist the Airline community in developing an effective transportation network in the community to assist current and future residents:

- Installing of sidewalks
- Installing of streetlights
- Water and sewer service
- Addressing flooding and drainage issues with appropriate government entities
- Bilingual signage
- Restriping of major thoroughfares
- More flashing school zone speed signs
- Developing alternate routes to deal with weekend flea market traffics with the appropriate government entities
- Installing crosswalk signals and widening streets

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- Working with METRO to provide additional bus routes in Airline
- Becoming a partner agency with the Harris County Coordinated Transportation Program

Airline Today: Housing

Housing of profound importance to Airline residents. Housing is an anchor, providing a link to family, neighbors, and the greater community. The home provides an important foundation for obtaining and maintaining employment, creating a secure and supportive environment for raising children, accessing public and private services, and building the web of relationships that underpin a socially cohesive community.

Housing Supply

- Approximately 70 percent of all Airline residents reside in single-family detached housing. More than 23 percent of Airline residents reside in manufactured homes (mobile homes). The balance of residents lives in multi-family housing.
- More than 75 percent of Airline residents reside in owner-occupied housing. In contrast, approximately 60 percent of Harris County residents live in owner occupied housing.

Housing Tenure

- Homeownership enhances the lives of individual households and increases the social capital of communities.
- More than 75 percent of all housing units in Airline are owner-occupied. In contrast, 55 percent of all housing units in Harris County are owner-occupied.

Overcrowding

- Many residents find overcrowding a threat to property values, public safety, and public infrastructure. It also creates problems for trash removal and debris. This is a common occurrence in Airline as many families commonly live in housing units with a large number of intergenerational family members living in a single home.
- Approximately 28 percent of Airline households have five persons or more; nearly 15 percent of Harris County households have five persons or more.

Vacancy

- Housing vacancy rates are an indicator of the saturation of the total housing stock.
- Approximately 6 percent of housing units in Airline are vacant compared to 7.13 percent for Harris County.

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Housing Values

- According to the National Association of Realtors, the average single-family home price in Airline is \$111,368; in Harris County, \$133,555.
- Almost 40 percent of owner occupied housing units in Airline are valued less than \$50,000.
- Approximately 70 percent of Airline renters pay between \$300 and \$699/month for housing.

Age of Housing Structures

- Airline did not equally share in the substantial growth in housing construction that occurred in Harris County in the 1970s and 1980s. The median year housing was built in Airline is 1968; in Harris County it is 1976.
- More than 58 percent of Airline's housing stock was constructed before 1969. Subsequently, residents have commented about the lack of resources for home repairs and infill housing to strengthen the housing stock.

Condition of Housing Structures

- The 2002 Harris County Appraisal District (HCAD) Housing Inspection Survey of houses in Airline indicates that the majority of dwellings are classified as *average*.
- No homes in Airline were classified as excellent. Homes west of Airline Drive are classified as *good*, *average*, or *fair*. Housing units to the north and east are primarily classified as *fair* and *average*, yet populated with several *poor*, *very poor* and *unsound* units.

The following recommendations and goals support the Airline Improvement District and the community's commitment to sustainable, quality and affordable housing:

- Demolish abandoned properties
- Deed restriction enforcement
- Homeownership program/campaign
- Infill housing program
- Home repair program
- Nuisance abatement of garbage, noise, weeds, rodents, insects, and junk
- Restrictions on trucks with more than two axles in residential neighborhoods

Airline Today: Community Facilities and Public Services

The provision of community facilities and public services are the primary activities of local government and non-profit organizations. This element of the plan analyzes the current community facilities and public services available to Airline residents, identifies inadequacies and delinquencies, and provides recommendations to ensure that the development of facilities and services keep pace with current and future development.

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Parks

- Airline residents have a fraction of park space per person recommended by the National Recreation and Park Association (NRPA). Currently, Airline has less than 1/20 of the recommended park space per person. The necessary park space recommended by NRPA for urban communities accounts for less than 4 percent of the total acreage in Airline.
- Dow Park is the only park/recreational sports field located in the Airline target area.

Community Centers/Facilities/Programs

- There are no community centers in Airline. Pep Mueller Community Center and Hardy Community Center are within several miles of the Airline target area.
- Opportunities exist in the community for a multi-purpose community center and Sheriff storefront.

Crime and Police/Fire Services

- Between 2002 and 2004, crimes of assault, burglary, drug-related activity, and theft increased 24.50 percent. This indicates that Airline needs a more visible and unified law enforcement presence.
- Between 2002 and 2004, automobile accidents increased 7.29 percent; driving under the influence (DUI) traffic offenses decreased 10.00 percent.
- The nearest Harris County Sheriff's Department community storefronts/substations are located in the Aldine community and Greenspoint Mall.
- The Little York Volunteer Fire Department has an Insurance Services Office, Public Protection Classification System (ISO) rating of 6 (the best rating is 1 and the worst rating is 10). This rating is a critical determinant in what area residents will pay for the fire protection portion of their homeowner's insurance.

Education

- The Airline community is home to twelve early childhood/pre-kindergarten, elementary, middle and high schools. Of the twelve schools, only five are directly situated in the Airline plan/target area. The balance of schools is not located in the target area, but children from the target area attend their campuses.
- The Airline community is home to two school districts: Aldine Independent School District (AISD) and Houston Independent School District (HISD). AISD earned a *Recognized* accountability rating from the Texas Education Agency (TEA) for the 2004-2005 academic year. HISD earned an *Acceptable* accountability rating from the TEA for the 2004-2005 academic year.
- Several junior and community colleges located in proximity to the Airline community offer adult education programs in English as a Second Language (ESL), adult basic education, and general education development (GED).

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The following recommendations are suggested to ensure that the community facilities and public services meet current and future residents' needs and contribute to an enhanced quality of life:

- Designation as a Weed and Seed community
- Annual National Night Out celebrations
- Hiring contract deputies to patrol the Airline Improvement District
- Hiring nuisance abatement officers
- Locating new parks in Airline
- Locating a community center in Airline
- Developing a newsletter and website
- Developing a community beautification program
- Organizing and partnering with community organizations to have after-school programs, summer and youth mentoring programs; and senior citizen programs
- Locating a Harris County Sheriff Storefront/Substation in Airline

Airline Today: Public Health and Human Services

Public health refers to the overall mental and physical health of a community. It includes the surveillance and control of infectious disease and promotion of healthy behaviors among members of a community.

- An assessment of the Airline community reveals that the area is void of hospitals and 24-hour medical clinics. There are a minimal number of physician's offices and dental clinics in the community.
- Data from the 2003 Harris County Public Health and Environmental (HCPHES) Retrospective Immunity Survey state that only 56 percent of children in the Airline community were appropriately immunized at age two.
- Litter and debris are threatening public health in Airline. Illegal dumping of household items and litter can collect water, which harbor and attract vermin and pests. Improperly stored automotive equipment can release noxious toxins into the water table and contaminate drinking water.

A community health initiative that merges existing and imminent health resources will provide more efficient services to Airline residents. The following recommendations will assist in this objective:

- Locating a 24-hour clinic in Airline
- More heavy trash collection days and litter control
- Ditch/culvert cleaning

Airline Today: Economic Development

Economic development refers to progress toward a community's economic goals, including increases in economic productivity and competitiveness; employment; and business activity and investment. Economic development reflects qualitative factors such as human health, environmental quality and social equity, community development. When describing economic development, it is common

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to think of a series of job creation, retention, and training programs; a series of public and private capital investments; and a process of capacity building that allows a community to influence its economic future. This chapter details the current economic conditions and business environment in Airline. A market analysis was conducted analyzing the profitability of the Airline community to sustain retail (re)development.

Labor Force Characteristics

- According to the Bureau of Labor Statistics, Harris County's average weekly wage has been increasing at a modest rate. This indicates economic growth and an enhanced quality of life for residents in Airline and Harris County.
- More than 67 percent of all males in the Airline community 16 years and older are in the labor force. Approximately 58 percent of all females in the Airline community 16 years and older are in the labor force.
- Construction, manufacturing and retail trade are the primary employment industries in Airline. A growing number of residents are employed in the arts, entertainment, and recreation industry.
- While more than 65 percent of Airline workers have commute times between 15 and 45 minutes, the 2000 Census reveals the travel time to work and the number of residents that work at home have increased since the 1990 Census.
- Approximately 65 percent of Airline workers drive their own vehicle to work; 3 percent use public transportation to get to work.

Business Environment

- Airline is home to a multitude of automotive-related businesses, childcare establishments, flea markets, professional services; feed and supply stores; trailer and boat storage; tractor sales; taqueria stands; appliance stores; washaterias; convenience stores; bridal and quinceañera shops; and hair and beauty establishments.
- There is no chain grocery store or fast food establishment located in the Airline target area.
- Since January 2000, more than 26 percent of all commercial permits issued in Airline have been for warehouse structures.
- As an integral economic engine in the community, the cluster of flea markets along Airline Drive attracts tens of thousand of shoppers every weekend.

Market Analysis

- Income density (purchasing power) data and supply indicators illustrate that Airline residents have a lack of retail establishments and levels of purchasing power comparable to other suburban locations in Harris County well-served by retail and could potentially support new retail establishments.

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- Retail centers within the boundaries of the Airline target area function as destinations for multi-purpose shopping trips and attract more customers than stand alone businesses.

To support the Airline Improvement District's and the community's commitment to sustainable economic development, recommendation strategies include:

- The creation of an economic development council
- Enforcement of HB 414 (junkyard legislation approved in May 2005)
- Enforcement of HB 2509 (curbstoning law)
- Small business education workshops
- Locating a chain or independent grocery store in Airline
- The creation of a flea market business development organization

Urban Design

Urban Design is a term often used by architects and other urban planning professionals to describe aesthetic enhancements or improvements to communities. Urban design involves coordinated actions to create a physical environment that meets a community's social economic, functional and environmental objectives. Urban design seeks to bring these qualities together at many scales: from the organization of streets and public places that make up healthy and attractive neighborhoods to the character of buildings that evoke pride and delight. This chapter illustrates the renderings completed by STOA/Golemon/Bolullo Architects at the July 2005 Airline Urban Design Charrette. The renderings represent the improvements of residential streets, commercial developments, the beautification of open spaces, and infrastructure improvements, particularly streetlights and sidewalks. Suggested improvements include:

- Traffic control improvements along Northline Drive and E. Canino Road
- Ornamental streetlights along Airline Drive
- Signage to prevent large, multi-axle trucks (more than 2) from driving on residential streets
- Flea market traffic recommendations
- Traffic calming suggestions for arterials and feeder streets in Airline
- Speed limit recommendations along W. Gulf Bank Road and W. Hardy Street

Matrix: Airline Projects and Recommendations

Proposed goals and recommendations were derived from citizen input at community meetings and prioritized by the Airline Vision Team and the HCCEDD Planning staff. The projects and recommendations are arranged in a phased implementation matrix from year one (2006) to year five (2010). Each project or recommendation is described, objectives and responsible actors identified, and possible resources recognized.

Airline Today: Location

Location

The Airline target area is located in northern Harris County, just north of the City of Houston, south of Greenspoint Mall and situated within unincorporated Harris County - Precinct One. Airline is bound by West Road, Hambrick Road, Lillja Road, and Aldine Mail Road to the north; the Hardy Toll Road, Bauman Road and the City of Houston limits to the east; East Canino Road and Carby Road to the south; and Sweetwater Lane to the west. The Airline target area consists of approximately 2,809.60 acres.

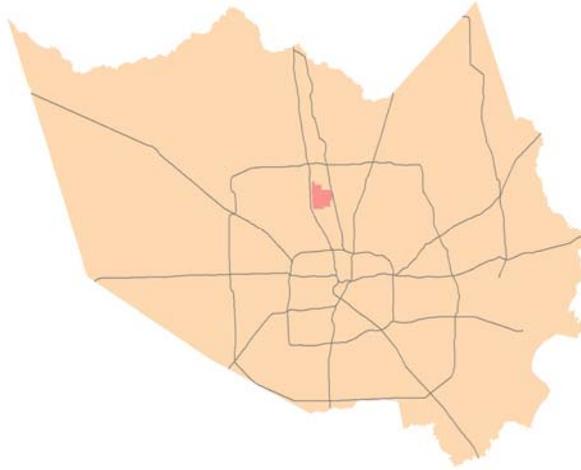


Table 1.1 details the location of Airline by key map, census tracts and block groups, county precinct, zip code and school district.

Table 1.1: Location Analysis of Airline

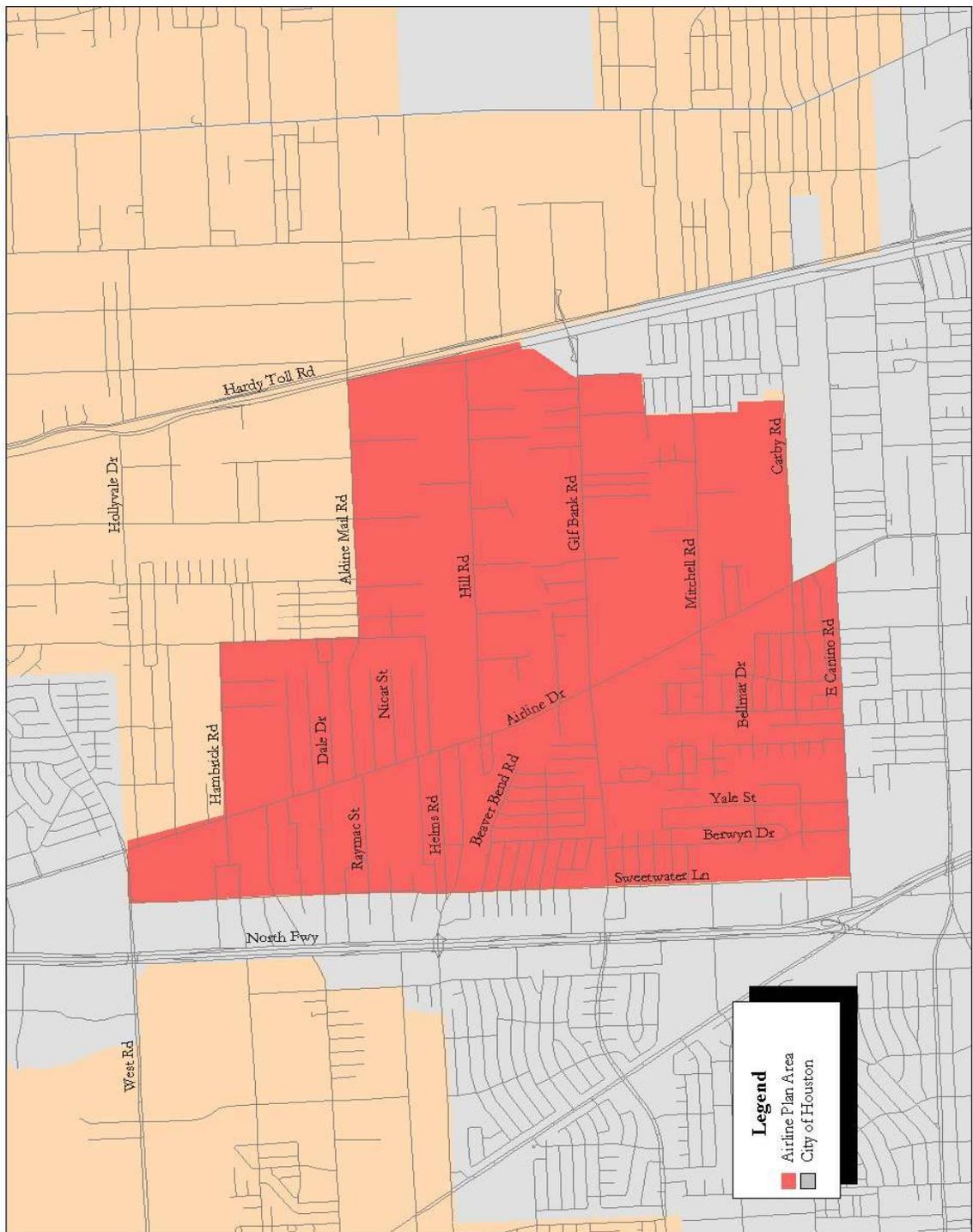
Identifier	Location/Information
Key Map, 2003 (pages)	412 and 413
Census Tracts	Tract 2216 (Block Groups 1,2, and 4) Tract 2217 (Block Groups 1 and 3) Tract 2224 (Block Groups 3 and 4)
County Precinct	Precinct One - Commissioner El Franco Lee
Zip Code	77037
School District	Aldine ISD

Source: Harris County Community & Economic Development Department, 2005

Map 1.1 illustrates the Airline target area in relation to the City of Houston limits and unincorporated Harris County.

Airline Today: Location

Map 1.1: Airline Target Area



Source: Harris County Community & Economic Development Department, 2005

Demographics

Understanding current conditions and trends of the target area establishes the foundation for recommendations about effective ways to transform the area from its current state to what the residents envision it can become. Key opportunities and challenges for the target area are revealed through the analysis of residents’ characteristics, specifically, population density, race/ethnicity, income, educational attainment, and language proficiency.

A community’s population size and location is dependent upon a number of factors, including, but not limited to:

- the effect of growth on a community’s ability to provide acceptable levels of service for basic public services and facilities such as police, fire, emergency medical services, streets, parks, libraries, schools, and utilities at a cost that is politically acceptable to the community’s taxpayers;
- the impact of growth on the natural environment;
- the effect of growth on traffic flow and congestion in the community;
- the impact of growth on community quality of life issues such as the aesthetic quality of new development ; and
- the effect of growth on the supply of housing for various age and income groups

Population Size/Density

A striking characteristic of Airline is its population size and density. According to the 2000 Census, Airline is home to 16,557 residents inhabiting an area of 4.39 square miles, thus creating a population density of approximately 3,800 people per square mile. This represents a 29.12 percent population increase from the 1990 Census. Comparably, Harris County, the third most populous county in the United States, is home to 3,400,960 people occupying 1,780 square miles. The population density of Harris County is approximately 1,900 people per square mile. An increasing population density without appropriate land use recommendations and actions prevents the development of a balanced community with sufficient residential, commercial, industrial and open space land to meet the needs of current and future Airline residents.

Table 2.1: Population/Population Density, 1990 and 2000

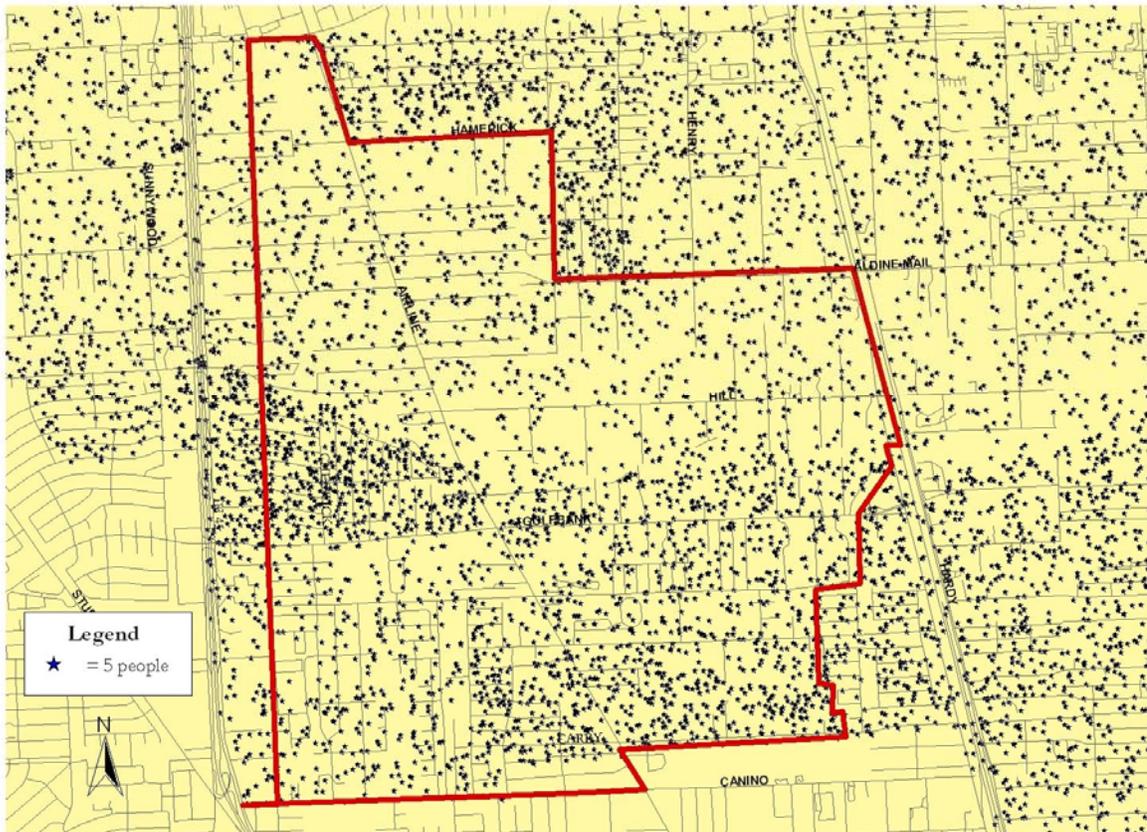
	Airline: 1990	Airline: 2000	Harris County: 1990	Harris County: 2000
Area (square miles)	4.39	4.39	1,780	1,780
Total Population	12,823	16,557	2,818,199	3,400,578
Density (population/square miles)	2,920	3,772	1,583	1,910

Source: 1990 & 2000 U.S. Census

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As Table 2.1 demonstrates, Airline's 2000 population of 16,557 persons, divided by the land area of 4.39 square miles yields a density of 3,772 persons per square mile. While this number appears to indicate that 3,772 residents reside on each square mile of Airline land area, the density within Airline varies dramatically. Density is simply a gauge to measure a population's disbursement across land area. Map 2.1 illustrates the population density of the Airline target area. Note that a vast majority of residents live in the southern and western parts of the target area.

Map 2.1: Population Density of Airline



Source: 2000 U.S. Census

Race/Ethnicity

Between 1990 and 1999, the American population became more racially and ethnically diverse. Most notable was the rapid increase in the Hispanic and Asian/Pacific Islander populations in the 2000 Census. Conversely, other racial groups showed minor growth. This change has been felt most strongly in the southern and western United States. As such, this racial and ethnic shift has been mirrored in Harris County and the Airline community. In fact, the non-Hispanic or Latino population in Airline has decreased 30.55 percent.

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Historically a predominantly white community, Airline is experiencing a burgeoning Hispanic population. During 1990 and 2000, the Hispanic population experienced sharp growth. The 2000 Census accurately reflects the Airline Hispanic population's consistent and steady growth. The Airline community experienced a 186.68 percent increase in the Hispanic population. Whereas 32.95 percent of Harris County is Hispanic or Latino, more than 60 percent of the Airline population is Hispanic or Latino.

Table 2.2: Number of Residents by Race/Ethnicity in Airline and Harris County

Race/Ethnicity	Airline	Percent	Harris County	Percent
Not Hispanic or Latino	6,460	39.02%	2,279,953	67.05%
White alone	5,298	82.01%	1,429,684	62.71%
Black or African American alone	493	7.63%	618,551	27.13%
American Indian and Alaska Native alone	87	1.35%	8,014	0.35%
Asian alone	522	8.08%	170,080	7.46%
Native Hawaiian and Other Pacific Islander alone	18	0.28%	1,098	0.05%
Some other race alone	8	0.12%	4,558	0.20%
Two or more races	34	0.53%	47,968	2.10%
Hispanic or Latino	10,097	60.98%	1,120,625	32.95%
White alone	5,833	57.77%	564,473	50.37%
Black or African American alone	159	1.57%	8,560	0.76%
American Indian and Alaska Native alone	7	0.07%	6,656	0.59%
Asian alone	0	0.00%	1,897	0.17%
Native Hawaiian and Other Pacific Islander alone	0	0.00%	416	0.04%
Some other race alone	3,758	37.22%	483,922	43.18%
Two or more races	340	3.37%	54,701	4.88%
Total Population	16,557	N/A	3,400,578	N/A

Source: 2000 U.S. Census

Age/Gender

In recent decades, the United States' population has been marked with changes in the age structure/median age. This trend can be attributed to the baby boomer population's steady growth and maturation, life expectancy increases, and the continuous influx of immigrants who are typically younger and have higher fertility rates. Although this trend is more evident in the southern and western United States, Harris County and Airline's populations are relatively young. While 14.1 percent of the United States population is 65 years of age or older, Harris County's 65 years of age or older cohort accounts for only 7.36 percent of the population in 2000. Similarly, Airline's 65 years of age or older cohort accounts for only 7.16 percent of the population.

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Table 2.3: Population by Age in Airline and Harris County

Age	Airline	Percent	Harris County	Percent
0-5 Years	1,586	9.58%	278,579	8.19%
5 to 19 Years	4,363	26.35%	801,651	23.57%
20 to 64 Years	9,422	56.91%	2,069,932	60.87%
65+ Years	1,186	7.16%	250,416	7.36%
Total	16,557	100%	3,400,578	100%

Source: 2000 U.S. Census

It is important to note the percentage of children and adolescents in the Airline community. In Harris County, 31.76 percent of the population is 19 years of age or younger; in Airline approximately 36 percent (35.93 percent) of the population is 19 years of age or younger. A youthful population implies a growing demand for educational and vocational services, additional parks and open space, as well as recreational facilities and activities that meet the needs of children and adolescents. Pedestrian safety, particularly along the heavily traveled thoroughfares of Airline Drive, Aldine Mail Road, West Mount Houston Road, and Gulf Bank Road, are of concern to residents. Additionally, the need of medical facilities and services increases with the growing youth population.

Table 2.4: Population by Gender in Airline and Harris County by Percentage

Age Group	Male: Airline	Male: Harris County	Female: Airline	Female: Harris County
Under 5 years	9.91%	8.46%	9.25%	7.92%
5-9 years	11.46%	8.52%	11.02%	8.05%
10-14 years	7.50%	8.14%	8.53%	7.70%
15-24 years	15.67%	15.32%	14.71%	14.31%
25-34 years	17.55%	16.94%	16.17%	16.40%
35-44 years	15.71%	17.12%	13.59%	16.93%
45-54 years	10.08%	12.70%	10.69%	12.94%
55-64 years	6.43%	6.76%	7.42%	7.07%
65-74 years	3.57%	3.79%	4.42%	4.72%
75 years and older	2.12%	2.25%	4.20%	3.95%

Source: 2000 U.S. Census

Females comprise 50.25 percent and 50.14 percent of the Harris County and Airline populations, respectively. This trend mirrors the United States' male-female population ratio. The 2000 Census affirms the female population accounts for approximately 51 percent of the American population. The male population 9 years of age and younger in Airline is greater than the female population of the same age group. A further look at the age distribution of males and females reveals several interesting points. While the proportion of men to women ages 44 and younger in Airline and Harris County is relatively equal, there are more males in Airline and Harris County 44 years of age and younger.

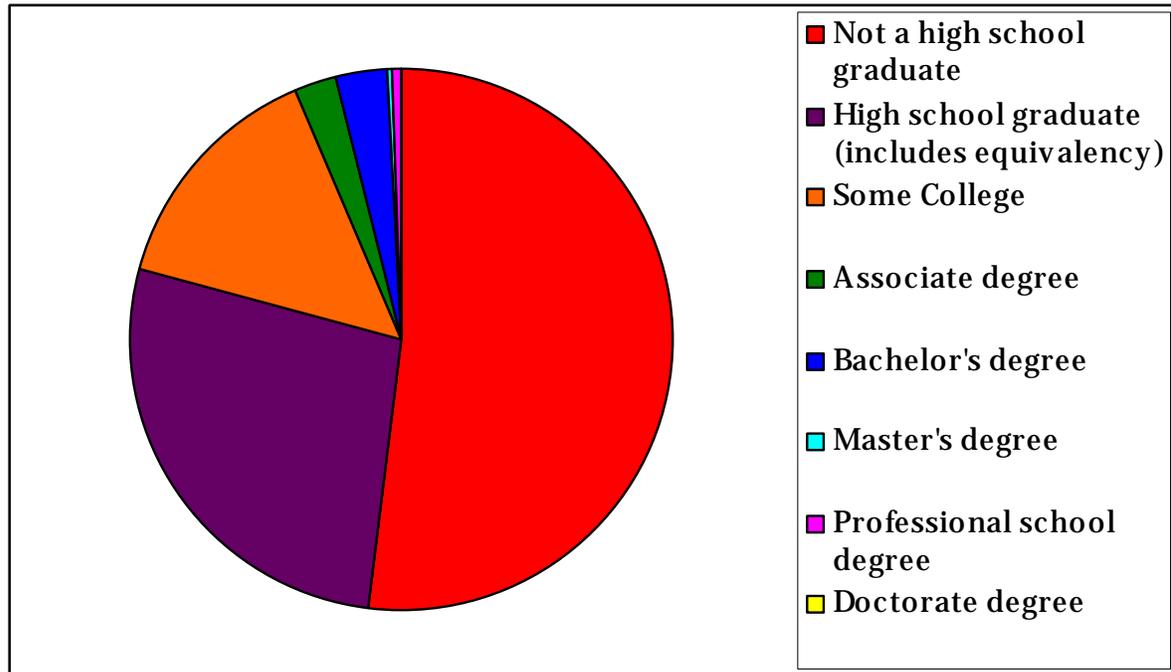
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This progression ends in the 45 to 54 years of age cohort as women begin to outnumber men. This is not uncommon as males are generally the majority sex from birth to early/middle adulthood and have lower life expectancies.

Educational Attainment

Educational attainment is an important determinant of the earning potential of individuals. Communities with higher concentrations of educated workers exhibit higher levels of income and contribute to the socio-economic well-being of all residents. Further, a community with highly skilled, specialized employees is a critical factor influencing opportunities for attracting new business development to Airline and achieving greater economic diversification. The 2000 Census reveals that approximately 52 percent (51.82 percent) of Airline residents 25 years of age or older are not high school graduates. This may be attributed to the increasingly uneducated immigrant population that is employed in occupations that do not require specialized labor skills.

Figure 2.1: Educational Attainment in Airline



Source: 2000 U.S. Census

In Harris County, only 25.37 percent of all residents 25 years of age or older are not high school graduates. Only 3.95 percent of Airline residents 25 years of age or older have a bachelor's degree or higher. Nevertheless, this is common in communities where the labor skills required to work in construction, manufacturing, and retail trade do not require a high school diploma.

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Table 2.5: Educational Attainment in Airline and Harris County

Educational Attainment	Airline	Percent	Harris County	Percent
Not a high school graduate	4,804	51.83%	524,422	25.37%
High school graduate (includes equivalency)	2,531	27.31%	447,295	21.64%
Some College	1,331	14.36%	440,747	21.32%
Associate degree	235	2.54%	98,048	4.74%
Bachelor's degree	284	3.06%	370,465	17.92%
Master's degree	41	0.44%	118,926	5.75%
Professional school degree	31	0.33%	46,138	2.23%
Doctorate degree	11	0.12%	21,358	1.03%
Total	9,268	100%	2,067,399	100%

Source: 2000 U.S. Census

Median Household Income and Household Income

According to the 2000 Census, the median household income in Harris County is \$42,598. This represents a 37.77 percent increase from the county's 1989 median household income of \$30,970. In Airline, the median household income is \$35,701. This represents a 30.18 percent increase from the community's 1989 median household income of \$27,424. The 2000 median household income in Airline is approximately \$7,000 less than Harris County. This can be attributed to the shortage of college-educated residents living in Airline and the availability of high-wage, non-specialized occupations.

Table 2.6: Household Income in Airline and Harris County

Income	Airline	Percent	Harris County	Percent
Less than \$15,000	786	16.88%	180,037	14.92%
\$15,000 to \$24,999	779	16.73%	151,968	12.60%
\$25,000 to \$49,999	1,579	33.91%	354,455	29.38%
\$50,000 to \$74,499	922	19.80%	222,091	18.41%
\$75,000 to \$99,999	381	8.18%	124,688	10.34%
\$100,000 to \$124,999	138	2.96%	71,243	5.91%
\$125,000 to \$149,999	25	0.54%	35,124	2.91%
\$150,000 or more	46	0.99%	66,817	5.54%
Total	4,656	100%	1,206,423	100%

Source: 2000 U.S. Census

Increasing household incomes bode well for a satisfactory measure of economic well-being in a community. Table 2.6 illustrates the number of households per income range in Airline and Harris County. While the greatest percentage (33.91 percent) of Airline households earn between \$25,000 and \$49,999, note that approximately 34 percent (33.61 percent) of Airline households earn \$24,999 or less. Approximately 57 percent (56.90 percent) of Harris County households earn less than \$49,000.

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Median Family Income

According to the U.S. Department of Housing and Urban Development (HUD), the Airline community is recognized as low-to-moderate income community. As defined by HUD, more than 51 percent of Airline persons reside in households earning less 80 percent or less than the Harris County (Houston PMSA) median family income of \$61,000. According to the 2003 HUD Income Level release, approximately 67 percent of Airline residents earn a low-to-moderate income.

Table 2.7: Harris County (Houston PMSA) FY 2005 Income Limits

FY 2005 Median Family Income (MFI)	Income*
30% of Median Income (30% of MFI)	\$18,300
Very Low-Income (50% of MFI)	\$30,500
Low-Income (80% of MFI)	\$48,800

*Income based on a family of four

Source: U.S. Department of Housing & Urban Development, 2005

Poverty

Table 2.8 illustrates the number and percentage of Airline and Harris County residents below, at or above poverty level. According to 2000 Census, 16.57 percent of Airline residents were below the poverty level. Comparably, 14.97 percent of Harris County residents were below the poverty level.

Table 2.8: Poverty in Airline and Harris County

Poverty Status	Airline	Percent	Harris County	Percent
Persons below poverty level	2,719	16.57%	503,234	14.97%
Persons at or above poverty level	13,691	83.43%	2,857,302	85.03%
Poverty Universe	16,410	100%	3,360,536	100%

Source: 2000 U.S. Census

Table 2.9 illustrates the poverty status in Airline by age group. The age group with the greatest percentage of residents below the poverty level is children under the age of five at 23.36 percent. Adolescents 12 to 17 years of age and children 6 to 11 years of age have comparable poverty level percentages, 20.44 percent and 17.80 percent, respectively. It is also important to note the high percentage of impoverished residents (22.57 percent) age 75 years and older. High youth and senior poverty percentages can be attributed to the erosion of moderate and high-wage employment opportunities for households, the declining value and availability of public assistance, and the lack of affordable housing.

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Table 2.9: Poverty Status by Age in 1999 in Airline

Age Group	Total	Number Below Poverty Status	Percent	Number At or Above Poverty Status	Percent
5 years and younger	2,025	473	23.36%	1,552	76.64%
6 to 11 years	1,888	336	17.80%	1,552	82.20%
12 to 17 years	1,546	316	20.44%	1,230	79.56%
18 to 64 years	9,814	1,415	14.42%	8,399	85.58%
65 to 74 years	6,32	65	10.28%	567	89.72%
75 years and older	505	114	22.57%	391	77.43%
Total	16,410	2,719	16.57%	13,691	83.43%

Source: 2000 U.S. Census

Language Proficiency

English language proficiency is an important determinant of the wage and educational disparities between immigrants and citizens. Non-English speakers and individuals with little English skills are commonly employed in occupations with that require little education and have minute earning power. Specialized occupations generally require oral and written communication skills in the dominant language.

According to the 2000 Census, 74 percent of all children ages 5 to 17 in Airline speak English 'very well', 15.89 percent speak English 'well', 8.79 percent speak English 'not well', and 1.33 percent speak English 'not at all'. Of the 2,720 children in Airline who speak a language other than English, 62.57 percent speak English 'very well', 22.87 percent speak English 'well', 12.65 percent speak English 'not well', and 1.91 percent speak English 'not at all'. The high percentage of multilingual children in Airline indicates the effectiveness of bilingual and ESL programs in the Aldine and Houston Independent School Districts. This also bodes well for the future incomes of Airline children who graduate from high school and college with the ability to master multiple languages and command high salaries.

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Table 2.10: Language Proficiency for Children Ages 5 to 17 in Airline

	Total	Speak English 'very well'	Speak English 'well'	Speak English 'not well'	Speak English 'not all'
Children Ages 5 to 17	3,914	2,896 (73.99%)	622 (15.89 %)	344 (8.79%)	52 (1.33%)
Speak only English	1,194	N/A	N/A	N/A	N/A
Speak language other than English	2,720	1,702 (62.57%)	622 (22.87%)	344 (12.65%)	52 (1.91%)
Speak Spanish	2,630	1,647 (62.62%)	597 (22.70%)	334 (12.70%)	52 (1.98%)
Speak other Indo-European languages	38	30 (78.95%)	8 (21.05%)	0 (0%)	0 (0%)
Speak Asian and Pacific Island languages	52	25 (48.08%)	17 (32.69%)	10 (19.23%)	0 (0%)
Speak other languages	0	0 (0%)	0 (0%)	0 (0%)	0 (0%)

Source: 2000 U.S. Census

The 2000 Census reveals that 67.49 percent of all adults ages 18 to 64 in Airline speak English 'very well', 13.00 percent speak English 'well', 13.23 percent speak English 'not well', and 6.27 percent speak English 'not at all'. Of the 5,686 adults in this age group in Airline who speak a language other than English, 43.56 percent speak English 'very well', 22.58 percent speak English 'well', 22.97 percent speak English 'not well', and 10.89 percent speak English 'not at all'.

Airline Today: Demographics and Land Use

Table 2.11: Language Proficiency for Adults Ages 18 to 64 in Airline

	Total	Speak English 'very well'	Speak English 'well'	Speak English 'not well'	Speak English 'not all'
Adults Ages 18 to 64	9,871	6,662 (67.49%)	1,284 (13.01%)	1,306 (13.23%)	619 (6.27%)
Speak only English	4,185	N/A	N/A	N/A	N/A
Speak language other than English	5,686	2,477 (43.56%)	1,284 (22.58%)	1,306 (22.97%)	619 (10.89%)
Speak Spanish	5,316	2,318 (43.60%)	1,189 (22.37%)	1,190 (22.39%)	619 (11.64%)
Speak other Indo-European languages	144	68 (47.22%)	45 (31.25%)	31 (21.53%)	0 (0%)
Speak Asian and Pacific Island languages	214	79 (36.92%)	50 (23.36%)	85 (39.72%)	0 (0%)
Speak other languages	12	12 (100%)	0 (0%)	0 (0%)	0 (0%)

Source: 2000 U.S. Census

More than 80 percent (81.10 percent) of all adults ages 65 and older in Airline speak English 'very well', 5.32 percent speak English 'well', 5.21 percent speak English 'not well', and 8.36 percent speak English 'not at all'. Of the 265 adults in this age group in Airline who speak a language other than English, 34.34 percent speak English 'very well', 18.49 percent speak English 'well', 18.11 percent speak English 'not well', and 29.06 percent speak English 'not at all'. The high percentage of residents who do not speak English well or not at all can be attributed to their absence from the workforce or their choice to only speak their native language.

Airline Today: Demographics and Land Use

Table 2.12: Language Proficiency for Adults Ages 65+ Years in Airline

	Total	Speak English 'very well'	Speak English 'well'	Speak English 'not well'	Speak English 'not all'
Adults 65 Years and Older	921	747 (81.81%)	49 (5.32%)	48 (5.21%)	77 (8.36%)
Speak only English	656	N/A	N/A	N/A	N/A
Speak language other than English	265	91 (34.34%)	49 (18.49%)	48 (18.11%)	77 (29.06%)
Speak Spanish	182	53 (29.12%)	23 (12.64%)	29 (15.93%)	77 (42.31%)
Speak other Indo-European languages	69	38 (55.07%)	12 (17.39%)	19 (27.54%)	0 (0%)
Speak Asian and Pacific Island languages	14	0 (0%)	14 (100%)	0 (0%)	0 (0%)
Speak other languages	0	0 (0%)	0 (0%)	0 (0%)	0 (0%)

Source: 2000 U.S. Census

Land Use

The Airline community is predominantly an urban area with facets of a suburban and rural landscape. While urban communities are typified by high density residential land use, Airline has suburban and rural development—specifically parcels/lots larger than .5 acres and mobile home communities— clustered along major thoroughfares and other arterials in the community.

As Table 2.13 illustrates, the predominant land uses in Airline are single and multi-family residential. Single family residential land use accounts for more than 75 percent of the total land use in the target area. Single family residential land use in Airline is primarily characterized by neighborhood/subdivision development in the south and southwestern parts of the target area. The Bellmar and Northline Terrace subdivisions either have water and sewer service provided by a private service, Nitsch & Sons Industries, or well and septic systems. The homes in these neighborhoods are typically constructed on concrete slab with brick masonry. This part of the target area is primarily void of sidewalks; shallow ditches and curbs and gutters are seen in this part of the target area.

The single family residential homes in the north and northwest parts of the Airline community either have water and sewer service provided by Sunbelt Freshwater Supply District (Sunbelt FWSD) or well and septic systems. The single family homes constructed in this part of the target area are typically constructed on concrete slab with brick masonry. These homes are also void of sidewalks; shallow and deep, unkempt ditches are representative of this part of the target area.

The east and southeastern parts of the target area have single family residential lots that are primarily larger than .5 acres. McClosky Road, Castledale Road, Hartwick Road, and Turner Place Rd. have large, multi-floor, suburban ranch-style homes built of brick masonry and siding. Residents either have water and sewer services provided by well and septic tanks or privately maintain their own water tanks. Single family residences in this part of the community are more rural in nature. Several residences are home to livestock—typically horses, cattle, and poultry.

Multi-family residential land use accounts for less than 2 percent of land use in Airline. Nevertheless, it is a contributing factor to the increasing population density in the community. Many single family residential parcels are inhabited by multi-family apartment complexes and mobile home communities. There are approximately 17 mobile home communities and apartment complexes in Airline. Multi-family residences in Airline either have water and sewer service provided by a private water company or their own water system.

Airline Today: Demographics and Land Use

Table 2.13.: Land Use by Type in Airline

Land Use Type	Number of Parcels	Percent
Single Family Residential	2,654	75.61%
Multi-Family Residential	40	1.14%
Commercial	99	2.82%
Office	4	0.11%
Industrial	142	4.05%
Public & Institutional	26	0.74%
Transportation	4	0.11%
Parks & Open Space	6	0.17%
Undeveloped	504	14.36%
Agricultural	2	0.06%
Water	0	0.00%
Other/Mismatched Code	29	0.83%

Source: Harris County Appraisal District, 2003

The Airline community is anchored by Airline Dr., W. Gulf Bank Road, W. Mt. Houston Road, West Road, Aldine Mail Road, and East Canino Road for commercial, office, and industrial uses. There are many businesses interspersed throughout the community. Yet, Airline Dr. is the de facto “Main St.” for the Airline community as many retail businesses and office/professional services are situated along this community’s namesake. Airline Drive serves as the prime location for office and commercial uses given the availability of water and sewer service and general focal point/center of the community. Airline is home to a host of automotive-related businesses—auto salvage, auto repair, collision repair, paint and body, automotive sales, tire shop; flea markets; childcare; professional services—income tax, notary, real estate services; wholesale food distribution; United Parcel Service (UPS); trailer and boat storage; tractor sales; feed and supply stores; animal trapping; taqueria stands; gas stations and convenience stores; appliance stores; plumbing supply; carnicerias (meat markets); washaterias; bridal and quinceañera shops; and hair and beauty establishments.

The Airline target area is void of big-box retail sites similar to Wal-Mart and Home Depot, financial institutions, a grocery store, or franchise fast food restaurants. There is only one family-oriented restaurant in Airline—The Hungry Farmer. There are several commercial strips situated along major thoroughfares in the area. To encourage commercial vitality, it is necessary to maintain and improve the façade appearance and quality of existing businesses, while encouraging high quality (re)development of retail sites.

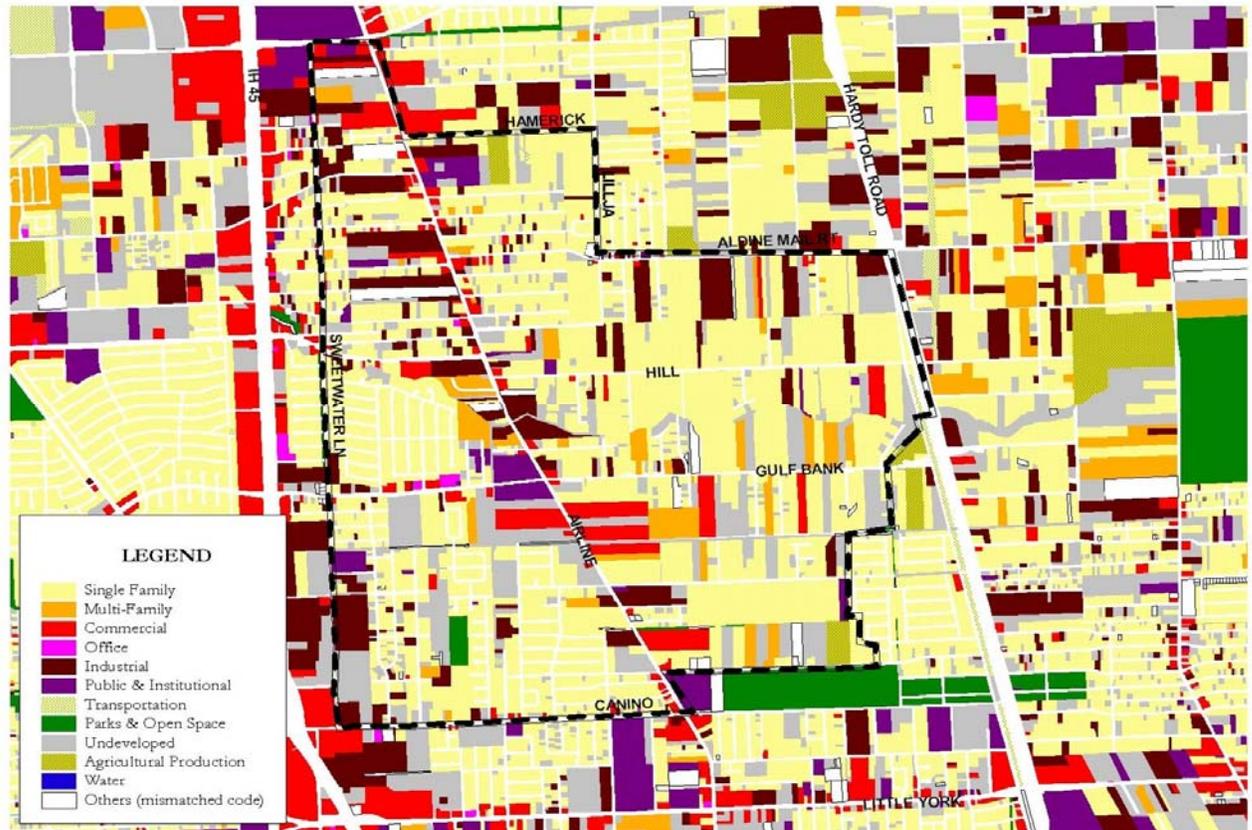
Public & institutional land use comprises less than 1 percent of the total land use in Airline. Airline is home to a host of churches of all faiths and denominations. The Little York Volunteer Fire Department and Sunbelt FWSD are situated in the confines of the target area. There are no community centers in the Airline target area. Of the 12 public early childhood/pre-kindergarden, elementary, middle schools or high schools Airline children may attend, only 6 schools are located

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directly in the target area. Parks and open space account for less than 1 percent of the total land use in the community. The only park in Airline is Dow Park.

A common complaint by Airline residents is the uninhibited expansion of automotive junkyards in close proximity to residences, schools, and churches. This precipitous growth has violated state law regulating distance requirements of junkyards. The chemicals used at these junkyards run-off into the local water table and penetrate the residents' shallow backyard water wells and cause other toxic impacts to the potable water in the community. Residents are concerned with the lack of aesthetic attention junkyard owners give to their property. Rusting cars and automotive parts are commonly in violation of height requirements and are considered to be a visual blight on the community and threaten the public health and safety of all residents.

Map 2.2: Land Use in Airline



Source: Harris County Appraisal District, 2003

Airline has a number of abandoned properties and vacant lots prime for (re)development. These properties are typically used for storing old and abandoned cars, mattresses, trash, dead trees and debris, and other household materials. These properties attract and harbor stray animals and vermin and increase public health and safety concerns for residents. Several vacant and

Airline Today: Demographics and Land Use

abandoned properties are ideal for a community center, pocket parks, or conducive for an infill housing development program.

Map 2.3: Aerial Map of Airline



Source: Harris County Appraisal District, 2003

Transportation and Infrastructure

Transportation and infrastructure investment is fundamental to meeting the challenges of growth, development and changing priorities in the Airline community. Strategic transportation and infrastructure investments will enable Airline to achieve economic, housing, and quality of life goals concurrently.

Transportation

Transportation is a determining factor for community growth and situating economic activity in communities. Industries must be readily accessible to raw materials while maintaining a profit. Residences must have access to employment throughout a region and will develop near major highways, interstates and other arterials. Commercial areas require access to high volumes of people to have enough demand to make businesses profitable and prefer city centers and commercial districts where there is a high traffic volume. Improving access will make further development possible and interrupting it will have a negative effect, thereby eliminating profitable areas from the regional economy and halting community development.

Main Thoroughfares

The 2005 Urban Mobility Report, prepared by the Texas Transportation Institute of the Texas A&M University System, states that “urban areas are not adding enough capacity, improving operations or managing demand well enough to keep congestion from growing.”¹ Thus, a balanced approach to the planning, maintenance and improvement of major corridors, arterials and thoroughfares in Airline is necessary.

Major thoroughfare planning in Airline is imperative to ensure the development, maintenance and improvement of an appropriate and efficient street system to meet existing and future commuter and land use needs. A major thoroughfare system is comprised of existing and proposed freeways, major streets, highways, collector and local streets that may or may not need widening or a new right of way.

Airline is bordered by two freeway corridors, Interstate 45 to the west and Hardy Toll Road to the east. Major thoroughfares in Airline include: Airline Drive, W. Mount Houston Road, West Road, Aldine Mail Road, and W. Gulf Bank Road.

Traffic is particularly problematic along Airline Drive on weekends. Not only is Airline Drive the hub of commercial businesses in Airline, but is inundated with vehicular traffic from the flea markets. Residents consistently stated at community meetings that the noise, criminal element and pervasive traffic issues commonly leave residents trapped in their homes on the weekends as they are unable to leave their driveways. Many flea market patrons speed through Airline

¹ Texas Transportation Institute – Texas A&M University System. (2005). *The 2005 Urban Mobility Report*. Accessed September 16, 2005 from the Texas Transportation Institute Web site: http://tti.tamu.edu/documents/mobility_report_2005.pdf

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neighborhoods and create further traffic congestion on connector streets to Airline Drive.

Traffic counts further confirm Airline Drive's significance and resident commentary. Table 3.1 identifies the 24-hour traffic volume for segments of Airline Drive. Note the 24-hour traffic volume count for Mitchell Road to W. Gulf Bank Road. Approximately 21,000 cars traveled this segment of Airline Drive. While it is not reflective of current weekend flea market traffic and the common occurrence of jaywalking pedestrians, it does indicate a significant amount of vehicular traffic along this major thoroughfare. These traffic counts also indicate the need of sidewalks and other street calming elements for pedestrians.

Table 3.1: Traffic Volume Counts for Airline Drive

Date of Count	Direction	24-Hour Volume	Count Location Description
5-22-1995 (Monday)	Northbound/ Southbound (NB/SB)	20,559	Mitchell Road to W. Gulf Bank Road
11-14-1996 (Thursday)	NB/SB	16,177	Aldine Mail Route Road to Bluebell Road
9-16-2003 (Tuesday)	NB/SB	18,399	W. Gulf Bank Road to Hill Road
9-16-2003 (Tuesday)	NB/SB	20,356	Hill Road to W. Mount Houston Road
9-16-2003 (Tuesday)	NB/SB	19,177	W. Mount Houston Road to Aldine Mail Route Road
9-16-2003 (Tuesday)	NB/SB	19,570	Bluebell Road to West Road
9-16-2003 (Tuesday)	NB/SB	16,074	East Canino Road to Mitchell

Source: Harris County Public Infrastructure Department – Engineering Division, 2005

Table 3.2 illustrates the 24-hour traffic volume counts for other major thoroughfares in Airline. These traffic counts will assist in developing viable transportation options for the Airline community.

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Table 2.2: Traffic Volume Counts for Major Thoroughfares in Airline

Date of Count	Direction	24-Hour Volume	Count Location Description
4-30-1997 (Wednesday)	Eastbound/Westbound (EB/WB)	11,279	Aldine Mail Route Road from Airline Drive to Hardy Street
1-21-1998 (Wednesday)	EB/WB	6,867	Canino Road from Sweetwater Lane to Northline Drive
4-26-1999 (Monday)	EB/WB	9,287	W. Gulf bank Road from Hardy St. to Airline Drive
4-26-1999 (Monday)	EB/WB	10,753	W. Mount Houston Road from Sweetwater Lane to Airline Drive
4-26-1999 (Monday)	EB/WB	12,480	W. Gulf Bank Road from Airline Drive to Sweetwater Lane
12-9-2004 (Thursday)	ES/WS	19,022	Hardy Road (Service Road) from W. Gulf Bank Road to Aldine Mail Route Road
1-4-2005 (Tuesday)	EB/WB	5,723	Canino Road from Northline Drive to Airline Drive

Source: Harris County Public Infrastructure Department – Engineering Division, 2005

There are several transportation plans and improvements to major streets in Airline currently proposed, under consideration or in the development process:

1. The Houston-Galveston Area Council (HGAC), The Texas Department of Transportation (TXDOT), and the Metropolitan Transit Authority of Harris County (METRO) have joined together to conduct a planning study to determine future mobility improvements and transit alternatives for the North Hardy Corridor. The North Hardy Corridor stretches approximately 30 miles from downtown Houston to The Woodlands and State Highway 242 in Montgomery County, along and between Interstate 45 North and the Hardy Toll Road.

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2. The Harris County Public Infrastructure Department – Engineering Division is installing a pedestrian signal and crosswalk on Airline Drive between Mitchell and W. Gulf Bank Roads to accommodate the increasing pedestrian traffic from the flea markets. Construction is slated to begin in 2006.
3. The Texas Department of Transportation is widening W. Gulf Bank Road from Sweetwater Lane to the Hardy Toll Road. TXDOT is currently negotiating with property owners on the sale of property in the right of way. Construction is scheduled to begin in spring/summer 2007. The widening of W. Gulf Bank Road will improve traffic flow along this corridor of the community and improve accessibility to schools, businesses, and neighborhoods.

METRO Bus Routes in Airline

The Airline community is served by four METRO bus routes. The Airline target area METRO bus routes are: (8) South Main/Yale, (9) North Main/Gulfton, (56) Airline Limited, and (59) Aldine Mail Crosstown. Airline residents state that the current public transportation routes do not adequately serve the population. The Airline Improvement District and residents should work with METRO to procure shelters, wastebaskets, and benches for key bus stops.

Map 3.1: Bus Routes in Airline



Source: Metropolitan Transit Authority of Harris County (METRO), 2005

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Light Rail Service in Airline

In November 2003, METRO service area residents narrowly approved (52 percent) its transit expansion referendum, METRO Solutions 2025 Transit System Plan. The proposed plan authorized METRO to issue \$640 million in bonds to accelerate construction of 22 miles of light rail on five segments/corridors (including the North Corridor and Airline Dr. routes), 14 miles of signature/suburban bus rapid transit (BRT), and no commuter rail—36 miles of rapid transit at a cost of \$1.72 billion.

However, in 2005, METRO officials claim it was necessary to submit a revised plan to the Federal Transit Administration (FTA) in response to the 'medium-low' ratings the North Corridor and Southeast Corridor light rail extensions received. The FTA advised a 'medium' rating was need for federal funding; thus their [North Corridor and Southeast Corridor] deletion from the annual funding recommendation report to Congress.

METRO is still committed to building the four light rail segments identified in the initial plan, but insists it is doing it in a way to ensure it can position itself to get federal funding and not delay providing 'rapid transit services' for the METRO service area.

The revised METRO Solutions Phase 2 Implementation Plan proposes 30 miles of light rail or BRT, 40 miles of signature/suburban BRT, and 28 miles of commuter rail—97 miles of rapid transit at a cost of \$1.3 billion. Fifty-five percent of the cost (slightly more than \$700 million) is committed to rapid transit rail services and the balance of approximately \$575 million will be allocated to rapid transit bus systems. The Airline community is proposed to have bus rapid transit service along Airline Drive. METRO maintains that once ridership in the North Corridor grows sufficiently to support light rail, the conversion will be made. METRO anticipates completion of all elements of the Phase 2 Implementation Plan to be built by 2012; three years earlier than the initial referendum. Preliminary engineering was scheduled to begin in summer 2005 and construction is to start within two years.

Infrastructure

Infrastructure represents the most tangible physical elements of community -- primarily water and sanitation systems, housing, transportation systems, power plants, transmission lines and other improvements. Infrastructure is interconnected to all aspects of community development and growth.

Airline's development occurred during an era when local governments were financially unable to provide water and sewer infrastructure. During its infancy, Airline's population and density did not warrant the major financial expense of water and sanitation installation; it was a quiet and rural farming community dependent on septic tanks that could easily handle generated waste. Vehicles were much smaller during Airline's formative years. The road widths, as

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originally designed, could accommodate low/moderate levels of traffic and small vehicles.

Infrastructure problems have plagued the Airline community for decades. As the population and its density has continued to flourish, the imminent need for a community water and sewer system is more evident. Concomitantly, traffic and vehicle size have increased, thus requiring wider roads for safer navigation and the installation of sidewalks for pedestrians. A dearth of sidewalks forces pedestrians into ditches or onto roads with cars and multi-axle vehicles. Additionally, streetlights are also required for community visibility, safety and security.

Water and Sewer Service

Water and sewer service is perhaps the most seriously delinquent public infrastructure item in Airline. The 2000 U.S. Census states that 98.76 percent of Airline housing units have complete plumbing facilities; however there are a significant number of housing units without public water or sewage services. Airline residents that are provided water and sewer infrastructure receive their service from either the Sunbelt Freshwater Supply District, Nitsch & Sons Industries or other privately managed water providers (many mobile home communities have water service only for their respective community) in the community. The privately managed water providers are challenged by the multiple households on a single lot. The existing systems are taxed and unable to manage the current and increasing population density. Residents without access to public water or sewage services use underground water wells and septic tanks. These underground water wells are subject to the noxious runoff and pollution from the neighboring salvage yards in Airline; thus posing as a potential health risk.

During the late 1980s, residents were propositioned to create a municipal utility district in the Airline community, but it was vehemently contested by residents and failed to muster a viable constituency. Nevertheless, a unified and coordinated water and sewer district/entity is a necessity for the Airline community. A municipal utility district has the authority to tax local constituency for water/sewer service, the ability to finance bonds, and are eligible for state and federal loans and grants to finance the development and maintenance of a water and sewer system.

Developers commonly situate commercial and residential development in communities with water and sewer service and adequate, well-maintained roads. While public infrastructure does not create economic growth in a community, it does influence the location of growth. New and maintained roads and water/sewer lines in a freestanding community with a stagnant or moderately active economy, such as Airline, will not necessarily magically create economic development, but it is necessary for community growth and improvement.

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Maps 3.2 and 3.3 denote Nitsch & Sons Industries water and sewer service areas in the Airline community.

Map 3.2: Nitsch & Sons Industries Water Service Area



Source: Nitsch & Sons Industries, 2006

Map 3.3: Nitsch & Sons Industries Sewer Service Area

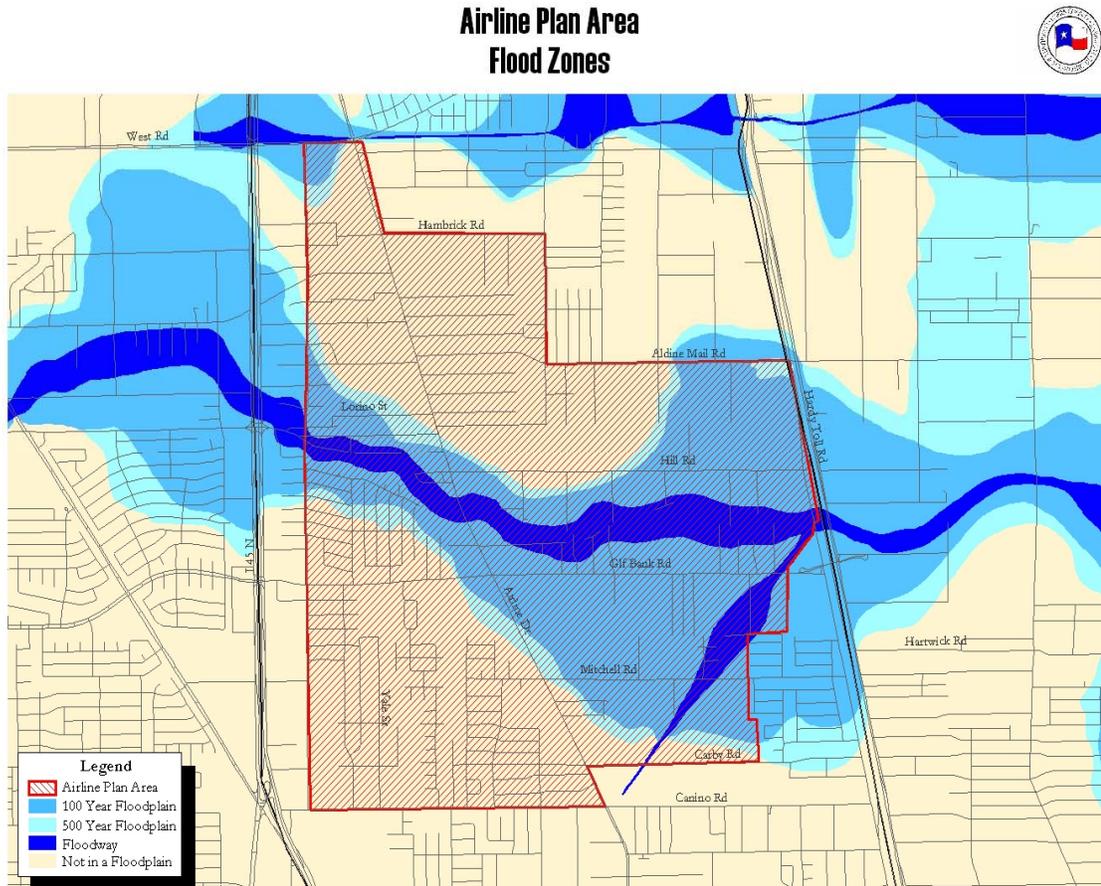


Source: Nitsch & Sons Industries, 2006

Drainage

Airline's drainage system consists of ditches, driveway culverts and road crossing culverts. Poor drainage exists throughout the community. While the Bellmar and Northline Terrace subdivisions have curbs and gutters, many homes in Airline consist of shallow roadside ditches with no grade and are filled with garbage and other debris. It is common for a light to moderate rainfall to overflow the ditches and culverts in the community. This inevitably leads to flooding. Map 3.4 illustrates the flood zones in Airline. Notice that the eastern portion of the Airline community (closest to the Hardy Toll Road) is either in a floodway or in the 100 or 500 year flood plain. Airline has several drainage bayous in the community; yet, many are inundated with trees, branches, garbage and other debris. Their close proximity to residences also leads to flooding in the community. Debris removal from the bayous and ditches will improve drainage conditions in the community.

Map 3.4: Flood Zones in Airline



Source: Harris County Flood Control District, 2005

Roads and Sidewalks

The Airline community is virtually void of sidewalks. Walking is the most basic, affordable, and environmentally friendly form of transportation for a community. It is not only healthy for residents, but treads lightly on the urban infrastructure, and gives ample opportunity for social interaction. A lack of sidewalks in the community is particularly difficult and dangerous for children as they are commonly forced to walk on streets or in deep, trash filled ditches to avoid traffic accidents. Pedestrians are essential for social, cultural and economic vitality and must be considered a priority in any plans for infrastructure development.

The condition of roadways in Airline is of concern to Airline residents. Parents and residents complain that children are forced to wait for school buses on streets without sidewalks or shelter of any kind. Many children walk to school along the road next to cars without any traffic calming elements such as

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crosswalks or flashing school zone lights. These conditions are heightened in the evening hours as there are commonly no street lights for pedestrians.

Another common resident complaint is the condition of the Airline roadways. Many of the streets are paved, but some consist of rocks and concrete (mainly in the eastern portion of the target area). Many of the streets have potholes and ruts. Residents commonly state that the improvement of roads must not only be well paved and maintained, but have wider lanes, sidewalks, streetlights and general beautification: mowed grass, no trash or debris, and signage welcoming residents and visitors to the Airline community.

Picture 3.1: Ditch and Street Conditions on W. Gulf Bank Road



Source: HCCEDD, 2005

Recommendations

The following recommendations will assist the Airline community in developing an effective transportation network in the community to assist current and future residents.

1. Sidewalks

The installation of sidewalks will not only provide an alternate route of transit for residents, but it provides protection for children and other residents in the presence of vehicular traffic. The installation of sidewalks must be phased over several years to manage expenses, acquire right of way, establish plan for maintenance, etc.

- The Airline Improvement District must develop a phased implementation program (budget, financing, location of sidewalks, design of sidewalks, acquiring right of way)
- Partner with Precinct One to acquire, install, and maintain sidewalks (particularly with the installation of stormwater drains)
- Apply for grants, fundraise from businesses, assess fees

2. Streetlights

The installation of streetlights in Airline will not only provide additional lighting and serve as a deterrent to crime. The installation of streetlights must be phased over several years to manage expenses, acquire right of way, establish plan for maintenance, etc. To begin this project:

- The Airline Improvement District must develop a phased implementation program (budget, financing, location of streetlights, design of lights, operating costs)
- Partner with local energy providers and Precinct One to acquire, install, and maintain lights
- Apply for grants, fundraise from businesses, assess fees

3. Water & Sewer Service

The installation of water and sewer service is crucial for economic development, public health, public safety and overall quality of life. The installation of water and sewer service must be phased over several years to manage expenses, acquire right of way, establish plan for maintenance, etc.

- The Airline Improvement District must hire a consultant to do a water and sewer feasibility study to assess installation of lines and linkage to current water and sewer lines, etc.
- The Airline Improvement District must develop a phased implementation program (budget, financing, location of water line and sewage lines, design of sidewalks, acquiring right of way)
- Contact the Texas Water Board to discuss the development of a water district and financial assistance
- Apply for grants, fundraise from businesses, assess fees

4. Flooding and Drainage Issues

Flooding and adequate drainage are critical issues for the Airline community. Flooding and inadequate drainage destroy private property, economic development opportunities, and infrastructure. The installation of adequate drainage must be phased over several years to manage expenses, acquire right of way, establish plan for maintenance, etc.

To combat flooding and drainage issues in Airline:

- The Airline Improvement District must develop a phased implementation program (budget, financing, location of drains and sewage lines, acquiring right of way)
- Partner with Precinct One, the Harris County Flood Control District, and water districts to deal with the installation of stormwater drains
- Apply for grants, fundraise from businesses, assess fees

5. Bilingual signage

Hispanics/Latinos comprise 60.98% of all residents in Airline. Thus, in an effort to meet the need of all members of the Airline community, bilingual signage must be a consideration.

- Investigate which streets/intersections will have bilingual signage
- Research other communities in the greater Houston area and the United States that have bilingual signage in their communities
- The Airline Improvement District must develop a phased implementation program (budget, financing, location of signage, design of signage)
- Apply for grants, fundraise from businesses, assess fees

6. Restriping of major thoroughfares

The restriping of major thoroughfares is necessary for traffic safety – pedestrian and vehicular. To begin the process of restriping the major thoroughfares:

- Determine which major thoroughfares or other streets need restriping
- Contact the appropriate jurisdiction to restripe roads (TXDOT or Harris County Precinct One).

7. Flashing school zone speed signs

To combat traffic violations (speeding, pedestrian right of way) and ease traffic flow (particularly along Gulf Bank Rd. with the impeding construction and the September 2005 death of a Bussey Elementary school student), and protect the safety of all children in school zones, the installation of flashing school zone speed signs and other traffic calming techniques is needed.

- Investigate which schools need flashing school zone speed signs
- Contact the appropriate school/school district to discuss their impending plans (if any) to locate flashing school zone speed signs or other traffic calming mechanisms
- The Airline Improvement District must develop a phased implementation program (budget, financing, location of flashing lights)

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- Partner with Aldine Independent School District, Houston Independent School District, and an engineering/architecture firm to determine design, height, etc.
- Apply for grants, fundraise from businesses, assess fees

8. Flea market traffic

In collaboration with the flea market owners, civic associations, businesses, and residents the Airline Improvement District:

- Work with the flea market owners, engineering firms, and the Harris County Public Infrastructure Department regarding traffic on Airline Drive (develop alternate routes in and out the main area, provide more parking, work with METRO to use the nearest Park & Ride to alleviate congestion in the community)

9. Cross walk signals/Widening of streets

- Investigate which intersections need cross walk signals and widening of streets (traffic feasibility studies done by an engineering or transportation firm)
- Meet with Harris County PID – Engineering to discuss the plans to put cross walk signals at target intersections in the Airline Improvement District; possible traffic feasibility study conducted by Harris County PID
- Meet with Harris County PID – Engineering and TXDOT to discuss projected and impending construction plans

10. Greater bus service in the Airline community

- Discuss with METRO plans to add additional routes in the target area and increase frequency of pick-ups
- Discuss with METRO plans to include the Airline community its transportation plans for light rail and/or bus rapid transit (BRT)

11. Harris County Coordinated Transportation Program (HCCTP)

To answer the transportation needs of the senior, disabled, and low-income population in Airline, the Harris County Coordinated Transportation Program (HCCTP), a coordinated transportation program, provides non-emergency transportation service to the elderly, disabled, and low-income residents in the underserved areas of Harris County (areas where METRO service is either unavailable or inaccessible by people who are elderly, disabled, or low-income of Harris County). This program can be used by the aforementioned populations to go to doctor's appointments, the grocery store, a pharmacy and other necessary trips. For Airline residents to use the service:

- Must be a Harris County resident
- Meet elderly, disabled, low-income criteria
- The Airline Improvement District should contact administrators of the program regarding rules and becoming a partner agency

Housing

Housing is of profound importance to Airline residents. Housing is an anchor, providing a link to family, neighbors, and the greater community. The home provides an important foundation for obtaining and maintaining employment, creating a secure and supportive environment for raising children, accessing public and private services and for building the web of relationships that underpin a socially cohesive community.

Housing Supply

Although Airline is an urban/suburban community, the housing stock has characteristics of a rural environment. While single family detached homes are the most prevalent type of housing (69.74 percent); manufactured homes (mobile homes) account for 23.31 percent of all housing in Airline. The increasing percentage of Airline residents living in manufactured home communities contributes to the area’s increasing population density, water and sewer capacity challenges, and public safety. Many of the single family lots in Airline are home to multiple manufactured homes and communities. Manufactured homes are a viable option for Airline residents seeking decent, affordable housing and typically require less square footage than single family attached/detached homes. The challenge for the Airline manufactured home community is not that there are too many manufactured homes; rather are too many homes on single lots that are ill-equipped to handle multiple connections, taxing the water and sewer infrastructure and creating difficulties for a timely response from the Little York Volunteer Fire Department and Harris County Sheriff’s Department.



Picture 4.1: Manufactured Home Community
Source: HCCEDD, 2005



Picture 4.2: Apartment Complex
Source: HCCEDD, 2005

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Picture 4.3: Single-Family Attached
Source: HCCEDD, 2005



Picture 4.4: Single-Family Detached
Source: HC CEDD, 2005

Airline's distribution of housing stock provides limited housing options for residents. While over 95 percent of the Airline population resides in single family attached/detached homes or manufactured homes, a small minority reside in multi-family housing (4.93 percent). Airline's multi-family housing is inclusive of individual lots with four to twelve small apartments, multi-story homes converted into multiple apartment homes, or apartment complexes with more than forty units.

Table 4.1: Population in Housing Stock by Type

Housing Type	Airline	Percent	Harris County	Percent
Single-family (attached)	330	2.01%	129,430	3.85%
Single-family (detached)	11,439	69.74%	2,132,243	63.49%
Multi-family	809	4.93%	979,096	29.15%
Mobile Home, Boat, RV, Van, etc.	3,824	23.31%	117,661	3.50%

Source: 2000 U.S. Census

Table 4.2 illustrates the total Airline population occupied in housing. More than 75 percent (75.51 percent) of Airline residents reside in owner occupied housing; approximately 25 percent (24.49 percent) reside in renter occupied housing. This indicates that the Airline community is stable as residents have made an economic investment in the community. More than 73 percent of the Airline population resides in owner occupied single family detached homes; 24 percent reside in owner occupied mobile homes.

Table 4.2: Total Population Occupied in Housing

	Airline	Percent	Harris County	Percent
Total Owner Occupied	12,385	75.51%	1,992,104	59.32%
1, detached	9,127	73.69%	1,790,198	89.86%
1, attached	215	1.74%	74,705	3.75%
2	0	0.00%	4,935	0.25%
3 or 4	0	0.00%	8,807	0.44%
5 to 9	14	0.11%	7,576	0.38%
10 to 19	0	0.00%	5,539	0.28%
20 to 49	0	0.00%	3,224	0.16%
50 or more	0	0.00%	12,168	0.61%
Mobile home	3,029	24.46%	83,894	4.21%
Boat, RV, van, etc.	0	0.00%	1,058	0.05%
Total Renter Occupied	4,017	24.49%	1,366,326	40.68%
1, detached	2,312	57.56%	342,045	25.03%
1, attached	115	2.86%	54,725	4.01%
2	121	3.01%	41,990	3.07%
3 or 4	0	0.00%	91,978	6.73%
5 to 9	6	0.15%	125,719	9.20%
10 to 19	101	2.51%	159,637	11.68%
20 to 49	445	11.08%	86,676	6.34%
50 or more	122	3.04%	430,847	31.53%
Mobile home	795	19.79%	32,059	2.35%
Boat, RV, van, etc.	0	0.00%	650	0.05%

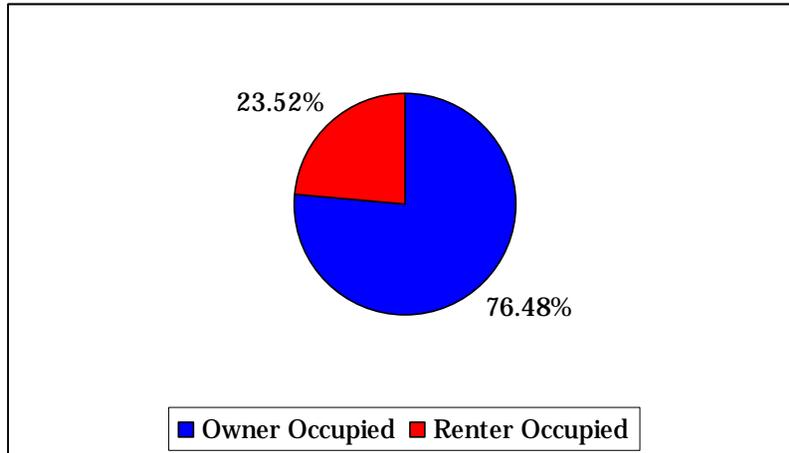
Source: 2000 U.S. Census

Housing Tenure

Homeownership enhances the lives of individual households and increases the social capital of communities. Homeownership provides public and social benefits to communities; namely improved social and academic outcomes to children; increased civic involvement; better maintenance of homes and greater neighborhood stability; an improved sense of individual and community well-being; and increased savings and wealth.

Studies indicated that homeowners spend more in dollar terms and personal labor on maintaining their residences than landlords of comparable rental properties. Moreover, areas with higher rates of homeownership also witness greater rates of property value appreciation.

Figure 4.1: Owner/Renter Occupied Housing Units in Airline



Source: 2000 U.S. Census

Further research suggests that homeowners are more involved in their communities and local governments than renters. Homeowners commonly participate in a greater number of non-professional or civic organizations; have higher church attendance, and higher voter participation rates. Homeowners tend to remain in their homes longer, adding stability and familiarity to a neighborhood.

Table 4.3: Housing Units: Owner/Renter Occupied

Housing Tenure	Airline	Percent	Harris County	Percent
Owner occupied	3,599	76.48%	667,129	55.34%
Renter occupied	1,107	23.52%	538,387	44.66%
Total	4,706	100%	1,205,516	100%

Source: 2000 U.S. Census

Table 4.3 demonstrates the number of owner and renter occupied housing units in Airline and Harris County. Note the high percentage of owner occupied housing units in Airline. More than 75 percent of all housing units in Airline are owner occupied. This high percentage indicates a high level of community stability, pride and civic involvement in the community. In contrast, fifty-five percent of all housing units in Harris County are owner occupied. This is more than a 20 percent difference. The Airline community has a higher percentage of owner occupied housing units than the United States; 66.19 percent of all housing units in the United States are owner occupied.

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Overcrowding

Overcrowding in homes has many negative consequences. Conditions found in overcrowded housing units often permit easier transmission of communicable diseases. The lack of private space can be stressful to occupants of overcrowded households. Overcrowding is often related to socioeconomic levels; the poor often have limited housing options and therefore must live in cramped quarters. The phenomenon of overcrowding is often said to be born from the demand of blue-collar workers attempting to fill low-paying jobs combined with the lack of affordable housing.

Many residents often find overcrowding a threat to property values, public safety, and public infrastructure. It also creates problems for trash removal and debris. Overcrowding is often the result of housing unit owners (primarily single family homes and mobile homes) converting units into apartment complexes for personal profit and gain. This is a common occurrence in Airline as many Hispanic/Latino families commonly live in housing units with a large number of intergenerational family members (grandparents, aunts, uncles, cousins, and siblings) living in a single home. Overcrowding is also the result of unit size and availability.

Table 4.4 demonstrates the average household size of housing units in Airline. Note the average total household size in Airline is larger than Harris County. The average household size of renter occupied housing units is almost twice as many as Harris County.

Table 4.4: Average Household Size of Occupied Housing Units by Tenure

	Airline	Harris County
Owner Occupied	3.36	2.99
Renter Occupied	3.67	2.54
Average Household Size Total	3.43	2.79

Source: 2000 U.S. Census

According to the 2000 U.S. Census, 72.10 percent of Airline households have four persons or less. More than 85 percent of Harris County households have four persons or less. Airline residents have larger household sizes than Harris County. Almost 28 percent of Airline households have five persons or more; approximately 15 percent of Harris County households have five persons or more.

Table 4.5: Number of Persons per Household

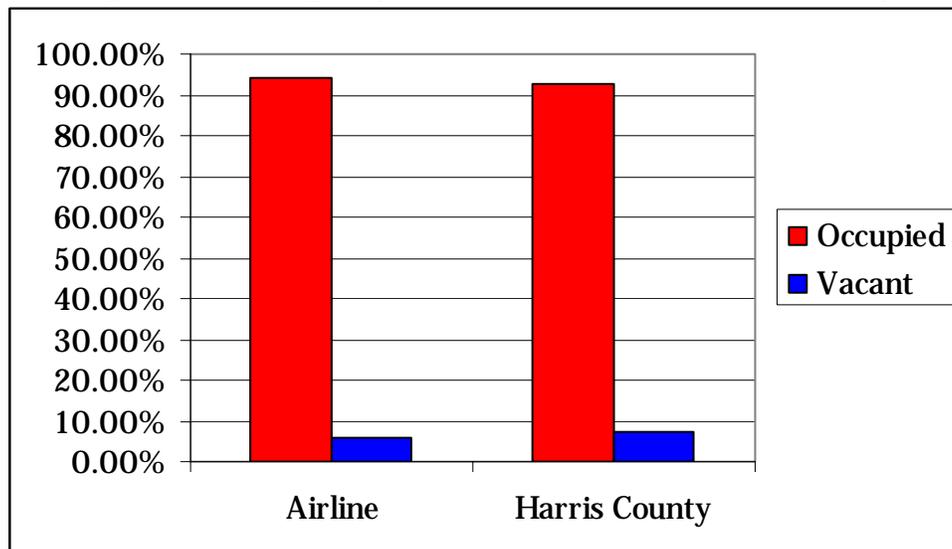
Household Size	Airline	Percent	Harris County	Percent
1-person household	694	14.75%	302,235	25.07%
2-person household	1,046	22.23%	338,032	28.04%
3-person household	819	17.40%	205,097	17.01%
4-person household	834	17.72%	183,561	15.23%
5-person household	640	13.60%	99,462	8.25%
6-person household	346	7.35%	44,870	3.72%
7-or-more-person household	327	6.95%	32,259	2.68%
Total	4,706	100%	1,205,516	100%

Source: 2000 U.S. Census

Vacancy

Housing vacancy rates are an indicator of the saturation of the total housing stock. High vacancy rates, particularly in concentrated areas, often lead to vandalism, vagrancy and depressed home values. This might also indicate that the demand for housing in a particular community is low. Conversely, low vacancy rates may indicated a strong housing market, but might suggest that community housing needs are not being addressed, particularly when increased housing costs are present. If vacancy is low and housing costs are increasing, low-income households might move into substandard housing or create overcrowded housing situations.

Figure 4.2: Occupancy Status in Airline and Harris County



Source: 2000 U.S. Census

With an increasing household size and multiple homes inhabiting a single lot, one would expect the housing vacancy rate to be minimal. This is the case for the Airline community. As Figure 4.2 and Table 4.6 indicate, approximately 6 percent of housing units in Airline are vacant compared to 7.13 percent for Harris County.

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Table 4.6: Occupancy Status

Occupancy Status	Airline	Percent	Harris County	Percent
Occupied	4,706	94.21%	1,205,516	92.87%
Vacant	289	5.79%	92,614	7.13%

Source: 2000 U.S. Census

Housing Values

Housing values are often associated with high levels of housing maintenance and property value appreciation. Property values not only measure the utility and condition of a residential structure, but also the value of the location in terms of a community and a neighborhood. According to the National Association of Realtors, the average single family home price in Airline is \$111,368; in Harris County, \$133,555.² It is important to note that almost 40 percent of owner occupied housing units in Airline are valued less than \$50,000. This is more than twice the percentage of Harris County owner occupied housing units valued less than \$50,000. This might be attributed to the high percentage of owner occupied mobile home units in Airline. While the costs of mobile homes are more affordable than single family homes, mobile homes depreciate in value faster than other housing types. This results in depreciated housing values for the entire community. More than 58 percent of owner occupied housing in Airline is valued between \$50,000 and \$149,999 compared to 60.63 percent for Harris County.

Table 4.7: Value of Owner Occupied Housing

	Airline	Percent	Harris County	Percent
Less than \$50,000	1,419	39.43%	129,006	19.34%
\$50,000 to \$99,999	1,984	55.13%	283,693	42.52%
\$100,000 to \$149,999	136	3.78%	120,817	18.11%
\$150,000 to \$199,999	23	0.64%	58,254	8.73%
\$200,000 or more	37	1.03%	75,359	11.30%
Total	3,599	100%	667,129	100%

Source: 2000 U.S. Census

Table 4.8 demonstrates the number of renter occupied dwellings per gross rent level. Of the Airline residents who rent, approximately 70 percent pay rent between \$300 and \$699/month for housing compared to 63.57 percent in Harris County.

² The National Association of Realtors. (2006). *Houston, TX 77037: Neighborhood Summary*. Accessed January 6, 2005 from the National Association of Realtors Web site: <http://www.realtor.com/FindNeig/NeigDetail.asp?detzp=77037&poe=realtor>

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Table 4.8: Gross Rent

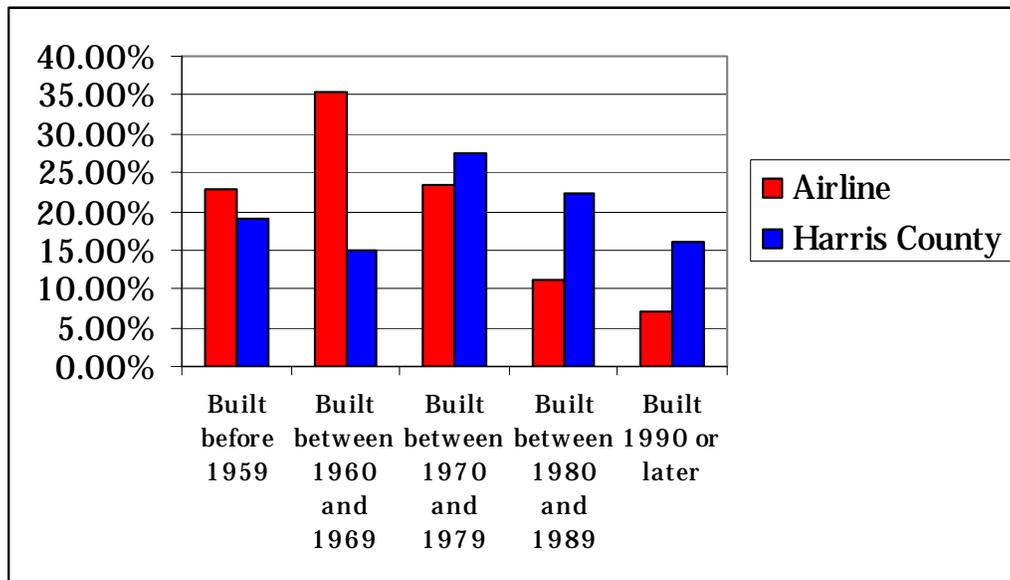
	Airline	Percent	Harris County	Percent
Less than \$300	124	11.71%	25,235	4.82%
\$300 to 499	406	38.34%	137,492	26.26%
\$500 to 699	326	30.78%	195,356	37.31%
\$700 to 899	176	16.62%	97,303	18.58%
\$900 to 999	15	1.42%	24,019	4.59%
\$1000 or more	12	1.13%	44,232	8.45%
Total	1,059	100%	523,637	100%

Source: 2000 U.S. Census

Age of Housing Structures

The age of a community's housing stock is one for the indicators used to measure the overall availability and quality of housing. The percentage of older homes in a community commonly indicates a large number of distressed housing units. It is interesting to note that Airline did not equally share in the substantial growth in housing construction that occurred in Harris County in the 1970s and 1980s. The median year housing was built in Airline is 1968; in Harris County it is 1976. Due to the median year housing was constructed in Airline, lead-based paint may pose a potential health risk to children and adults.

Figure 4.3: Year Housing Built in Airline & Harris County



Source: 2000 U.S. Census

More than 58 percent of Airline's housing stock was constructed before 1969. In Harris County during the same time period, only 24.18 percent of the housing was constructed. Since 1980, 38.46 percent of Harris County's housing stock has been built. Only 18.20 percent of the Airline housing stock has been built since

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1980. Elderly and low income individuals are more likely than other groups to live in older housing units because those units are often the most affordable, however these households often lack adequate means to maintain the units, thus accelerating the deterioration of a community's housing stock. Residents have commented about the lack of resources for home repairs and infill housing to strengthen the housing stock.

Table 4.9: Year Housing Built

	Airline	Percent	Harris County	Percent
Built before 1959	1,147	22.96%	248,510	19.14%
Built between 1960 and 1969	1,773	35.50%	195,267	15.04%
Built between 1970 and 1979	1,166	23.34%	355,100	27.35%
Built between 1980 and 1989	556	11.13%	289,435	22.30%
Built 1990 or later	353	7.07%	209,818	16.16%
Total	4,995	100%	1,298,130	100%

Source: 2000 U.S. Census

Condition of Housing Structures

Property values are primarily determined by the physical condition of a particular property and value of the land. The condition of housing in a community is due in part to the age of its existing structures. Traditionally, the need for major repairs or rehabilitation becomes evident when housing reaches an age of 50 years. Housing quality depends in part on the age, housing characteristics, and location of the dwelling unit.

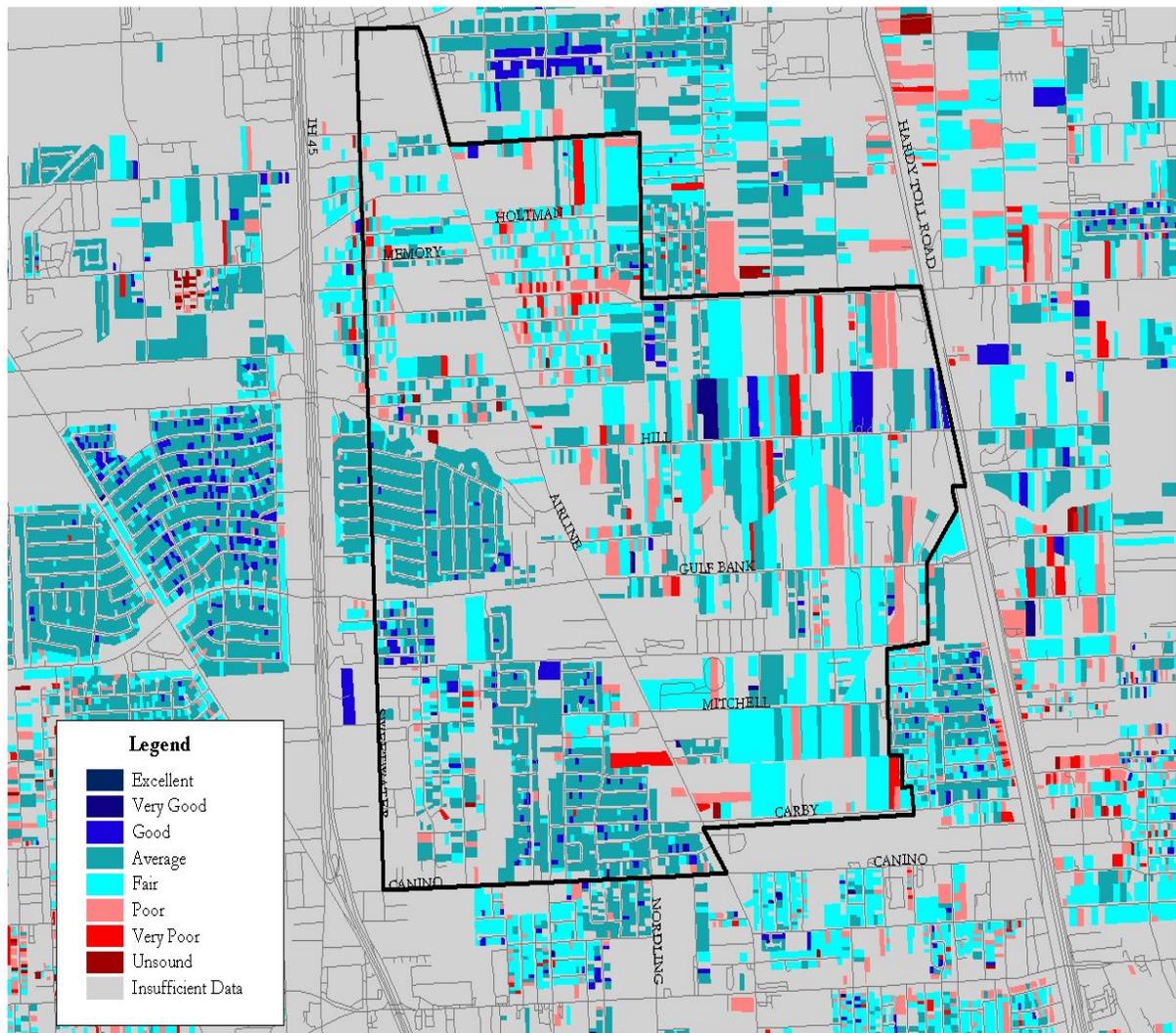
Harris County relies on the Harris County Appraisal District's (HCAD) assessment of housing to determine housing conditions throughout the county. The annual inspection survey measures the overall physical condition of the dwellings relative to its age or level of maintenance one would expect of a dwelling of a particular age. Consideration is given to the foundation, porches, walls, exterior trim, roofing, chimneys, wall finish, interior trim, kitchen cabinets, heating system and plumbing. Eight alternatives are provided:

1. **Excellent** – The dwelling exhibits an outstanding standard of maintenance and upkeep relative to its age.
2. **Very Good** – The dwelling exhibits light evidence of deterioration; but is still attractive and desirable
3. **Good** – The dwelling exhibits an above average standard of maintenance and upkeep in relation to its age
4. **Average** – The dwelling displays only minor signs of deterioration caused by normal 'wear and tear'. The dwelling exhibits an average standard of maintenance and upkeep in relation to its age.
5. **Fair** – The dwelling is in structurally sound condition, but has greater than normal deterioration present (deferred maintenance) relative to its age.

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6. **Poor** – The dwelling displays signs of structural damage (sagging roof, foundation cracks, uneven floors, etc.) possibly combined with a significant degree of deferred maintenance.
7. **Very Poor** – The dwelling displays a condition that approaches unsoundness; extremely undesirable and barely useable.
8. **Unsound** – The dwelling is structurally unsound, not suitable for habitation and subject to condemnation. It is possible some dwellings may be occupied, but still suitable for classification as unsound.

Map 4.1: Housing Conditions in Airline



Source: Harris County Appraisal District, 2002

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The 2002 HCAD Housing Inspection survey of houses in Airline indicate that the majority of dwellings are classified as *average*. This simply indicates that the dwellings display minor signs of deterioration caused by normal 'wear and tear' and have an average standard of maintenance and upkeep in relation to its age. This bodes well for the community as a majority of the homes in Airline are 26 years of age or older. The survey rated more than 30 percent of Airline homes as *fair*. This suggests that the housing stock is in need of rehabilitation and consistent maintenance. More than 8 percent of housing units in Airline were classified as *poor or very poor*. This indicates that home repair and rehabilitation programs are needed in the community. Only 170 housing units (4.44 percent) were classified as *very good or good*. No homes were classified as *excellent*.

Table 4.10: Housing Conditions in Airline Target Area

Condition	Number of Units	Percent
Excellent	0	0%
Very Good	12	0.31%
Good	158	4.13%
Average	2158	56.42%
Fair	1164	30.43%
Poor	265	6.93%
Very Poor	68	1.78%
Unsound	0	0%
Total	3,825	100%

Source: Harris County Appraisal District, 2002

Note that many homes to the west of Airline Drive are classified as *good, average or fair*. Housing units to the north and east are primarily classified as *fair and average*, yet populated with several *poor, very poor and unsound* units.

Recommendations

The purpose of the following recommendations and goals is to support the Airline Improvement District and community's commitment to sustainable, quality and affordable housing through the implementation and enforcement of appropriate incentives and programs.

1. Demolish abandoned properties

Reinvestment of abandoned properties supports the existing housing stock and increases property values in communities. To demolish abandoned properties:

- Identify the properties (residential and commercial) that need to be demolished in the Airline community
- Meet with the Harris County Public Health & Environmental Services Department to determine the process to clear abandoned properties in the area
- Investigate re-use opportunities for properties (possible pocket parks, infill housing, community center)

2. Deed Restriction Enforcement

Deed restrictions protect property values, residential character, and guard against locally unwanted land uses in communities. Northline Terrace and Bellmar Civic Associations have active deed restrictions that limit lots to residential use only. The Northline Terrace and Bellmar Civic Associations must work with property owners to ensure the proper and effective enforcement of deed restrictions in communities. Sections of the Airline community that are not governed by deed restrictions can either create deed restrictions (refer to Texas Property Code, Chapters 201 and 202) or work with the Airline Improvement District, the Harris County Sheriff's Department and the Harris County Public Health & Environmental Services Department to ensure public safety is paramount.

3. Homeownership Program/Campaign

Homeownership provides economic, social and civic benefits to communities. The Harris County CEDD Down-payment Assistance Program (DAP) assists prospective homeowners with down-payment and closing cost assistance. The Airline Improvement District will partner with the HCCEDD DAP to educate families about homeownership.

To develop a program/campaign:

- The Airline Improvement District, in collaboration with the Bellmar and Northline Civic Associations, and local business should decide what type of campaign to conduct (community fair, seminars, information flyers, National Night Out)
- Determine logistics, advertising for event
- Contact the HCCEDD DAP Administrator to assist with the campaign activities

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- Determine frequency of event

4. Infill Housing Program

Infill housing is an alternative for providing affordable housing to many low-income residents in Airline. To implement an Infill Housing Program:

- The Airline Improvement District along with the civic associations can contact LISC for housing program development information. Members of the civic associations and members of the Airline Improvement District could develop a CDC to become a certified CHDO (Community Housing Development Corporation) and build affordable housing on vacant lots.
- Partner with existing CHDOs and HCCEDD for technical assistance
- Select and purchase vacant properties within existing neighborhoods and the entire Airline Improvement District for infill housing development
- Meet with housing developers and realtors, banks, renters to discuss needs in community and plan programs

5. Home Repair Program

A home repair and rehabilitation program that includes minor home repairs and lead-based paint screening will assist local residents, particularly seniors, the disabled population, and families with young children with repairs, painting, etc.

To implement this program:

- Meet with HCCEDD to discuss how to get involved with the HCCEDD program. HCCEDD has a home repair and lead based paint screening program.
- Contact LISC for housing program development information

6. Nuisance Abatement (garbage, noise, weeds, rodents, insects, junk etc.)

The Neighborhood Nuisance Abatement Act (NNAA) is designed to abate public nuisances in unincorporated areas of Texas counties. To assist in the elimination of public nuisances:

- File a complaint with the Consumer Health Section of the Harris County Health Department
- If the nuisance remains unabated for 30 days after county abatement notice has been received, a health inspector may enlist the assistance of property owners to act as witnesses in court.
- In addition to criminal prosecution by the Health Department, the complainant can file a civil suit in county or district court

7. Restrictions on Trucks with more than 2 Axles in neighborhoods

To restrict trucks in the Airline community with more than 2 axles in neighborhoods (ex. Northline Terrace and Bellmar):

- Contact Harris County Precinct One and the Harris County Road and Bridge Department to learn specifics of the restriction (the number of petitioners needed, the area included in the restriction, etc.)

Community Facilities and Public Services

The provision of community facilities and public services are the primary activities of local government and non-profit organizations. This element of the plan analyzes the current community facilities and public services available to Airline residents, identifies inadequacies and delinquencies, and provides recommendations to ensure that the development of facilities and services keep pace with current and future development.

Parks

Airline residents currently only have a fraction of park space per person that is recommended by the National Recreation and Park Association (NRPA). The NRPA recommends 6.25 to 10.5 acres per 1,000 residents in urban areas. With a population of approximately 17,000 residents, Airline should have a minimum of 107.62 acres of park space. Currently, Airline has less than 1/20 of the recommended park space per person. To many this might appear to be a large amount of space, yet Airline covers approximately 2,809.60 acres. The necessary park space only accounts for 3.83 percent of the total acreage in Airline. At present, the total park and open space land use in Airline accounts for 0.17 percent of the total land use. Dow Park is the only park/recreational sports field located in the Airline target area. Residents complain the park is closed to area residents most of the year. Pep Mueller Park is not located in the target area, but is the largest neighborhood park in proximity to the Airline community. Due to the increasing population and number of youth living in Airline, more park space is needed.

Parks and open space have a number of social, health, economic and environmental benefits. Studies suggest parks and open space beautify neighborhoods, reduce crime, increase business activity, enhance quality of life, instill community pride, and increase property values. The plants, trees, and other shrubbery in parks soak up rainwater and reduce runoff, drainage and flooding issues. More importantly, parks serve as active and passive recreation for youth, adults, and seniors. Park activities like sports and nature preservation surround youth and adolescents in a nurturing and positive environment, thereby deterring them from participating in gang activity, loitering, and drug use.

The Airline Improvement District is committed to providing more parks and open space for the Airline community. District representatives and concerned citizens must actively discuss options for possible park development with Harris County Precinct One and the Harris County Parks Department. Residents have consistently stated that pocket or mini parks in empty and abandoned parcels in the community would not only enhance the community but would provide a place for families and residents to further enjoy the community and socialize with their neighbors. The Airline Improvement District should investigate the feasibility of this project and purchasing land from land owners that are consistently in violation of County codes and ordinances. Many residents would prefer to situate a community park at the old Carroll Academy location on Raymac St. The property is owned by Aldine ISD. The school district is uncertain of their plans

for the property. The Airline Improvement District should begin discussions with the school district to acquire the land. The Airline Improvement District should also partner with Harris County Precinct One to develop a park plan.

Picture 5.1: Previous Location of Carroll Academy (Raymac St.)



Source: HCCEDD, 2005

Community Centers/Facilities/Programs

Community centers are considered the nucleus or cornerstone of a community. Community centers are designed to provide mental, physical, emotional and social wellness to area residents. They are physical manifestation of a community's vitality and commitment to civic participation. They bridge communication gaps within and between organizations. Most importantly, they reinforce a community's social cohesiveness.

There are two community centers in proximity to the Airline community:

1. **Pep Mueller Community Center: 14750 Henry Road; Houston, 77060**
Pep Mueller Community Center solely offers a meeting facility to host meetings, reunions, showers, and small parties. The Aldine-Greenspoint YMCA Office is located at Pep Mueller Community Center. There are baseball, basketball and soccer fields available. A picnic area and a playground are also available for enjoyment.
2. **Hardy Community Center 11901 West Hardy Road; Houston, 77076**
The Hardy Community Center caters to the seniors in the community. The center has an auditorium, arts and crafts, exercise equipment, gardening classes, bingo, piano lessons, and a host of other activities.

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While Airline residents are aware of the activities conducted at the community centers; Airline residents prefer a single, multipurpose venue that would provide: ESL/GED/Continued Education courses; after-school tutorial and enrichment programs; gymnasiums; fields and courts for sports activities; summer programs; senior programs and activities; picnic tables; playground equipment; a kitchen; classrooms; exercise equipment and aerobics classes; another library; meeting rooms to host civic organizations and cultural events; health screenings for uninsured residents and most importantly, a Harris County Sheriff's Department substation/storefront.

While Pep Mueller Community Center and the Hardy Community Center are in proximity to the Airline community, residents desire a building that is a reflection of their own image and civic pride. Airline residents would like to situate a community center along Airline Drive as it is the hub of the community. The Airline Improvement District should investigate locations along Airline Drive that would be ideal for a multi-purpose venue and house a Sheriff Storefront.

Another option available is the vacant church/school building at 8600 Sweetwater Lane. Located between Smart Street and W. Bertrand Street, the land is 6.7433 acres. The three buildings on the property are approximately 50,000 sq. feet. Built in 1982, the gymnasium has two dressing rooms, a kitchen, two equipment rooms, showers, and restroom facilities. Also built in 1982, the educational building is two stories. It has a cafeteria, a kitchen, restroom facilities, storage space and approximately 25 classrooms/offices. Built in 1973 and enlarged in 1987, the sanctuary building has over 40 classrooms/offices, storage space, restrooms, stages, covered porches, and a reception area.¹

Picture 5.2: Side View of Church



Source: HCCEDD, 2005

Picture 5.3: Front View of Church



Source: HCCEDD, 2005

¹ International Church Realty. (2005). *For Sale: Church/School Building – 8600 Sweetwater Lane, Houston, Texas 77037*. Accessed June 30, 2005 from the International Church Realty Web site (<http://www.internationalchurchrealty.com>): <http://houston.commercialexchange.com/photos/pdf/fs/4677.pdf>

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While the facility is ideal for church or school use, it can be razed or renovated to accommodate the community's needs. There is plenty of undeveloped land for baseball, football, softball, or soccer fields or future expansion. The property is on a well and septic system and is in need of repair.

Picture 5.4: Panoramic View of Property



Source: HCCEDD, 2005

The June 2005 asking price for the property was \$1.9 million. Yet, as of February 2006, the current asking price is \$995,000. The property is in foreclosure. As of February 16, 2005, approximately \$45,000 in current and delinquent taxes is due on the property. Appraised by the Harris County Appraisal District, the property is valued at \$1.5 million: \$245,304 -- land market value and \$1,254,696-- improvement market value. Table 4.1 illustrates the appraised value history of the property from 2001 – 2005.²

Should the Airline Improvement District be interested in purchasing the property, a reputable realtor with experience in purchasing foreclosed properties would be appropriate. The District should seek assistance/funding in the purchase, razing or rehabilitation of this property, preferably from grants.

Table 5.1: Appraised Value History of 8600 Sweetwater Lane

Year	Appraised Value
2001	\$1,169,650
2002	\$1,169,650
2003	\$961,530
2004	\$1,900,000
2005	\$1,500,000

Source: Harris County Appraisal District, 2005

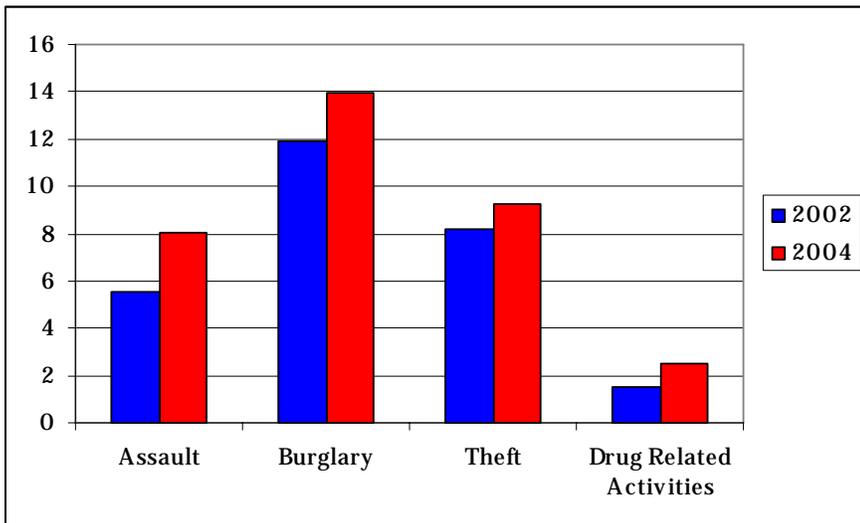
² Harris County Appraisal District. (2005). *2005 Property Tax Statement: Account Number 0750470010001*. Accessed December 12, 2005 from the Harris County Appraisal District Web site <http://www.hctax.net/propertytax/current/2005statement.asp?account=0750470010001>

Crime and Police/Fire Services

Crime weakens community bonds, leading residents to be fearful, isolated, frustrated, and feel powerless. Crime injures the community fabric. Victims, offenders and community members are often caught in a cycle where more crime leads to greater fear and increased isolation and distrust among community members, inevitably leading to more crime and civil unrest. Nevertheless, communities are the central institution for crime prevention. Families, schools, civic organizations, retail establishments and law enforcement must be united to quell criminal mischief and disorder in communities.

Figure 5.1: Crime Rate in Airline, 2002 and 2004
Source: Harris County Sheriff's Department, 2003 and 2005

Figure 5.1 and Table 5.2 illustrate the number of reported crimes and the crime rate in Airline in 2002 and 2004. In 2002, approximately 450 cases of assault, burglary, drug-related activity, and theft were



reported to the Harris County Sheriff's Department. In 2004, approximately 560 crimes of assault, burglary, drug-related activity, and theft were reported. That is a 24.50 percent increase over a two year period! This confirms the sentiments of many Airline residents: Airline is less safe than other communities in the County and a more visible and unified law enforcement presence is greatly needed.

It is important to note the increased percentage of drug-related activity and assault in Airline. There were 42 reported cases of drug related activity in 2004. Between 2002 and 2004, drug related crimes increased 68.00 percent. Drug related activity is commonly associated with gangs, vagrancy, vandalism, and prostitution. The increased drug activity may also be attributed to the unsavory criminal element frequenting the flea markets on the weekends.

More than 130 reported cases of assault were reported to the Harris County Sheriff's Department in 2004. Between 2002 and 2004, assault crimes increased 44.57 percent. Assault is perhaps one of the worst crimes because the threat of violent physical attacks and bodily injury to one breeds fear and isolation among residents and distrust of law enforcement to protect residents.

Airline Today: Community Facilities & Public Services

Table 5.2: Number of Reported Crimes in Airline, 2002 and 2004

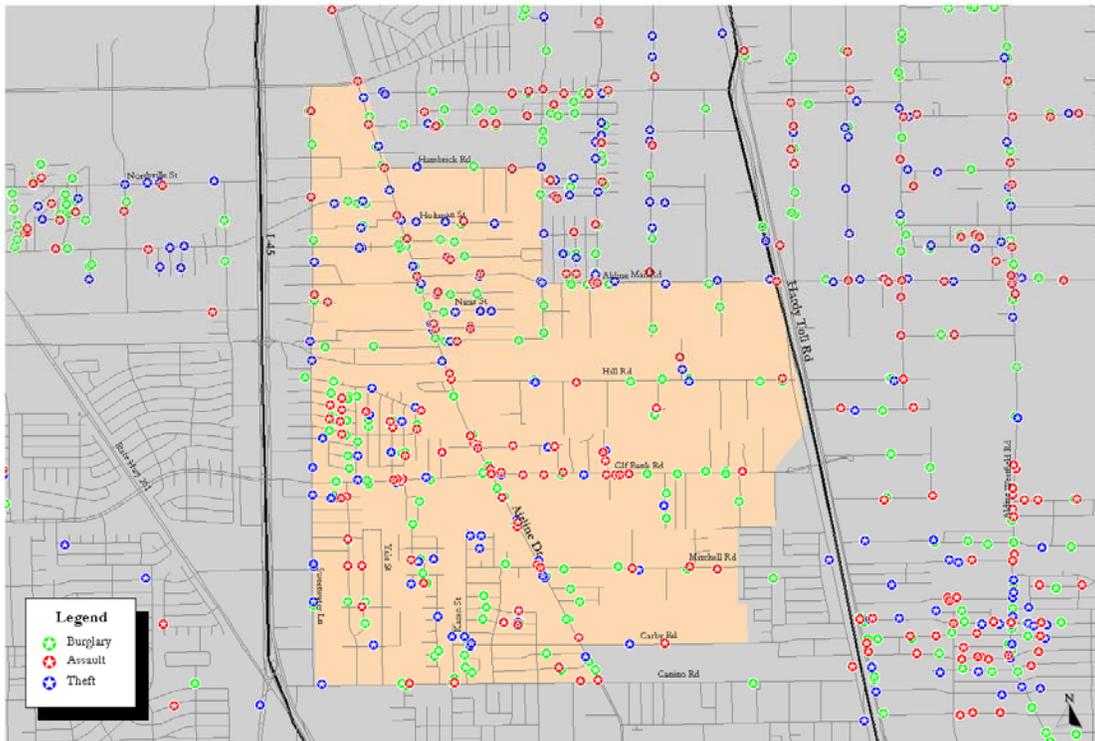
Crime	2002	Rate	2004	Rate	Percent Change
Assault	92	5.55	133	8.03	44.57%
Burglary	197	11.89	231	13.95	17.26%
Drug Related Activity	25	1.50	42	2.53	68.00%
Theft	135	8.15	153	9.24	13.33%

Source: Harris County Sheriff's Department, 2002 and 2004

Note: Crime Rate = Number of Reported Crimes/1,000 persons

Residents, school administrators, civic associations, and local businesses have approached the Harris County Sheriff's Department about increasing police patrols in Airline. Community residents feel that increased directed patrols in hot spots in the community, particularly along Airline Drive on the weekends to better manage the traffic congestion and increased incidences of crimes will reduce the incidences of crime and mischief. The high population density and multiple homes on a single lot make constant vigilance difficult.

Map 5.1: Reported Minor Crimes in Airline, 2004



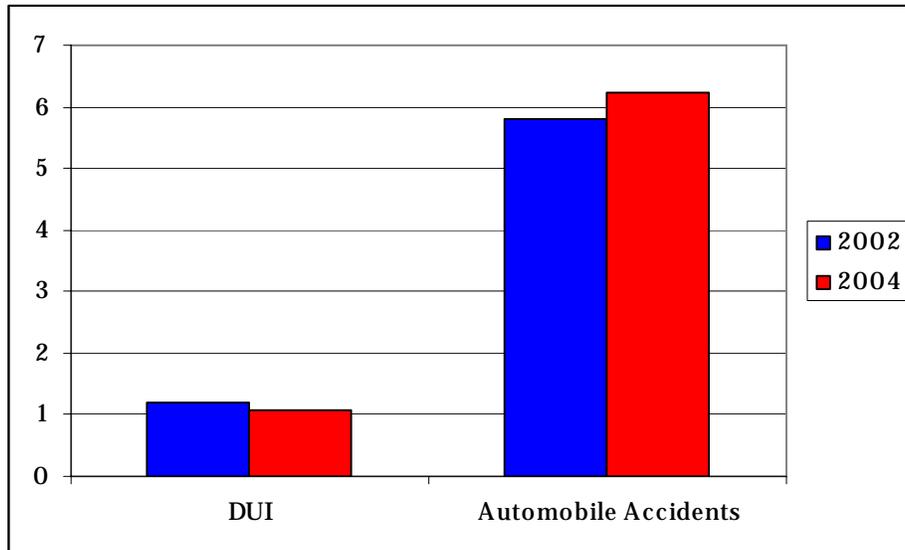
Source: Harris County Sheriff's Department

Source: Harris County Sheriff's Department, 2004

Traffic Accidents

Road traffic accidents affect users of all ages—not just drivers and motorcyclists—but passengers, cyclists and pedestrians. Traffic accidents are one of the biggest causes of fatalities among pedestrians and children. Traffic accidents are thought by many as a public health crisis because of the large social and economic costs. From 2002 to 2004, driving under the influence (DUI) traffic offenses have decreased in Airline 10 percent. The 2004 rate of DUI accident is only 1.08 DUIs per 1,000 persons, a rate lower than unincorporated Harris County. Map 5.3 illustrates the location of traffic offenses in 2004. Note that many of the DUI collisions occurred on Airline Drive and W. Gulf Bank Road. Although the number of DUIs is nominal, DUI accidents might be reduced with an improved road structure, sidewalks for pedestrians, and improved visibility (installation of streetlights).

Figure 5.2: Traffic Offense Rate in Airline, 2002 and 2004



Source: Harris County Sheriff's Department, 2002 and 2004

Automobile accidents in Airline have increased 7.29 percent in Airline. The 2004 rate of automobile accidents is only 6.22 accidents per 1,000 persons. This rate is slightly higher than unincorporated Harris County. Many of the automobile accidents occur along the major thoroughfares in Airline: Airline Drive, W. Gulf Bank Road, and Aldine Mail Road.

Table 5.3: Number of Reported Traffic Offenses in Airline, 2002 and 2004

Crime	2002	Rate	2004	Rate	Percent Change
Driving Under Influence	20	1.20	18	1.08	-10.00%
Automobile Accidents	96	5.79	103	6.22	7.29%

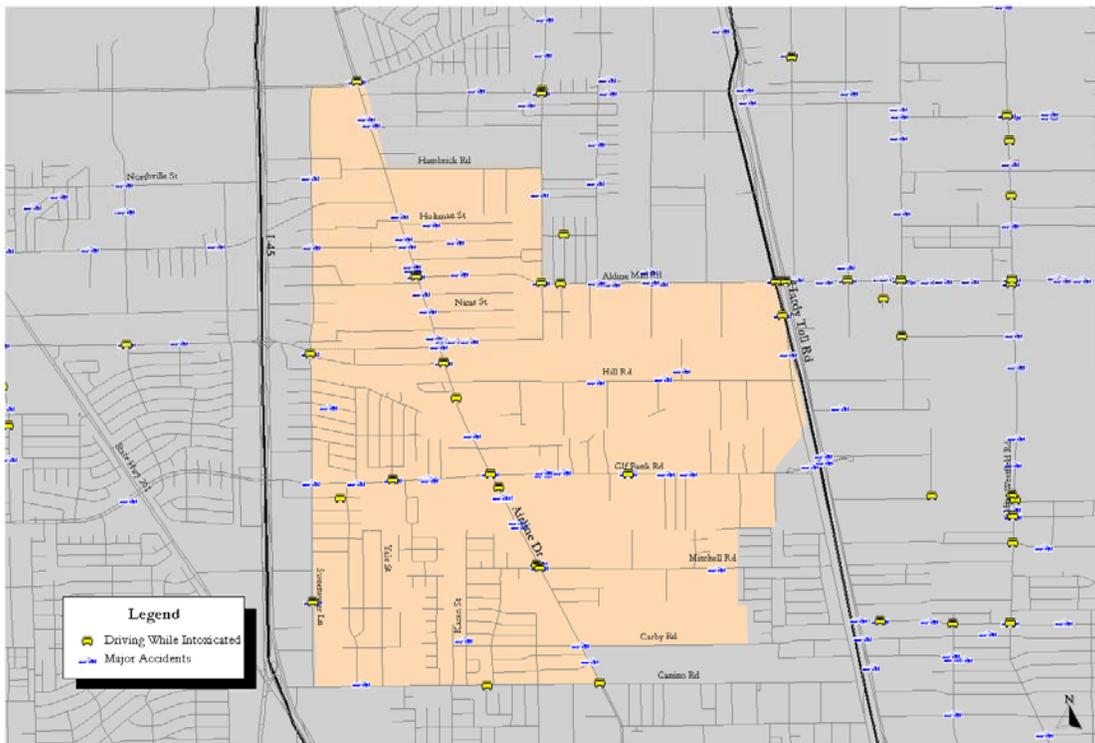
Source: Harris County Sheriff's Department, 2002 and 2004

Note: Crime Rate = Number of Reported Crimes/1,000 persons

Airline Today: Community Facilities & Public Services

Minor traffic accidents are a common occurrence, particularly during morning commute hours and upon school dismissal. The lack of sidewalks; traffic lights at certain intersections; parent or police patrol of traffic at schools; narrow streets; wide ditches and high population density make pedestrian and automobile accidents inevitable. This situation is not only dangerous for children but causes much anxiety for parents who allow their children to walk to school or wait for school busses. Residents feel that greater police control at the flea markets on the weekends would aid in eliminating the increasing amount automobile accidents along W. Gulf Bank Road and Airline Drive.

Map 5.3: Reported Traffic Offenses in Airline, 2004



Source: Harris County Sheriff's Department

Source: Harris County Sheriff's Department, 2004

Police Services

The Harris County Sheriff's Department – District II serves the Airline community. District II includes approximately 290 square miles of unincorporated Harris County. District II is bound to the north by the Montgomery County line from Interstate 45 to Liberty County; to the south by the City of Houston limits from Interstate 45 to Lake Houston; to the east by the Liberty County line to Stoker Road across to Lake Houston; and to the west by the City of Houston limits to Montgomery County.

Airline Today: Community Facilities & Public Services

District II provides a host of services to area residents: free inspection of window and door locks; child safety seat inspections; vacation watch; neighborhood watch program; motorist assistance program; DARE (Drug Abuse Resistance Education); KOPS (Kids Orientation to Police Services); and RAD (Rape Aggression Defense).

The Citizens Police Academy (CPA) provides training in law enforcement functions and responsibilities to citizens. Participants work with deputies on other civic activities in their communities. The Airline Improvement District and its residents should investigate the availability of this program and become members of the CPA.

The Sheriff's Interaction Group (SIG) conducts meetings regularly in each patrol district. These meetings allow citizens to meet Sheriff's Department management to voice concerns and complaints, as well as ask questions. The SIG informs the Department of the concerns and provides an opportunity to address them before they become large problem.

This is a proactive approach to quelling community disorder. The Airline Improvement District and its residents must avail themselves of the meeting opportunities and voice their concerns regarding traffic management and crime in the community. Crime prevention requires a united approach with law enforcement and residents.

District II is home to three substations/storefronts:

1. Humble Substation – 7900 Will Clayton Parkway; Humble, 77338
2. Aldine Community Storefront – 5202 Aldine Mail Route; Houston, 77039
The Harris County Sheriff's Department, in partnership with the Aldine Improvement District has a storefront. The facility includes a conference/classroom, offices for the storefront and work areas for the Weed & Seed Program.
3. Greenspoint Public Safety Center – Greenspoint Mall
In partnership with the Greenspoint Management District, District II officers patrol the Greenspoint area, thus assisting in turning the area into one of the fastest growing business districts in metropolitan Houston.

Airline residents desire a Sheriff's Department storefront in the community, preferably on Airline Drive. Yet, at the business owner's meeting in August 2005, it was discovered that the Harris County Sheriff's Department was offered office space at the Little York Fire Department several years ago (located at Mading Lane and Airline Drive) but declined use of the facility. Many Airline residents were unaware of the offer and feel that the Department's constant and permanent presence in the community will reduce crime and make residents feel safer. The Airline Improvement District should work with the Harris County Sheriff's Department to discuss crime prevention programs and the prospect of having the Sheriff's Department locate a storefront in the Airline community in the future.

Airline Today: Community Facilities & Public Services

Weed & Seed Program

The Weed & Seed Program is a nationwide strategy initiated by President George H. W. Bush. The goal is to help economically depressed areas assist themselves in reducing crime and increasing accessibility to social services.

In July 1999, the Harris County Sheriff's Department entered into partnership with the Harris County Community & Economic Development Department (HCCEDD) and the Aldine Improvement District and established a Weed & Seed Site in the Aldine community.

As of May 2005, the Weed & Seed Program is credited with arresting 2,662 felony suspects and 4,153 misdemeanor suspects; clearing 7,126 warrants; seizing \$782,186 in cash; taking 221 firearms from the hands of criminals and removing over \$20 million drugs and narcotics from the Aldine community.³

This program is highly effective in promoting community and economic revitalization. There is often a stigma associated with a community's designation as a Weed & Seed community as being unsafe, dangerous, an improper place to raise families; and a bad place to start a business. Yet, the negative connotations far outweigh the benefits a community receives – economic reinvestment; a greater police presence; and a renewed interest in community involvement. The Airline Improvement District should investigate the possibilities of having the community designated as a Weed & Seed target area.

Fire Services

The Little York Volunteer Fire Department – Station 81 serves the Airline community. Built in 1996 to protect the southern territory of the 23 square mile Little York Fire District, this station protects the areas of Bellmar, Colonial Hills, West Point Estates, Fallbrook, Northline Terrace, Ridge Point, Bluebell Village, and portions of Interstate 45. Located at the intersection of Mading Lane and Airline Drive (10410 Airline Drive), Station 81 has sixteen full-time and part-time fire/EMS personnel and support staff. Station 81 provides fire protection/prevention services, hazardous materials responses, search and rescue operations, and extrication services to residents within its territory.

³ Harris County Sheriff's Department. (2005). *Weed & Seed Receive Humble Area Chamber of Commerce Award*. Accessed December 14, 2005 from Harris County Sheriff Department Web site: <http://www.hsc0.hctx.net/recognition.asp?dist=2>

Picture 5.5: Little York Volunteer Fire Department



Source: Little York Fire Department Website, 2005 ⁴

The Little York Volunteer Fire Department currently has an Insurance Services Office, Public Protection Classification System (ISO) rating of 6. The ISO rating determines what residents will pay for the fire protection portion of their homeowner's insurance. The best rating is 1 (exemplary fire protection) and the worst is 10 (an area's fire-suppression system does not meet ISO's minimum criteria). Areas with mixed urban and rural land use, such as the Little York Fire District, receive two ratings. Little York is rated 6/9, urban and rural, respectively. This rating measures the major elements of the fire district's suppression system. The classification/rating is divided into three major categories: (50 percent) fire department organization in the area; (40 percent) water supply system in the area; and (10 percent) receiving and handling fire alarms.

Clearly, this rating indicates that Airline homeowners are paying substantially higher property insurance premiums than communities that have achieved higher ISO ratings. The Airline community can benefit economically if the Little York Fire District improves its ISO rating. Homeowners and businesses in the community often save money on their insurance premiums if a fire district improves its rating. If property owners spend their discretionary income in the community, the extra cash can improve the local economy. Additionally, communities with improved fire protection may find it easier to attract new businesses, thus increasing employment opportunities and further improving the economy.

⁴ Little York Volunteer Fire Department. (2005). Accessed August 3, 2005 from the Little Volunteer Fire Department Web site: <http://www.littleYorkvfd.com/apparatus.htm>

Education

The Airline community is home to twelve early childhood/pre-kindergarten, elementary, middle, and high schools. Of the twelve schools, only five are directly situated in the Airline community. The balance of schools is not located in the target area, but children from the target area attend their campuses.

The Airline community is home to two school districts: Aldine Independent School District and Houston Independent School District. The Aldine Independent School District (AISD) covers 111 square miles of Harris County. The AISD campuses serving the Airline community include: Bussey Elementary, Carroll Academy, Keeble Early Childhood/Pre-Kindergarten School, Odom Elementary, Stovall Middle School, Aldine 9th Grade School and Aldine High School. With a student population steadily increasing and an enrollment of more than 58,000 students; it is one of the twelve largest school districts in Texas. The district serves a diverse population: 56.5 percent Hispanic/Latino; 33.4 percent African-American/Black; 7.3 percent White; 2.6 percent Asian/Pacific Islander; and 0.8 percent Native American. Aldine Independent School District ranks among the state's highest performing school district. It earned a *Recognized* accountability rating from the Texas Education Agency for the 2004 – 2005 school year, an honor it has maintained since the late 1990s. During the 2003 – 2004 and 2004 – 2005 school years, AISD was named one of five finalists for the Broad Prize for Urban Education. The Broad Prize is awarded to an urban school district making the greatest overall improvement in student achievement while reducing achievement gaps across all ethnic and income groups.

The Houston Independent School District (HISD) is the largest public school system in Texas and the seventh largest school system in the United States. HISD operates 302 campuses and educational programs within a 301 square mile area. The HISD campuses serving the Airline community include: Barrick Elementary, Moreno Elementary, Fonville Middle School, Patrick Henry Middle School, and Sam Houston High School. HISD educates over 210,000 students within the greater Houston metropolitan area. The district serves a diverse population: 58 percent Hispanic/Latino; 30 percent African-American/Black; 9 percent White; and 3 percent Asian/Pacific Islander. HISD also serves more than 60,000 students whose first language is not English. HISD is rated *Acceptable* by the Texas Education Agency. In 2002, the Broad Foundation declared HISD to be the top-performing urban school district in the nation and the winner of the inaugural Broad Prize for Urban Education.

Table 4.4 provides an assessment of the Airline schools. It is important to note the passing percentages for all tests of the TAKS Assessment. The TAKS Tests measures the connection between curriculum and application of core subject areas. The high percentage of low-income students enrolled in the schools is indicative of both school districts' commitment to greater academic achievement for economically disadvantaged students and developing strategies to assist more students in completing high school.

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Several junior and community colleges are located in proximity to the Airline community: San Jacinto Community College, Houston Community College (HCC) – Northeast Campus, HCC – Northline Mall Campus, HCC – Automotive Technology Training Center, North Harris College, and North Harris College – Carver Center. These institutions offer Associate's degrees and certifications in architecture, education, social sciences, business management and administration, accounting, computer science, automotive technology, and a host of other fields.

Several campuses offer Adult Education programs in English as a Second Language (ESL), Adult Basic Education, and General Educational Development. Workforce Education Programs are also offered to individuals interested in developing and enhancing their job skills; training for a new career; or starting a business.

School administrators from AISD and HISD at the August 2005 Educator's Meeting discussed the need for greater police traffic control during morning drop-off and afternoon pick-up of students and patrols along major thoroughfares in the community. An administrator from Keeble EC/PK (AISD) addressed the need for larger and more visible signage of school zones along W. Gulf Bank Road. An administrator from Bussey Elementary (AISD) commented on the lack of pedestrian crossings for students and parents. Administrators from Sam Houston High School (HISD) commented about the lack of streetlights, police patrol and the use of the railroad during school hours that disrupts classroom instruction and poses as a safety hazard for students that must cross the railroad to attend school.

Administrators also conferred about the lack of active and passive park space for students. Middle school and high school administrators frequently discussed the dearth of social activities and community centers for adolescents and teenagers. Administrators suggested pregnancy education for adolescents and teenagers, gang violence and prevention programs, health education for students and parents, and more interaction between senior citizens and adolescents and teenagers.

Transportation and stormwater drainage issues were also discussed among school administrators. Administrators from Carroll Academy and Keeble EC/PK discussed the TXDOT expansion of W. Gulf Bank Road and its effects on morning and afternoon commutes for teachers, parents, students, and residents. Administrators also discussed the flooding issues on W. Gulf Bank and Interstate 45. The flooding in this area stops traffic along this major thoroughfare and prevents traffic from flowing freely. Administrators also questioned the stormwater drainage plans that TXDOT and the Harris County Flood Control District have for the Airline community as Interstate 45 and other major thoroughfares will be expanding in the coming years.

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Table 5 .4: Schools in Airline Target Area & Airline Improvement District

School	District	Grades	2004 Enrollment	2004 TAKS: Passing Percentage (All Tests)	2003 TAKS: Passing Percentage (All Tests)	2004 TEA Rating	Low Income
Barrick Elementary	HISD	PK-5	908	78%	63%	A	94.60%
Bussey Elementary	AISD	K-4	883	74%	N/A	R	88.70%
Carroll Academy	AISD	K-5	968	74%	65%	R	81.60%
Keeble EC/PK	AISD	EE-PK	699	N/A	N/A	N/A	92.10%
*Moreno Elementary	HISD	K-5	N/A	N/A	N/A	N/A	N/A
Odom Elementary	AISD	K-4	786	80%	66%	R	82.30%
Fonville Middle School	HISD	6-8	1,237	41%	34%	A	84.90%
Patrick Henry Middle School	HISD	6-8	1,196	49%	34%	A	97.60%
Stovall Middle School	AISD	7-8	1,130	63%	63%	A	81.40%
Aldine 9th Grade School	AISD	9	901	66%	63%	A	73.60%
Aldine High School	AISD	9-12	2,203	48%	34%	A	68.70%
Sam Houston High School	HISD	9-12	2,897	29%	19%	U	88.00%

**School did not open until August 2005*

A- Acceptable; R - Recognized; U - Unsatisfactory

N/A – Not Applicable

Source: Texas Education Agency, 2005

Recommendations

The following recommendations have been suggested to ensure that community facilities and public services meet current and future residents' needs and contribute to an enhanced quality of life.

1. Weed and Seed Program

The Weed & Seed Program is a strategy designed to couple law enforcement and community revitalization to weed out violent crime, gang activity, and drug use and seed the area with economic and social revitalization. To receive designation as a Weed & Seed community:

- The Airline Improvement District must research, apply, and receive official designation from the Department of Justice
- Contact Aldine Weed & Seed Program to identify successes and challenges of the program
- Contact Precinct One Community Liaison, Harris County Sheriff's Department, LISC, local businesses, civic associations, schools, and churches to build consensus for the designation and subsequent projects
- Identify and research types of activities to include in revitalization strategy: neighborhood cleanup, increased safety activities, community storefront, drug rehabilitation program, after school programs; neighborhood beautification, leadership development, gang prevention
- (Year 2) Upon receiving official designation, identify programs that will be implemented and submit application to the Department of Justice for funding
- (Year 3) Upon award notification, set-up:
 1. Youth Program
 2. Drug Treatment Program
 3. Local Health Organization
 4. Gang Task Force
 5. Anger Management Programs
 6. Teen Violence Initiatives

2. National Night Out

National Night Out must be a yearly event for the Airline community. This event illustrates the trust and faith the community has in community policing, patrolling of the officers in the District and the community's effort to make the neighborhood and schools safer. This event must be advertised to include ALL of the Airline Improvement District so that all residents feel they have equity in the success or failure of the community. To implement a successful annual National Night Out:

- Organize a community event that enables business, residents and law enforcement to interact with each other
 1. Block Party
 2. Cookout
 3. Visit from local law enforcement

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4. Parades, exhibits
 5. Contests
 6. Youth events
 7. Flashlight walks
- Register with the National Night Out Organization (National Association of Town Watch) to receive promotional materials, tips, guidelines, etc.

3. Nuisance Abatement Officers

In enforcement of the Neighborhood Nuisance Abatement Act and in collaboration Harris County Public Health & Environmental Services, the Nuisance Abatement Officers will work in tandem with the residents to promote public safety. The officers will:

- Patrol the Airline Improvement District regularly (daily, weekly, biweekly or monthly) and file complaints on behalf of residents with the Consumer Health Section of the Harris County Health Department.
- Work with residents, property owners, health inspectors to abate nuisances (possibly before filing a complaint)
- Assist in criminal prosecution (if necessary)

4. Hiring Contract Deputies to Patrol the District

Crime prevention is an issue in Airline. Simply increasing the number of police officers does not prevent crime. Increases in police presence must be coordinated with an effort whereby residents come to legitimately trust police officers. Therefore, to reduce crime in the Airline community:

- Increased direct patrols in Airline Improvement District hot-spots of crime (Airline Drive on weekends to control criminal element and mischief with the flea markets)
- Proactive arrests of serious repeat offenders
- Proactive drunk driving arrests
- Zero tolerance strategies, whereby nonviolent crime such as vandalism and loitering are enforced and punished
- Increasing the range of crimes for which police may issue citations rather than making an arrest (which takes police off the street)

5. Deputies patrolling school traffic

To combat traffic violations (speeding, pedestrian right of way) and ease traffic flow (particularly along Gulf Bank Rd. with all of the impending construction and the September 2005 death of the student at Bussey Elementary) in school zones, police patrol of school traffic is needed. School zone patrolling must include:

- Zero tolerance for speeding in schools zones, pedestrian right of way, and school bus violators
- Working in collaboration with parents volunteering as crossing guards
- Discuss where deputies should be targeted (should they be at all schools in the Airline Improvement District, only at intersections without traffic signals or four way stops)

6. Locate new parks in Airline

Parks and greenspace beautify communities, reduce drainage and flooding problems, improve residential pride and provide children with recreational opportunities. The National Recreation and Park Association recommend 6.25 to 10.5 acres of park space per 1,000 persons. The Airline community does not have the recommended acreage of park space. To locate new parks in Airline:

- Meet with Precinct One to discuss the process for a park development
- Investigate locations for new parks in the Airline Improvement District
- Seek funds from local, state, and federal agencies, businesses, donations or have fundraiser to fund park construction
- Partner with STOA/Golemon/Bolullo Architects or another regional architecture firm to design park

7. Locate squirt parks in community

A squirt park provides community children with the amenities of a water park without the liability of a pool. To set up a squirt park:

- Discuss the possibility of developing a water/squirt park in Airline with local leaders
- Decide on a location for the squirt park
- Locate funds from local, state, and federal agencies; local businesses; have fundraisers to fund park construction
- Partner with STOA/Golemon/Bolullo Architects or another regional architecture firm to design park

8. Locate SPARK parks in community

Designed to increase park space in the greater Houston area, a spark park is a neighborhood park developed on public school grounds. Many have a public art component that is reflective of the neighborhood, a specific theme, the school mascot, or school motto. To set up a spark park:

- Meet with local school district leaders, PTO/PTAs, the Airline Improvement District and interested residents to discuss the development of a SPARK Park
- Contact City of Houston Mayor's Office – SPARK Park Coordinator, Kathleen Ownby, to discuss application process of siting SPARK park(s) in Airline community
- Have school principal send letter of interest to SPARK Park program
- Discuss the construction process and funding opportunities available and create a finance plan
- Coordinate community support and partnerships for parks with AISD, HISD, civic groups, concerned citizens and PTA/PTO groups
- Decide on a location for the spark park
- Locate funds from local, state, and federal agencies; local businesses; have fundraisers to fund park construction
- Partner with STOA/Golemon/Bolullo Architects or another regional architecture firm to design park

9. Purchase land from locally unwanted land users (LULUs)

Locating salvage yards in close proximity to residential homes in Airline increased over the years. Area planning efforts and development agreements with property owners will aid in preventing the development of more salvage yards. Property rights are paramount in Harris County and the state of Texas. To purchase land from locally unwanted land users:

- Investigate other communities that have worked initiated programs to purchase land from LULUS
- Work closely with the Harris County PID, Permits Department to report property violations

10. Locate a community center in Airline

Community centers are designed to provide mental, physical, emotional and social wellness to area residents. An ideal community center in Airline would be home to intergenerational activities for the youth and seniors, a gymnasium, a pool, space for after-school opportunities, a daycare center, a teen center, aerobics classes, and a community health component. To locate a community center in Airline:

- Meet with local County and regional leaders to discuss development of a community center
- Investigate locations for a community center in the Airline Improvement District
- Seek funds from local, state, and federal agencies, businesses, donations or have fundraiser to fund community center construction
- Partner with STOA/Golemon/Bolullo Architects to design community center at little or no cost

11. Newsletter/website

In an effort to establish the identity/character and unite all of the Airline community, a community newsletter and website should be created. The newsletter and website will be published in addition to the newsletters for Northline Terrace and Bellmar Civic Associations. A newsletter and website will visibly identify the community to itself and other neighborhoods, provide information on upcoming community events (school events, civic association meetings, etc.), recognition of residents; successes, challenges, and improvements in the Improvement District. This newsletter can serve as an advertising mechanism for local businesses in the Improvement District. To develop a newsletter:

- Create a list of available resources that can assist in the development, financing, and distribution of the newsletter
- Establish resources to assist with layout, writing/editing, design, production, cost, and distribution, style, format, and how to distribute and method of distribution (website, mail), and frequency of distribution
- Seek funding from local agencies, non-profit groups, businesses, donations or conduct a fundraiser to subsidize newsletter operations

12. Community Beautification/Identity Project

A Community Beautification Program will strengthen the social fabric and enhance the aesthetic appearance of the Airline community. Community enhancements include: landscaping of medians with trees and flowers, community identifying signage that is inclusive of all residents, murals, gardens, heavy trash/debris pick-up. To implement a community beautification project:

- Decide on scope of project (will the beautification project be target in certain areas or will it be a large event for the entire Improvement District)
- Determine type of beautification (trash clean-up, planting trees, painting homes, gardening work, school/park clean-up)
- Identify partnerships and volunteers (residents, churches, social clubs, youth organizations, Precinct One, HC Sheriff and Constable Departments, business, fraternities and sororities, schools)
- Determine publicity for the event (flyers, school marquees, water bills, community newsletter)
- Determine funding/donations needed for projects
- Frequency of project (quarterly, annually, semi-annually, monthly, seasonal)
- Identify location of beautification project (local park, schools, major thoroughfares)

13. Community Watch/Policing Program (Community Safety Initiative)

Communities are the central institution for fighting crime. The Airline Improvement District must develop and implement a community policing program that focuses on improving police trust and legitimacy to residents for this program to succeed. The Community Safety Initiative (CSI) will build formal long-term relationships between law enforcement, the Airline Improvement District, community /civic associations, and other stakeholders in distressed neighborhoods to reduce persistent crime, disorder, fear, and to revitalize the community. To become a LISC designated CSI site:

1. Degree of opportunity and/or need identified
2. Assess ability of local stakeholders (law enforcement, civic associations, schools, businesses) to devote adequate time and energy to the effort
3. Availability of resources to fund the program
4. Evidence of other local institutional partners (Weed & Seed Program, Harris County Sheriff's Department, civic associations, businesses, etc.)

14. After-school programs, summer and youth mentoring programs

After school and summer programs are designed to help children, adolescents, and teenagers by deterring delinquency and improving self-esteem and academic performance. The activities/programs should:

1. Prevent delinquency by having 3 to 4 hours of adult supervision on afternoons and evenings
2. Structured homework assistance for school children
3. Community based sites or programs that provide regular transportation
4. Target enrollment of students (at risk, African-American or Latino students, boys, girls, etc.) and volunteers

After-school programs to investigate are:

- YMCA
- Aldine ISD
- Houston ISD
- Community centers in the target area and greater community
- Boys Scouts of America
- Girl Scouts of America
- Possibly develop own after-school programs and/or create partnerships with schools and churches
- Local colleges
- Local churches

Summer Programs to investigate:

- YMCA
- Girl Scouts of America
- Boys Scouts of America
- Harris County Precinct One Street Olympics (Summer Games, Aquatics Programs, 3 on 3 Basketball, Discovery Camp, Environmental Education Program, Northeast Adolescent Program)
- Local colleges
- Local churches
- Local businesses (work study or trade program)
- Local fraternities, sororities, and social clubs

Mentoring programs are designed to address the needs of children, adolescents, and teenagers, including self-esteem, academic performance, truancy, pregnancy, drug abuse/prevention, etc. Programs to investigate include:

- Big Brothers/Big Sisters
- Local fraternities and sororities and other social clubs (Elks, Kiwanis, Masons, local VFW)
- YMCA
- Boys & Girls Club
- Programs at schools
- Developing Airline Improvement District Mentoring Program
- Local colleges
- Local churches
- Local businesses

15. ESL/GED/Employment Training classes

Educational attainment is an important determinant of the earning potential of individuals. Further, a community with highly skilled, specialized employees is a critical factor influencing opportunities for retaining and attracting business development. To implement a GED and job training program in Airline:

- Create partnerships and alliances with organizations and schools that are currently providing ESL, GED, and employee training programs, namely Keeble EC/PK and Cathedral of St. Matthew's Church at Airline Drive and W. Gulf Bank Road)
- Identify a location and instructors to conduct trainings
- Determine time and dates for trainings

16. Senior Citizen Programs

Programs for seniors are designed to maintain their health and independence but provide avenues for social interaction to share hobbies, crafts and talents with their peers and youth. To develop programs for seniors in Airline:

- Identify/create partnerships with organizations that currently have senior programs in the community
- Work with Precinct One to coordinate additional programs or ask for financial assistance to further develop current programs

17. Harris County Sheriff Storefront/Substation

Law enforcement visibility is an integral component to crime deterrence and community trust. It is important to realize that police provide visibility not only when they are working on the streets but also when they are assigned to communities and neighborhoods to perform other tasks besides patrol. To get a sheriff storefront in the Airline community:

- Discuss with Harris County Sheriff's Department and Harris County Precinct One available options/ solutions to acquiring a storefront
- Investigate locations for a Harris County storefront/substation in the community

Public Health & Human Services

Public health refers to the overall mental and physical health of a community. It includes surveillance and control of infectious disease and promotion of healthy behaviors among members of the community.

An assessment of the Airline community reveals that the area is void of hospitals and 24-hour medical clinics. There are a minimal number of physician's offices or dental clinics in the community. Residents must travel outside of the target area to receive quality medical and dental services. The nearest hospital, the Columbia Medical Center, is approximately 3 miles south of the target area. Residents may also receive medical services from the Harris County Health Department's satellite offices across the County. The nearest satellite office, the Aldine Community Health Center, is located at 4755 Aldine Mail Route, approximately 7 miles east of the target area. The Aldine Community Health Center serves the primary care needs of County residents living in Aldine and northeast Harris County. In addition to regular adult and pediatric services, the Aldine Community Health Center provides podiatry, dental, x-ray, mammography, lab, nutrition, health education, pharmacy, psychiatry, counseling and social services.

Immunizations are among the greatest public health achievements in modern history. Polio, measles, mumps, rubella, and whooping cough are no longer common death sentences for children. Although vaccinations are the most effective way of protecting children against these infectious diseases, the current immunization coverage rate in the greater Houston area is the fourth lowest in the United States. The Centers for Disease Control and Prevention (CDC) 2002 National Immunization Survey indicates that just 64 percent of children in Harris County are appropriately immunized at age two. Further, data from the 2003 Harris County Public Health and Environmental Services (HCPHES) Retrospective Immunization Survey state that only 56 percent of children in the Airline community were appropriately immunized at age two. This alarmingly low immunization rate can lead to the outbreak of measles, mumps, rubella, and other infectious diseases. The low immunization rate in Airline may be attributed to the poverty, lower education rates, access to medical care, certain race/ethnic groups, and the number of single parent households. Efforts must be made to educate the public of the value of being appropriately immunized and provide greater access to medical services.

Public health resources for Airline adults and seniors are virtually non-existent in the target area. With an increasing adult and senior population, attention, information and services regarding diabetes, heart disease, all forms of cancer, high blood pressure and cholesterol, obesity, depression, domestic violence, and pregnancy are greatly needed.

A study conducted in early 2005 by the National Institute of Child Health and Human Development indicates that Hispanic/Latino children are less likely than other children to have health insurance or recommended vaccinations. The report also indicates that Hispanic/Latino children are more likely to be

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overweight and become teen parents. These statistics do not bode well for Airline, a community that is predominately Hispanic/Latino.⁷

Childhood and adult obesity in America is reaching epidemic proportions. A lack of sidewalks and park space is contributing to this growing problem in the Airline community. Coordinated exercise programs with community organizations for youth, adults and seniors in Airline will help eradicate this silent killer.

The supply of unclean/unkept ditches, culverts, and abandoned properties might also threaten public health in Airline. Litter and debris are a prevalent problem plaguing Airline. Residents at the June 2005 community meeting stated that the problem continues to grow as individuals illegally dump trash in ditches and vacant lots. Many vacant lots are in dire need of mowing. Several residents stated that other area residents are burning trash and tires. These acts effectively destroy the community's beautification efforts. The household items and litter can collect water, which harbor and attract vermin and pests. Improperly discarded automotive equipment can release noxious toxins into the water table and contaminate the community's drinking water.

Picture 6.1: A Home in Violation of Public Health Codes



Source: HC CEDD, 2005

⁷ Cable News Network (2005 July 20). Report: Hispanic Children's Health Lags. Accessed July 20, 2005 from the Cable News Network Web site: http://www.cnn.com/2005/HEALTH/07/20/hispanic.children.ap/?section=cnn_health

Recommendations

A community health initiative that merges existing and imminent health resources will provide more efficient services to Airline residents. The following recommendations will assist in this objective.

1. 24-Hour Medical Clinic

Airline does not have a 24-Hour Medical Clinic. Residents must leave Airline for all emergent care needs. To bring a 24 Hour Medical Clinic to Airline:

- Partner with the Harris County Health Department and Harris County Precinct One to explore possibilities of bringing a mobile health provider or a 24 Hour Health Clinic to Airline
- Identify possible locations for a health clinic (existing or leased structure), possibly a community health clinic housed in a community center
- Investigate/explore partnerships with Precinct One, the Harris County Public Health & Environmental Services Department (HCPHES) to provide healthcare (immunizations, checkups, etc.) in the community (decide on frequency). The Airline Improvement District and the HCPHES should partner to bring mobile immunization units to the community. The Airline Improvement District can schedule immunization services with HCPHES to ensure that services are provided at convenient times for families (including evenings and weekends). The Airline Improvement District and HCPHES can distribute the information to the civic associations, schools, churches, apartment complexes, mobile home communities, and child care centers.
- Investigate school-based clinic opportunities (Galena Park ISD has a school based clinic at Cloverleaf Elementary)
- Investigate funding opportunities with other organizations to develop a clinic
- Develop a *Healthy Community Project* with the HCPHES – Health Education Division to promote disease prevention and healthy living and wellness

2. More Heavy Trash Collection Days/Litter Control

Litter is a problem throughout Airline. Not only is litter an eyesore, but old tires, plastic containers, fast-food cups, plastic shopping bags, mattresses, animal carcasses couches can collect water, which can be colonized by mosquitoes and other vermin and pests. Batteries and other automotive equipment/materials break down and release metal toxins into the watershed and ground wells where residents get their drinking water. To combat the litter and heavy trash/debris problem:

- The Airline Improvement District should develop a litter control/ heavy trash collection program (in collaboration with the Harris County Public Health & Environmental Services Department)
- Decide on the frequency of the heavy trash/litter pick-up

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- Create a partnership with appropriate County departments, businesses, schools, law enforcement, residents, and civic associations to combat littering
- Investigate the option of erecting 'no littering' signs in target hot spots in Airline; possibly contemplate the possibility of assessing a fine and asking the County to split the money for Airline Improvement District beautification efforts
- Get recycling bins in the community
- Precinct One provides one heavy trash pickup per subdivision per year at the request of the homeowner's association or the civic club

3. Ditch/Culvert Cleaning

Unkempt ditches and culverts are havens for animal carcasses, household items and litter. To have the ditches and culverts cleared in Airline:

- Contact the Precinct Road & Bridge Service Dept. (by phone or email) to report drainage issues (must be County right-of-way)

Economic Development

Economic development refers to progress toward a community’s economic goals, including increases in economic productivity and competitiveness; employment; and business activity and investment. Economic development reflects qualitative factors such as human health, environmental quality and social equity, community development. When describing economic development, it is common to think of a series of job creation, retention, and training programs; a series of public and private capital investments; and a process of capacity building that allows a community to influence its economic future. This chapter details the current economic conditions and business environment in Airline. In addition, a market analysis was conducted analyzing the profitability of the Airline community to sustain retail (re)development.

Labor Force Characteristics

Labor force characteristics illustrate the economic vitality/health of a community and expose opportunities for growth and redevelopment to strengthen an economic base.

Wages

According to the Bureau of Labor Statistics, Harris County’s average weekly wage has been increasing at a modest rate. As of 2002, the data show a consistent increase in annual average weekly wages. This bodes well for the Airline community as it indicates economic growth and general enhancements of the quality of life for residents in the community and Harris County.

Table 6.1: Harris County Average Weekly Wage by Quarter, 2001 – 2005

Year	Quarter 1	Quarter 2	Quarter 3	Quarter 4	Annual
2001	\$892	\$800	\$792	\$882	\$841
2002	\$864	\$802	\$805	\$887	\$840
2003	\$858	\$820	\$824	\$906	\$852
2004	\$898	\$847	\$862	\$978	\$896
2005	\$950	\$892	***	***	***

***Data has not been released by the Bureau of Labor Statistics

Source: Bureau of Labor Statistics, Quarterly Census of Employment and Wages; 2001-2005

Employment/Unemployment in Airline

According to the 2000 Census, the eligible Airline labor force consisted of 11,565 persons; men comprised 50.05 percent, or 5,788 persons, of the eligible civilian workforce and women totaled 49.95 percent, or 5,777 persons of all eligible laborers. More than 67 percent of all males in the Airline community 16 years and older are in the labor force. Comparably, 73.92 percent of all males in Harris County are in the labor force. More than 94 percent (94.11 percent) of Airline males are employed; 93.96 percent of Harris County males are employed. Only 6 percent of Airline males are unemployed; 5.91 percent of Harris County males are unemployed. Nonetheless, nearly one-third of Airline males are not in the labor force; 26.08 percent of County males are not in the labor force.

Table 7.2.: Employment Status for Airline Population 16 Years and Older, 2000

Sex	Airline	Percent	Harris County	Percent
Male	5,788	50.05%	1,241,016	49.25%
In Labor Force	3,920	67.73%	917,312	73.92%
In Armed Forces	0	0%	1,319	0.14%
Employed	3,689	94.11%	861,885	93.96%
Unemployed	231	5.89%	54,108	5.91%
Not in Labor Force	1,868	32.27%	323,704	26.08%
Female	5,777	49.95%	1,278,921	50.75%
In Labor Force	2,676	46.32%	736,580	57.59%
In Armed Forces	0	0%	272	0.04%
Employed	2,414	90.21%	684,048	92.90%
Unemployed	262	9.79%	52,260	7.10%
Not in Labor Force	3,101	53.68%	542,341	42.41%
Total	11,565	100%	2,519,937	100%

Source: 2000 U.S. Census

Approximately 49 percent of all females in the Airline community 16 years and older are in the labor force. In contrast, 57.59 percent of all females in Harris County are in the labor force. More than 90 percent of Airline females are employed; 92.90 of Harris County females are employed. Nearly 10 percent of Airline females are unemployed; 7.10 percent of Harris County females are unemployed. More than half of Airline females are not in the labor force; 42.41 percent of County females are not in the labor force. High female unemployment rates may be attributed to poverty; lack of affordable housing; access to childcare and high-wage specialized occupations; and lack of necessary skills or educational attainment.

Employment by Industry

Table 7.3 illustrates how employment is distributed across industries in Airline and Harris County. Comparing employment by industry shows how imperative different industries are to a region's/community's economy. A locale focused on one or two industries is more vulnerable to economic cycles than a diverse economy. However, this is not the case for Airline or Harris County. Construction is the largest employment industry in Airline, supplying 13.50 percent of jobs, compared to 5.72 percent for Harris County. Manufacturing and retail trade supply 20.85 percent of jobs in Airline. Airline residents are commonly employed in the following industries: educational, health and social services (6.73 percent); arts, entertainment, recreation, accommodation and food services (6.08 percent); professional, scientific, management, administrative, and waste management services industry (5.80 percent); and accommodation and food services industry (5.31 percent).

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Table 7.3: Employment by Industry, 2000

Industry	Airline	Percent	Harris County	Percent
Agriculture, forestry, fishing and hunting, and mining	46	0.55%	34,617	1.47%
Agriculture, forestry, fishing and hunting	5	0.06%	2,316	0.10%
Mining	41	0.49%	32,301	1.37%
Construction	1,132	13.50%	135,121	5.72%
Manufacturing	922	10.99%	181,748	7.69%
Wholesale trade	277	3.30%	75,831	3.21%
Retail trade	827	9.86%	170,821	7.23%
Transportation and warehousing, and utilities	366	4.36%	104,948	4.44%
Transportation and warehousing	293	3.49%	85,121	3.60%
Utilities	73	0.87%	19,827	0.84%
Information	124	1.48%	35,780	1.51%
Finance, insurance, real estate and rental and leasing	311	3.71%	108,456	4.59%
Finance and insurance	215	2.56%	70,789	3.00%
Real estate and rental and leasing	96	1.14%	37,667	1.59%
Professional, scientific, management, administrative, and waste management services	486	5.80%	193,896	8.21%
Professional, scientific, and technical services	194	2.31%	120,374	5.10%
Management of companies and enterprises	7	0.08%	2,049	0.09%
Administrative and support and waste management services	285	3.40%	71,473	3.03%
Educational, health and social services	564	6.73%	263,289	11.14%
Educational services	220	2.62%	127,343	5.39%
Health care and social assistance	344	4.10%	135,946	5.75%
Arts, entertainment, recreation, accommodation and food services	510	6.08%	111,450	4.72%
Arts, entertainment, and recreation	65	0.78%	18,212	0.77%
Accommodation and food services	445	5.31%	93,238	3.95%
Other services (except public administration)	423	5.04%	84,976	3.60%
Public administration	115	1.37%	45,000	1.90%

Source: 2000 U.S. Census

Travel Time to Work and Means of Transportation to Work

Table 7.4 illustrates the travel time to work for Airline and Harris County laborers. Approximately two-thirds of Airline workers (65.13 percent) have commute times between 15 and 45 minutes. Comparably, Harris County workers (59.57 percent) have travel times between 15 and 45 minutes. It is important to note that more than a quarter of workers in Airline and Harris County, 28.37 percent and 25.06 percent respectively, have work travel times between 30 and 44 minutes.

The 2000 Census also reveals the travel time to work and the number of residents that work at home has increased since 1990. As workers with a commute time less than 29 minutes decreased, travel times 30 minutes and greater have increased. Increased commute times can be attributed to the

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expansion and continuous construction of highways and major thoroughfares; traffic congestion; the movement of employment centers to suburban or rural communities; and the development of neighborhoods in exurban and rural communities in Harris County.

Table 7.4: Travel Time to Work, 2000

Travel Time	Airline: Number of Workers	Percent	Harris County: Number of Workers	Percent
Less than 15 minutes	893	15.04%	304,430	20.09%
15 to 20 minutes	2,182	36.76%	523,016	34.51%
30 to 44 minutes	1,684	28.37%	379,741	25.06%
45 to 59 minutes	617	10.39%	151,282	9.98%
60 to 89 minutes	301	5.07%	87,360	5.76%
90 or more minutes	98	1.65%	33,569	2.21%
Worked at home	161	2.71%	36,195	2.39%

Source: 2000 U.S. Census

The 2000 Census indicates that approximately 65 percent of Airline residents drive their own vehicle to work. Fully three-fourths of Harris County residents drive alone to work. It is important to note that more than 27 percent of Airline residents carpool to work; only 14.64 percent of Harris County residents carpool. Approximately 3 percent of Airline workers use public transportation to get to work.

Table 7.5: Means of Transportation to Work, 2000

Method of Transportation	Airline: Number of Workers	Percent	Harris County: Number of Workers	Percent
Drove alone	3,823	64.40%	1,147,906	75.74%
Carpooled	1,607	27.07%	221,853	14.64%
Public Transportation	161	2.71%	62,052	4.09%
Bicycle/Walk	148	2.49%	31,547	2.08%
Other	36	0.61%	16,040	1.06%
Worked at home	161	2.71%	36,195	2.39%

Source: 2000 U.S. Census

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Despite the increasing cost of gasoline, commute times, and more workers driving alone to work, an acceptable solution to reverse this trend is to vastly improve access to and efficiency of public transportation in Airline and Harris County. Additionally, the Airline Improvement District, community business owners, and the North Houston/Greenspoint Chamber of Commerce must cooperatively work together to locate more employers in northern Harris County and make the region a more dominant employment center.

Business Environment

The Airline community is anchored by Airline Dr., Gulf Bank Rd., West Mt. Houston Rd., West Rd., Aldine Mail Rd., and East Canino Rd for commercial, office, and industrial uses. Nevertheless, there are many businesses intermingled throughout the community. Airline is home to a multitude of automotive-related businesses—auto salvage, auto repair, collision repair, paint and body, automotive sales, and tire shops; flea markets; childcare establishments; professional services—income tax, notary, real estate services; wholesale food distribution; United Parcel Service (UPS); trailer and boat storage; tractor sales; feed and supply stores; animal trapping; taqueria stands; gas stations and convenience stores; appliance stores; plumbing supply; carnicerías (meat markets); washaterias; bridal and quinceañera shops; and hair and beauty establishments.

Most commercial enterprises in Airline are free standing establishments, but there are a number of commercial strip centers throughout the community. Many of the retail sites are small establishments (less than 2,000 sq. feet) and are in need of façade improvements to make their physical appearance more inviting to consumers. Unlike most communities in Harris County, Airline is void of a grocery store, financial institutions, fast food restaurants, or big-box retail sites similar to Wal-Mart, Target or Home Depot. As such, Airline residents must travel to either the Fiesta grocery store located at the corner of West Rd. and Airline or several miles northwest of the target area at the Wal-Mart Supercenter.

Commercial centers are important hubs of business, social and civic life for communities. Successful commercial centers create a feeling of vitality and character as they draw citizens and residents to their locale. Airline Drive, the de facto “Main St.” and commercial hub of the Airline community serves as the principal locale for office and commercial businesses. Airline Dr. must function beyond simply that of transportation or economic development. To do this, Airline Drive must be:

1. *The heart of the community.* Airline Dr. must function as the focal point or center for community gatherings and civic life. This must extend further than the flea market enterprises.
2. *Create a sense of place and identity.* Airline Dr. must create a sense of place for the community—reflecting the community’s character and vision

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for the future. This makes the community unique and attractive to more than its residents and weekend flea market visitors.

To aid in this development, the Airline Improvement District and the North Houston Greenspoint Chamber of Commerce should assist in the creation of a local economic development council and a flea market business development organization. This will assist the Airline community in its economic development and growth.

Permits

Commercial building permits and the value of new construction can be accurate indicators of economic health. This data used in conjunction with other leading economic indicators—unemployment, wages, and employment by industry—policy makers, economists, politicians and other government agencies can determine appropriate fiscal and monetary decisions. Table 7.6 indicates the number of new commercial building permits authorized by Harris County PID – Permits Division from January 2000 – September 2005 in Airline.

Table 7.6: Commercial Permits Issued in Airline, January 2000 - August 2005

Description	Number Issued	Value	Square Footage	Permit Class	
				A	B
Amusement and Recreational Buildings	1	\$550,000	8,961	1	0
Service Stations and Repair Garages	7	\$296,801	29,623	4	3#
Office, Bank and Professional Buildings	3	\$24,500	1,168	2	1
Stores and Other Mercantile Buildings	4	\$1,310,700	37,662	3	1
Other Nonresidential Buildings on Commercial Property	13	\$211,200	16,288	9	4
Commercial 'Unenclosed' Structure	24	\$629,351	27,092*	12	12
Warehouse	13	\$823,000	132,300	10	3
Warehouse/Office Combination Structure	11	\$846,642	55,358	10	1

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Description	Number Issued	Value	Square Footage	Permit Class	
				A	B
Commercial, Restaurant	3	\$140,000	146,150	2	1
Commercial Lease Space Build-Out	5	\$202,000	344*	4	1
Manufactured Home Used as Office Bank or Professional Bldg	1	\$15,000	540	0	1
Manufactured Home Used as Mercantile Bldg	3	\$11,700	12,120	3	0
Manufactured Home Used as Nonresidential Bldg	3	\$8,500	1,694	3	0
TOTAL	91	\$5,069,394	469,300	63	28

**Inaccurate due to omissions by Harris County PID – Permits Division*

#Mismatched coding by Harris County PID – Permits Division

Permit Class A: Located in Flood Plain

Permit Class B: Located outside Flood Plain

Source: Harris County Public Infrastructure Department – Permits Division, 2005

Note the number of warehouse and warehouse/office combination structure permits issued is Airline. More than one quarter (26.37 percent) of all permits issued in Airline over the past 5 ½ years have been for warehouse structures. As of 2000, much of the industrial and warehouse development in Harris County is situated in Precincts One and Two.

Light Rail in Airline

While traditional modes of transportation are less important to many firms, the location of an area and its proximity to transportation links, both local and regional, play an integral role in location decisions. The condition of the transportation network is also an important consideration as is the availability and efficiency of local public transit.

As discussed in *Airline Today: Transportation & Infrastructure*, the METRO Solutions Phase 2 Implementation Plan, a revision of the METRO Solutions 2025 Transit System Plan, recommends 5 miles of bus rapid transit service on Airline Drive to Northline Mall; thus, effectively destroying Airline residents' aspirations of routing a more effective mode of public transportation through the community.

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Light rail or bus rapid transit service in Airline will increase its economic productivity, competitiveness and development. Improved travel options for residents and prospective consumers can increase business activity. Should light rail or bus rapid transit locate itself in Airline, businesses may expand their production; hire more local workers and purchase more equipment at local stores; thus increasing the community's economic wealth and visibility to the Gulf Coast region.

Flea Markets in Airline

The cluster of flea markets along Airline Drive attracts tens of thousands of shoppers every weekend. Many Hispanic/Latino immigrants find the *pulgas* (Spanish for flea markets) and *mercados* (Spanish for markets) are more inviting than traditional malls and shopping centers because the vendors cater to the working-class immigrant and are reminiscent of traditional Mexican food, music, and culture. On a given weekend, flea market patrons are not only cajoled by the aromas of fajitas, gorditas, roasted corn, tamales, but the live Mexican bands and televised soccer games are reminiscent of their Mexican homeland.

The Airline flea market businesses are an integral economic entity in the community. The flea markets serve as business incubators for vendors and small business owners. Vendors and small business owners would greatly benefit from guidance in budgeting, marketing, product competition, pricing, and profit earning. The flea market business owners and the Airline Improvement District should partner with a local community college for guidance in business development as it will assist in improving commerce in the District and targeting consumers of all races and ethnicities.

Business Owners' Meeting

Business owners, residents, clergy, and volunteers from the Little York Fire Department at the August 2005 Business Owners' meeting commented on the housing; transportation and infrastructure; community facilities and public services; public health and economic status of the community. Participants commented that abandoned and unkempt homes (particularly Tropical Storm Allison flood buyout homes and other homes with general neglect) in the community commonly attract gangs and criminal mischief, resulting in residents fleeing the community and business owners feeling unsafe. Discussions on housing in Airline also focused on the unsafe manner homes are enlarged to accommodate additional families and garages.

Participants discussed transportation and infrastructure issue in the community. Participants unanimously stated that the lack of water and sewer service is a deterrent to new business locating in Airline. Business owners also commented on how the weekend flea market traffic is a barrier to swift response times for the fire and police departments and threaten public safety for area business owners and their patrons. The Little York Fire Volunteer Department volunteers commented on the lack of fire hydrants in the community and the need for an emergency signal light at the fire department entrance on Airline Drive.

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Business owners noted that Airline Drive is not solely for the flea markets and its patrons. Participants commented that there are not enough parking spaces for shoppers and that the entry into available parking is unorganized. A suggestion was made to have an independent organization hire police Officers to patrol the flea markets and handle traffic control and parking for all of the flea markets.

Business owners stated that population growth is necessary to the economic health of businesses in the community. The economy is affected by the community's security issues. Residents regularly commented on the poor response time of the Harris County Sheriff's Department and the Sheriff Department's refusal of office space in the Little York Volunteer Fire Department. Several participants mentioned the automotive salvage yards proximity to schools and homes in the community and the dangerous piling of cars next to fences that do not secure schools, homes, and businesses. Residents stated that Harris County PID – Permits Department must do a better in enforcing the permitting process of automotive salvage yards. It is common for the salvage yards to be havens for fires. Fire personnel are usually hindered by mud and other automotive debris, thereby placing residents and personal property in a perilous predicament.

Market Analysis

A market analysis consists of information that identifies potentially profitable market areas. This information influences the decisions of retail developers to locate retail establishments in communities. Retail developers often avoid urban areas because of a lack of information demonstrating the capacity of these communities to support retail establishments. The standard information utilized by developers, typically used for identifying suburban markets, reveals that market potential does not exist in cities or urban areas.

Many conventional market analyses underestimate urban markets because the data collection methods are insufficient for investigating urban areas. Insufficient, incomplete, and inaccurate information leads to the stereotyping of populations in certain areas and their behavior. Demographic information such as population, number of households, and median household income are three conventional indicators developers typically base retail site selection decisions. These indicators work well when applied to suburban communities because suburban areas are more demographically and economically similar than urban communities. However, these measurements often fail to acknowledge many characteristics that distinguish cities from suburbs, primarily race/ethnic diversity, size of underground economy, and population density, indicating a demographically heterogeneous population.

Counteracting stereotypes and retail underdevelopment in urban communities requires information that accurately identifies viable markets for retail development. Retail developers will pursue urban (re)development only if provided with facts demonstrating potential profitability. Healthy markets **do** exist in cities, they simply require 'rediscovering'.

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Identifying retail markets relies on comparing the measurement of existing retail supply and evidence of retail demand. The components of supply and demand explain market conditions in Airline and function as a set of criteria for determining selected areas with market potential for various types of retail.

Demand

Demand is the measure of the capacity or potential capacity of a population to purchase goods and services. The following demand indicator provides evidence of demand for retail using a set of measurements more accurate for urban areas than what is offered in many conventional market analyses.

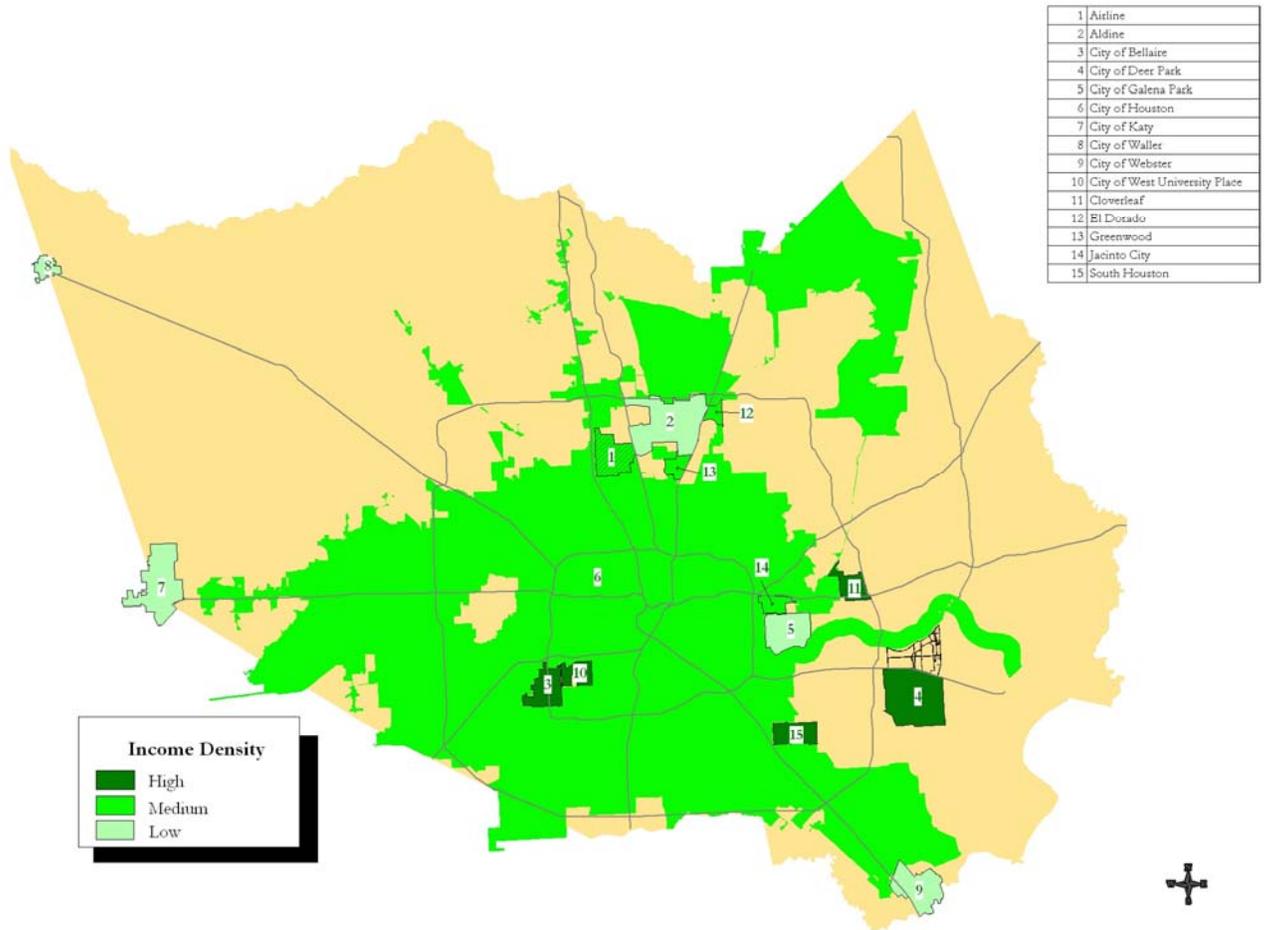
Income Density

Income density indicates purchasing power by combining population, income, and land area with the greatest aggregate income per square mile. Comparing a community's purchasing power with the existing retail supply exposes underserved geographical areas. Many retail market studies consider population and income separately. This separation of factors is potentially misleading when applied to urban areas, as it does not accurately gauge the purchasing power of urban areas. Thus, many conventional market studies underestimate the purchasing power of urban communities. Income density provides more informative results than using population or income data alone. A high density population with a low level of per capita income might have more purchasing power than a low density population with a high per capita income. Greater density of population compensates for lower income levels; consolidating lower incomes of large communities may yield the same total buying power as fewer people with larger income.

Map 7.1 illustrates the income density of cities in Harris County and HUD-defined target areas in Harris County. The designations of low, medium, and high income density exemplify how the communities in Harris County compare to one another. After calculating income density, communities were assigned designations based on their respective income density (purchasing power) in Harris County. Thus, the classification of high income density means that a particular community is in the third of areas with the highest income density of the selected communities in Harris County.

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Map 7.1: Income Density of Cities and HUD-Defined Target Areas in County



Source: 2000 U.S. Census

As Table 7.7 demonstrates, Airline’s income density is greater than the City of Katy, the City of Waller, the City of Webster, the City of Galena Park and the HUD-Defined target area of Aldine. Airline has a comparable income density to the City of Houston and the HUD-Defined target areas of El Dorado, Greenwood, and Jacinto City.

A comparison of the selected communities further explains the significance of the income density findings. Table 6.7 compares the income density of select cities and HUD-Defined target areas in Harris County. The rationale behind the selection of these communities is their comparable total and Hispanic populations to Airline; percentage of residents below poverty level; possible designation as a low-moderate income community by HUD; location in the

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Harris County service area; access to major thoroughfares; and proximity to larger retail districts.

Total income represents one aspect of measuring income density. Many conventional market studies do not indicate whether the total income is spread out over a larger area or is densely confined. Income density makes a spatial comparison among potential markets by incorporating their varying land sizes (refer to Table 7.7).

Table 7.7: Income Density Comparisons of Communities in Harris County

Community (City, County or a HUD - Defined target area)	Population	Per Capita Income	Total Income (millions)	Square Miles	Income Per Square Miles (millions)	Rank
Airline	16,557	\$12,550	\$207.79	4.39	\$47.33	M
Aldine	28,157	\$11,547	\$325.13	10.54	\$30.85	L
City of Bellaire	15,581	\$46,674	\$727.23	3.60	\$202.01	H
City of Deer Park	28,392	\$24,440	\$693.90	10.38	\$66.85	H
City of Galena Park	10,587	\$12,207	\$129.24	4.99	\$25.90	L
City of Houston	1,954,848	\$20,101	\$39,294.40	601.70	\$65.31	M
City of Katy	11,730	\$21,192	\$248.58	8.04	\$30.92	L
City of Waller	2,073	\$14,860	\$30.80	1.39	\$22.16	L
City of Webster	8,882	\$21,964	\$193.77	6.51	\$29.76	L
City of West University Place	14,211	\$69,674	\$990.14	2.01	\$492.61	H
Cloverleaf	15,082	\$11,322	\$170.76	2.03	\$84.12	H
El Dorado	2,537	\$11,860	\$30.09	0.92	\$32.71	M
Greenwood	9,324	\$9,505	\$88.62	1.40	\$63.30	M
Jacinto City	8,070	\$11,556	\$93.26	1.46	\$63.87	M
South Houston	12,685	\$11,995	\$152.16	2.25	\$67.63	H

Source: 2000 U.S. Census

Supply

Supply is the assessment of existing retail establishments in a community. It answers the questions: How much retail is currently in the area? What types of retail exist? Where do Airline residents shop for their retail needs? Determining the supply of existing retail identifies deficiencies in Airline.

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Retail Centers in Airline

Retail centers within the boundaries of Airline function as destinations for multi-purpose shopping trips and attract more customers than stand alone businesses. There are several retail centers (commercial strip centers) interspersed throughout the Airline community. Their primary location along Airline Drive indicates access to available retail goods and services is centrally located in the community.

Retail Centers in proximity to Airline

Large retail centers outside the Airline Improvement District and target area boundaries indicate the proximity of residents to a variety of shopping destinations. Big-box retail establishments and free-standing commercial strip sites are situated several miles northwest of the Airline target area. These establishments include: The Dump, Academy, Wal-Mart Supercenter, Office Depot, Fry's Electronics, Blockbuster, Panda Express, and a host of other shopping venues and restaurants. Greenspoint Mall is approximately 2 miles north of the Airline target area. A Fiesta grocery store is located at the corner of Airline Drive and West Road.

Picture 7.1: Retail Center in Proximity to Airline - The Dump



Source: HCCEDD, 2005

Picture 7.2.: Retail Center in Proximity to Airline – Fry's Electronics



Source: HCCEDD, 2005

The demand for retail goods is greater than the supply available in Airline, thus residents are spending their money at these other retail centers. Residents are willing to make these purchases closer to their homes if similar opportunities existed nearby.

Types of Retail Businesses

The amount and location of certain types of retail businesses help identify deficiencies and/or over-supply in Airline. Airline is home to an abundance of automotive-related businesses—auto salvage, auto repair, collision repair, paint and body, automotive sales, tire shops. Other retail businesses situated in Airline include: flea markets; childcare; professional services—income tax, notary, real estate services; wholesale food distribution; United Parcel Service (UPS); trailer

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and boat storage; tractor sales; feed and supply stores; animal trapping; taqueria stands; gas stations and convenience stores; appliance stores; plumbing supply; carnicerías (meat markets); washaterias; bridal and quinceañera shops; and hair and beauty establishments. There is a dearth of family-oriented restaurants, fast-food restaurants, financial institutions, and a chain or independent grocery store (Fiesta is located outside of the target area).

Income density data and supply indicators demonstrate that Airline residents indeed have a lack of retail establishments and levels of purchasing power comparable to other suburban locations well-served by retail and could potentially support local retail establishments. Locating retail into underserved urban markets relies on demonstrating the ability of urban populations to support retail establishments. Income density uncovers markets that many conventional market studies fail to recognize, as population and income are accounted for separately. Thus, accurately reflecting potential purchasing power of a community contributes to the identification of potentially viable markets for retailers.

The Airline Improvement District is committed to improving the retail/commercial (re)investment and development in the Airline community. There are several overarching goals for strengthening and promoting retail development in Airline. These goals should inform the articulation of criteria for the selection of sites and choices of retail development.

1. Increase local access to goods and services at reasonable prices for Airline residents
2. Attract and retain businesses
3. Provide destinations and nodes to attract visitors/new residents to Airline
4. Reuse the existing commercial fabric in Airline
5. Provide employment for area residents
6. Increase the tax base
7. Reinforce and stimulate other investment in Airline
8. Encourage local entrepreneurship

Recommendations

The purpose of the following recommendations and goals is to support the Airline Improvement District commitment to sustainable economic development through the implementation and enforcement of appropriate organizations, incentives and programs, and legislation.

1. Economic Development Council

The creation of a local economic development council will benefit the Airline business community by creating a more favorable business environment; enhancing communication between businesses, government, and residents; and attracting new industries and businesses. To develop this organization:

- Determine if the organization should become private, nonprofit, or a membership driven organization
- Determine the focus of the organization (attracting, strengthening, and recruiting new businesses; encourage public/private cooperative partnerships)
- Create partnerships with the civic associations, the Airline Improvement District, the North Harris Greenspoint Chamber of Commerce, schools, Harris County Precinct One, the Greater Houston Partnership, University of Houston Small Business Development Center, SCORE: Counselors to America's Small Businesses
- Seek funding (grants and loans) to pay for business development or expansion, employee and business training, G.E.D. courses, remedial education, vocational training, professional certification, and advanced degrees

An economic development council, separate, but in coordination with the Airline Improvement District and North Houston Greenspoint Chamber of Commerce, will reinforce the Airline community's role in the regional business community. This organization will give citizens and business owners and employees the opportunity to enhance/improve local business networking opportunities and achieve greater economic prosperity for all business through a united and aggressive organization.

2. Enforcement of HB 414 (Junkyard Legislation)

The uncontrolled growth of automotive salvage and junkyards adjacent to residential homes, schools, and churches over the years in unincorporated Harris County has lead to the violation of state laws regulating distance requirements. Junkyard owners routinely pay the occasional Class C misdemeanor fine and consider it an expense of doing business in Airline.

Residents in Airline and other affected communities commonly live on small lots with backyard water wells that are 25-50 feet deep. Several schools have encroaching junkyards moving closer with cars piled high above fences, if indeed the back of the salvage and/or junkyard is fenced. The chemicals used at these salvage and junkyards run-off into the local water table and penetrate the residents' shallow backyard water wells and cause other deleterious impacts to

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the potable water in the community. Rusting cars and automotive parts are commonly in violation of height requirements and are considered to be a visual blight on the community and threaten the public health and safety of all residents.

Thus, during the 79th Texas Legislative session, State Representative Kevin Bailey introduced legislation aiding Harris County in enforcing current laws restricting automotive wrecking and salvage yards from violating regulations and requirements for distance from existing homes, schools, and churches. The legislation, passed into law in May 2005, provides injunctive relief that will give Harris County a much desired tool in enforcing the existing law (Chapter 397, Texas Transportation Code – Automotive Wrecking and Salvage Yards in Certain Counties).

Enforcement of this law will quell Airline residents concerns with the lack of aesthetic attention junkyard owners give to their property. Retail establishments commonly locate in communities with a strong and stable housing stock and high property values. Economic prosperity can occur in harmony with the natural environment. Prospective businesses will not establish themselves in Airline if the drinking water is negatively impacted by other businesses.

3. Locate a Chain or Independent Grocery Store in Airline

The Airline Improvement District, in partnership with the North-Houston Greenspoint Chamber of Commerce, Airline residents, Airline business owners, and other concerned individuals must unite to locate a chain or large, independent grocery store in Airline. The Fiesta grocery store at West Rd. and Airline Drive is the closest grocery store to Airline.

A chain or independent grocery store in Airline will fill the voids that small convenience stores and fast food restaurants leave in the community. A chain or independent grocery store with a varied target niche to the community will provide higher wages to workers, yet provide staple and ethnic foods to consumers at lower prices. To locate a chain or independent grocery store in Airline:

- Create a partnership with the North Houston Greenspoint Chamber of Commerce, Airline business owners, residents, and other concerned individuals
- Seek subsidies and tax breaks from Harris County to locate a chain grocery store in Airline
- Locate vacant buildings/land for a grocery store
- Identify large developable parcels and parcel owners
- Raise support and interest of large land owners in redevelopment of land
- Gain control of land
- Issue a request for proposals to identify and attract potential developers
- Contract with a developer

Attempting to locate a large scale development in Airline will possibly take several years. While attempting to locate a chain grocery store in the community, ask independent grocers to begin carrying more staple foods at lower prices.

4. Flea Market Business Development Organization

A flea market business development organization/association will serve as a separate, but collaborative organization with the Airline Improvement District and the Airline Economic Development Council. This organization will benefit the community by regaining and maintaining public trust in Airline residents to engage in ethical businesses practices, controlling noise and traffic along major corridors and residential streets, providing greater police protection to consumers and community members, and facilitating revitalization in Airline.

5. Enforcement of HB 2509 (Curbstoning Law)

Curbstoning, or the illegal sale of automobiles on a street curb, right of way or in parking lots by individuals, licensed and unlicensed dealers, is a consumer protection issue. Not only does it reduce business of licensed dealers but it causes blight in local neighborhoods and brings an unsavory criminal element into communities. Curbstoners do not pay taxes on vehicle sales or transfer titles, thus creating a loss of revenue for the Airline Improvement District. Harris County has the power to adjudicate curbstoning cases.

6. Small Business Education Workshops

Small business education workshops strengthen local businesses and assist in attracting new and retaining businesses through employee and owner education and training. To develop these workshops in the Airline community:

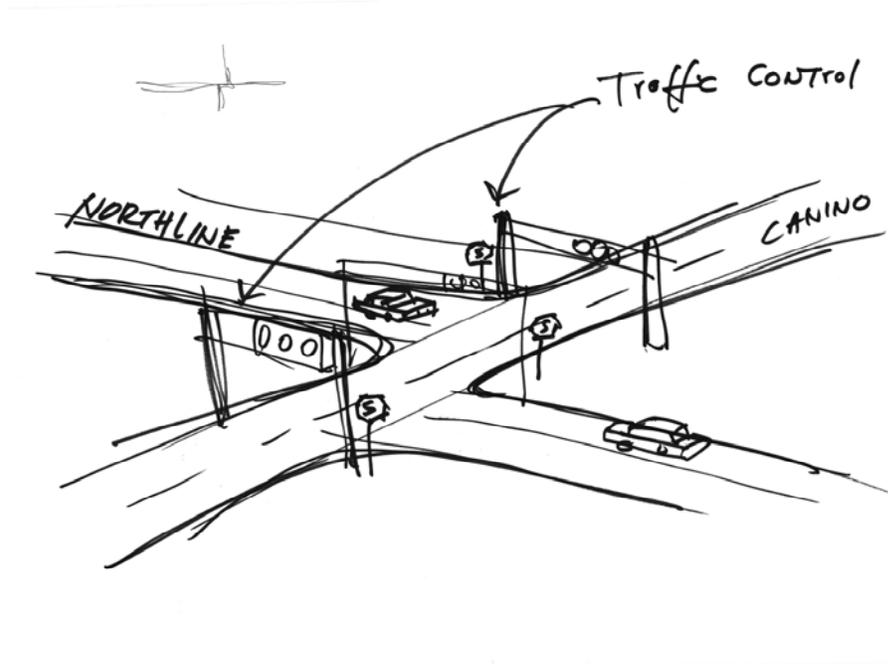
- Determine the needs of the local businesses in the community
- Identify the types of workshops that need to be conducted (business plan development, budgeting, computer training, certifications, marketing, support services)
- Identify locations to conduct workshops
- Identify funding sources to finance workshops
- Partner with the North-Houston Greenspoint Chamber of Commerce, the University of Houston Small Business Development Center, North Harris Montgomery Community College, SCORE: Counselors to America's Small Businesses, residents, other organizations, businesses, schools to assess job skills/training programs needed and currently available in the greater Houston area

Urban Design

Urban design is a term often used by architects and other urban planning professionals to describe aesthetic enhancements to communities. Urban design involves coordinated actions to create a physical environment that meets a community’s social, economic, functional, and environmental objectives. Urban design seeks to bring these qualities together at many scales: from the organization of streets and public places that make up healthy and attractive neighborhoods to the character of buildings that evoke pride and delight. Quite simply, urban design is how a community is put together, how it looks, feels and functions.

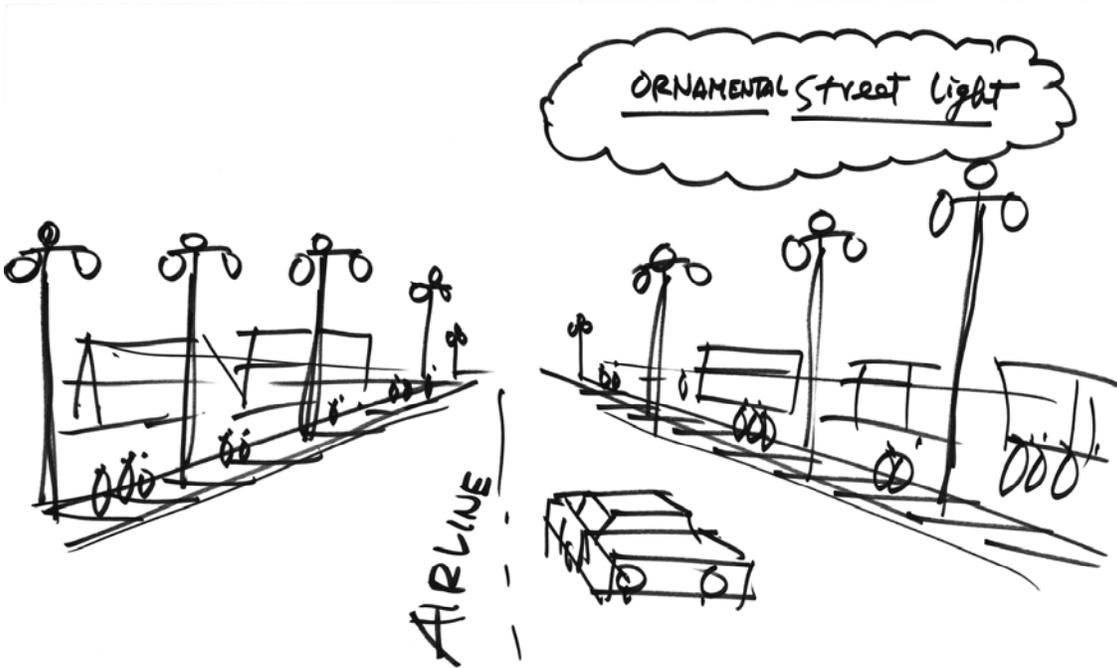
The *Urban Design Charrette* is the design element of the community plan. The July 2005 meeting established a forum for an open flow of information, discussion, and opinion sharing. The architecture firm of STOA/Golemon/Bolullo Architects, responsible for designing the Hardy Community Center and Tom Bass Community Center, and Airline residents worked together in a design setting to develop visual and graphic solutions to some of the problems and concerns voiced during the June 2005 community meeting and July 2005 community charrette.

The following renderings represent the improvements of residential streets, commercial development, the beautification of opens spaces, and infrastructure improvements, such as streetlights and sidewalks.

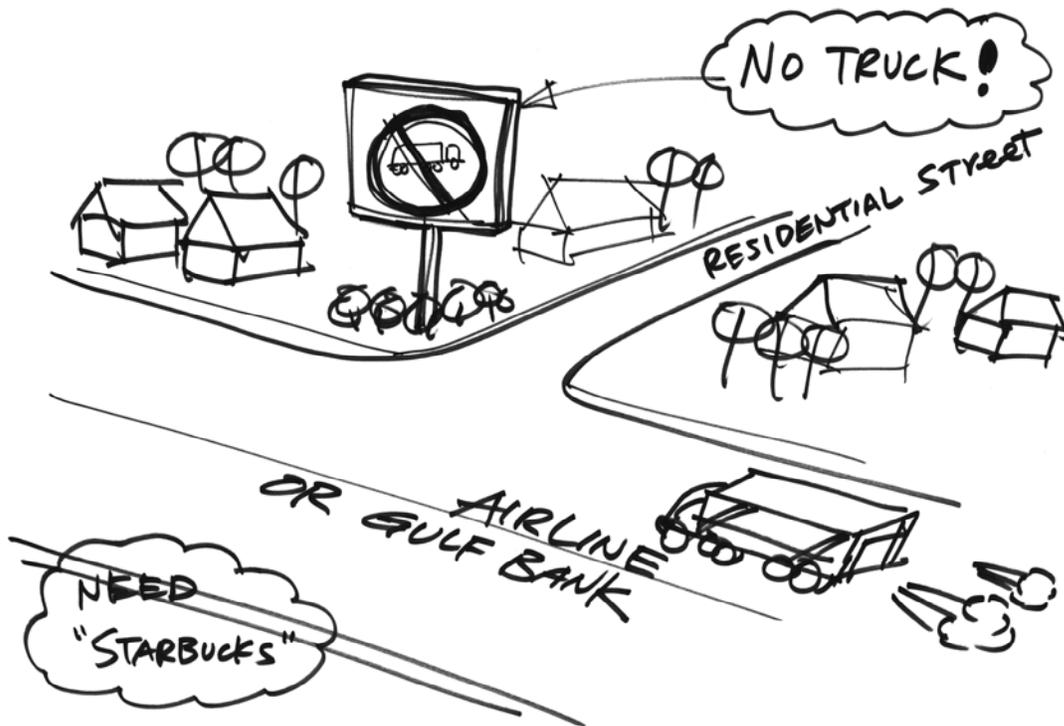


Traffic Control Improvements along Northline Drive and E. Canino Road

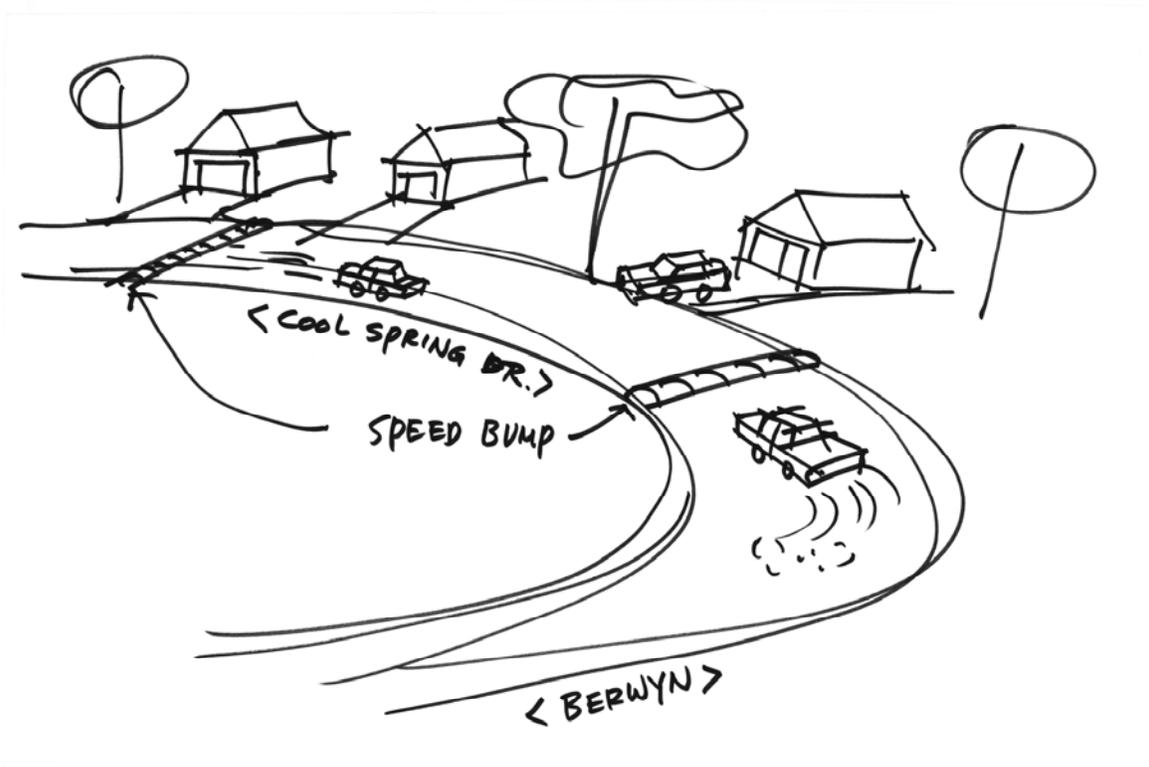
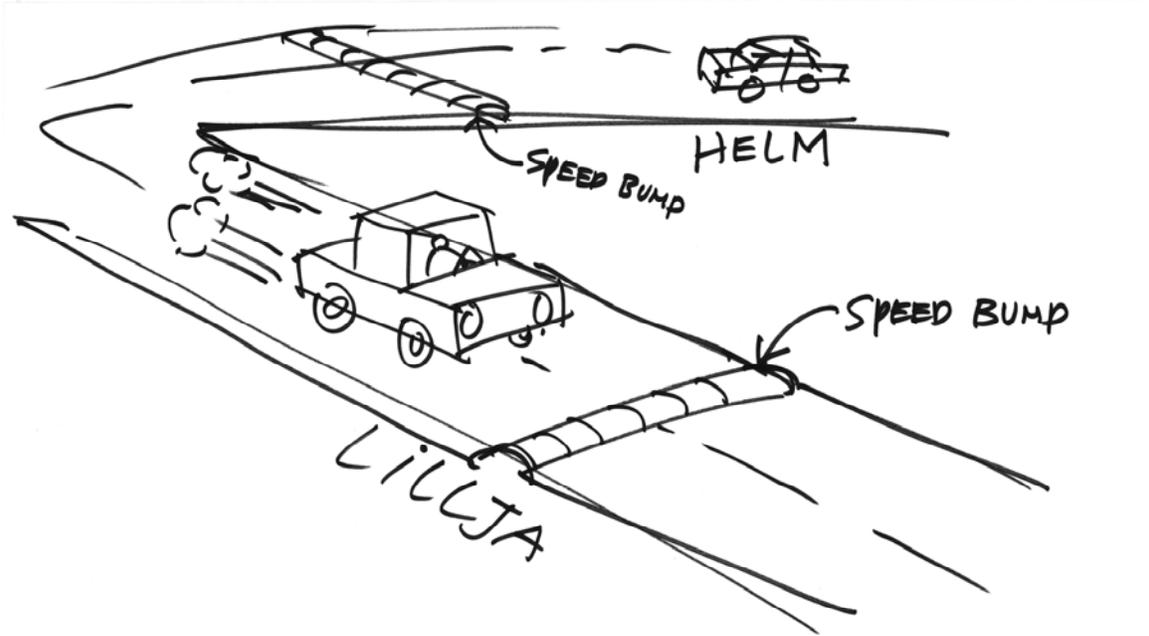
Ornamental Streetlights along Airline Drive



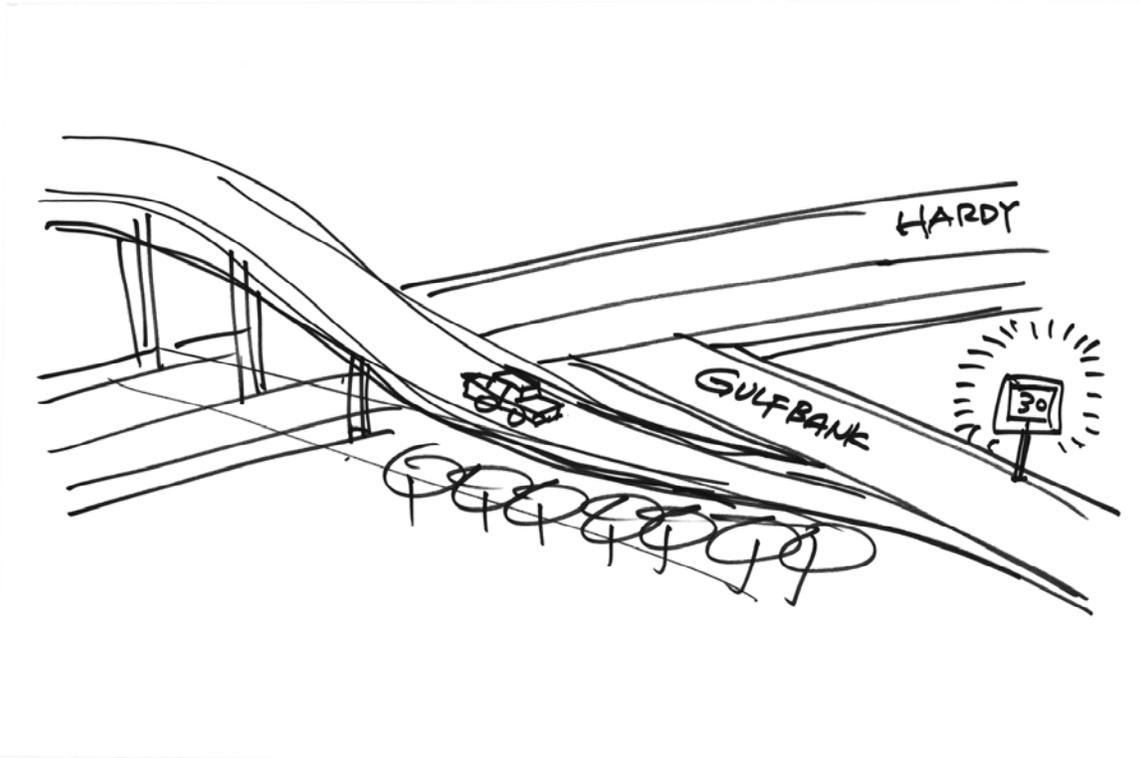
Signage to prevent multi-axle (more than two) trucks from driving on residential streets



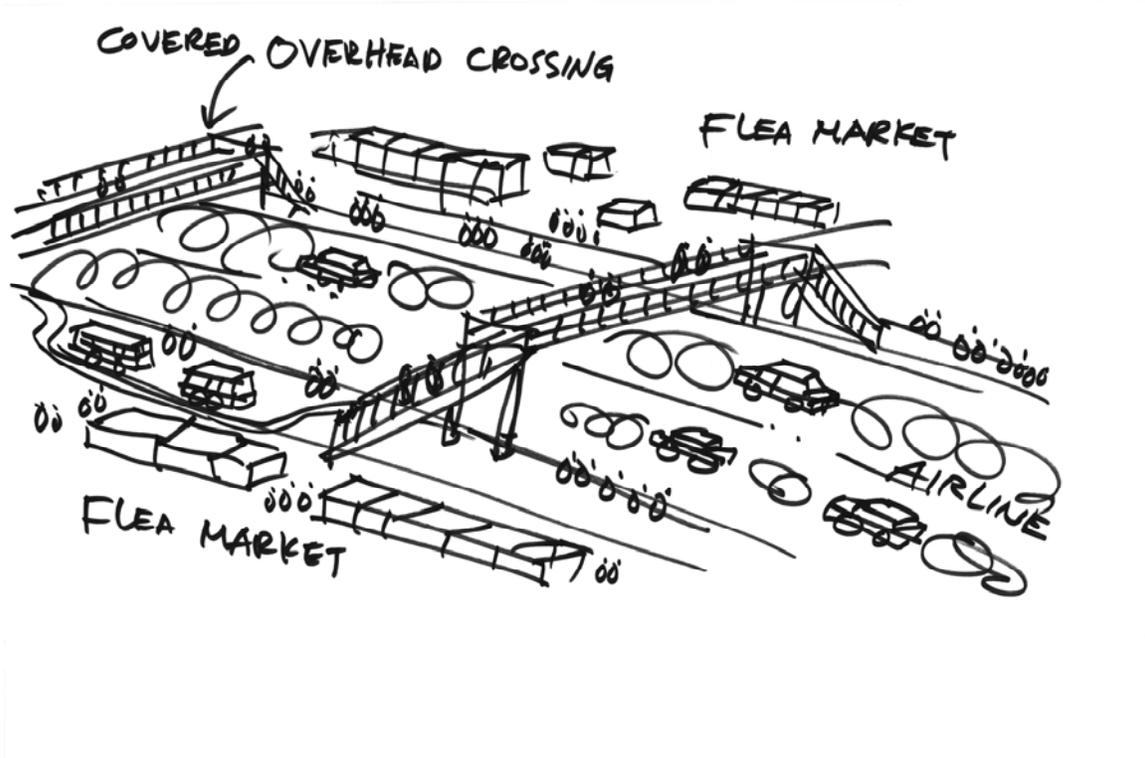
**Traffic Calming Suggestions
for arterials in Airline**

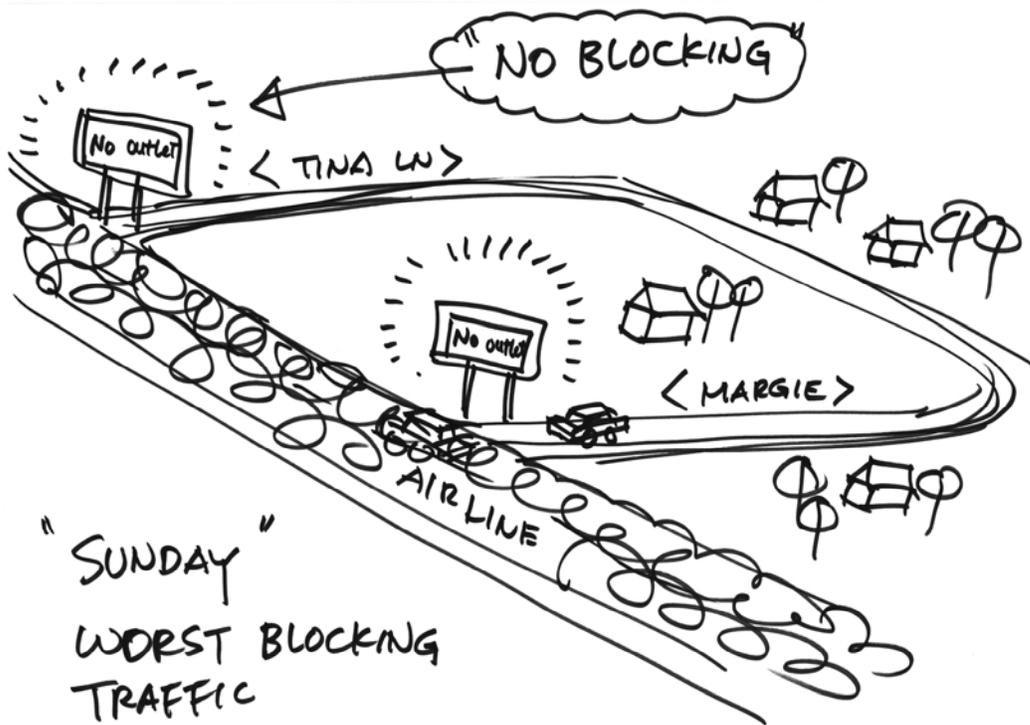
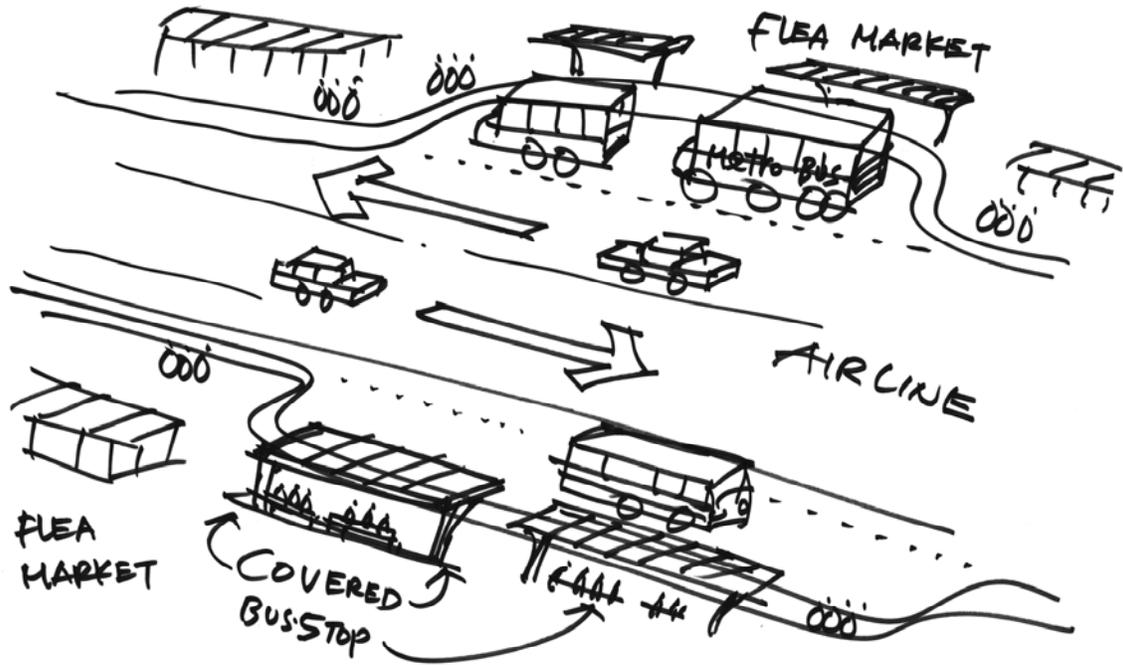


Speed Limit Recommendations along W. Gulf Bank Rd. and W. Hardy St.



Flea Market Traffic Recommendations







Matrix: Airline Projects and Recommendations

Airline Projects and Recommendations

The following goals and recommendations have been organized to provide a systematic approach to community development and revitalization. The projects and recommendations are arranged in a matrix by year from one (2006) to five (2010). Each project or recommendation is described, objectives and responsible actors identified, and possible resources recognized. Projects and recommendations were developed in cooperation with Airline residents and community leaders utilizing a planning process that combines an understanding of the community's existing resources and innovative community development models.

Matrix: Airline Projects and Recommendations

Airline Community Revitalization Plan Goals: Year 1 (2006)

PROJECT	ACTORS	DESCRIPTION	RESOURCES
Sidewalks	Airline Improvement District, residents, businesses, civic associations, Precinct One HCCEDD, STOA/Golemon/Bolullo Architects	<p>The installation of sidewalks will not only provide an alternate route of transit for residents, but it provides protection for children and other residents in the presence of vehicular traffic. The installation of sidewalks must be phased over several years to manage expenses, acquire right of way, establish plan for maintenance, etc.</p> <ul style="list-style-type: none"> • The Airline Improvement District must develop a phased implementation program (budget, financing, location of sidewalks, design of sidewalks, acquiring right of way) • Partner with Precinct One to acquire, install, and maintain sidewalks (particularly with the installation of 	HCCEDD; Harris County Precinct One; STOA/Golemon/Bolullo Architects, TXDOT

Matrix: Airline Projects and Recommendations

		<p>stormwater drains)</p> <ul style="list-style-type: none"> • Apply for grants, fundraise from businesses, assess fees 	
Streetlights	<p>Airline Improvement District, residents, businesses, civic associations, area energy providers (CenterPoint, TXU, Green Mountain, Reliant), HCCEDD, STOA/Golemon/Bolullo Architects</p>	<p>The installation of streetlights in Airline will not only provide additional lighting and serve as a deterrent to crime. The installation of streetlights must be phased over several years to manage expenses, acquire right of way, establish plan for maintenance, etc. To begin this project:</p> <ul style="list-style-type: none"> • The Airline Improvement District must develop a phased implementation program (budget, financing, location of streetlights, design of lights, operating costs) • Partner with local energy providers and Precinct One to acquire, install, and maintain lights • Apply for grants, 	<p>HCCEDD; local energy providers; STOA/Golemon/Bolullo Architects; Precinct One</p>

Matrix: Airline Projects and Recommendations

		fundraise from businesses, assess fees	
Water & Sewer Service	Airline Improvement District; residents; businesses; civic associations; Precinct One; Harris County PID; freshwater district; Nitsch Industries; Sunbelt FWSD; Harris county Roads & Bridges; HCCEDD	<p>The installation of water and sewer service is crucial for economic development, public health, public safety and overall quality of life. The installation of water and sewer service must be phased over several years to manage expenses, acquire right of way, establish plan for maintenance, etc.</p> <ul style="list-style-type: none"> • The Airline Improvement District must hire a consultant to do a water and sewer feasibility study to assess installation of lines and linkage to current water lines and sewer lines, an environmental assessment, etc. 	
Flooding and Drainage Issues	Airline Improvement District; residents; businesses; civic associations; Precinct One; Harris County PID; HCCEDD	Flooding and adequate drainage are critical issues for the Airline community. Flooding and inadequate drainage destroy private property, economic	Harris County PID; Harris County Precinct One; engineering firms; freshwater districts; Nitsch & Sons Industries; Sunbelt FWSD

Matrix: Airline Projects and Recommendations

		<p>development opportunities, and infrastructure. The installation of adequate drainage must be phased over several years to manage expenses, acquire right of way, establish plan for maintenance, etc. To combat flooding and drainage issues in Airline:</p> <ul style="list-style-type: none"> • The Airline Improvement District must develop a phased implementation program (budget, financing, location of drains and sewage lines, acquiring right of way) • Partner with Precinct One, the Harris County Flood Control District, and water districts to deal with the installation of stormwater drains • Apply for grants, fundraise from businesses, assess fees 	
Bilingual signage	Airline Improvement	Hispanics/Latinos	architecture and/or design

Matrix: Airline Projects and Recommendations

	<p>District; residents; civic organizations; churches; businesses architecture and/or design firm</p>	<p>comprise 60.98% of all residents in Airline. Thus, in an effort to meet the need of all members of the Airline community, bilingual signage should be a consideration.</p> <ul style="list-style-type: none"> • Investigate which streets/intersections will have bilingual signage • Research other communities in the greater Houston area and the United States that have bilingual signage in their communities 	<p>firm; engineering/ transportation firms; Harris County PID</p>
<p>Restriping of major thoroughfares</p>	<p>Airline Improvement District; residents; civic associations; schools; businesses; other organizations; TXDOT; Harris County PID</p>	<p>The restriping of major thoroughfares is necessary for traffic safety – pedestrian and vehicular. To begin the process of restriping the major thoroughfares:</p> <ul style="list-style-type: none"> • Determine which major thoroughfares or other streets need restriping • Contact the appropriate jurisdiction to restripe roads 	<p>TXDOT; Harris County PID; Harris County Roads & Bridges</p>

Matrix: Airline Projects and Recommendations

		(TXDOT or Harris County)	
Flashing school zone speed signs	Airline Improvement District; residents; civic associations; schools; businesses; other organizations	<p>To combat traffic violations (speeding, pedestrian right of way) and ease traffic flow (particularly along W. Gulf Bank Road with all of the impending construction and the September 2005 death of the student at Bussey Elementary), and protect the safety of all children in school zones, the installation of flashing school zone speed signs and speeds bumps is needed.</p> <ul style="list-style-type: none"> • Investigate which schools need flashing school zone speed signs • Contact the appropriate school/school district to discuss their impending plans (if any) to locate flashing school zone speed signs or other traffic calming mechanisms 	Harris County Sheriff's Department, Harris County Constables, AISD and HISD police departments; HCCEDD

Matrix: Airline Projects and Recommendations

<p>Flea market traffic</p>	<p>Airline Improvement District; residents; civic associations; schools; businesses; other organizations; flea market owners; flea market patrons; churches</p>	<p>In collaboration with the flea market owners, civic associations, businesses, and residents the Airline Improvement District:</p> <ul style="list-style-type: none"> • Work with the flea market owners regarding traffic on Airline Drive (develop alternate routes in and out the main area, provide more parking, work with METRO to use the nearest Park & Ride to alleviate congestion in the community) 	<p>Harris County Sheriff's Department; Harris County Constables Office; flea market owners; engineering firm</p>
<p>Cross walk signals/Widening of streets</p>	<p>Airline Improvement District; residents; organizations; businesses; Precinct One, TXDOT; Harris County PID – Engineering; architecture and/or design firm; engineering and or transportation firm</p>	<ul style="list-style-type: none"> • Investigate which intersections need cross walk signals and widening of streets (traffic feasibility studies done by an engineering or transportation firm) • Meet with Harris County PID – Engineering to discuss the plans to put cross walk signals at target 	<p>engineering and/or transportation firm; TXDOT; Harris County PID – Engineering; Harris County Precinct One</p>

Matrix: Airline Projects and Recommendations

		<p>intersections in the Airline Improvement District; possible traffic feasibility study conducted by Harris County PID</p> <ul style="list-style-type: none"> • Meet with Harris County PID and TXDOT to discuss projected and impending construction plans 	
<p>Greater bus service in the Airline community</p>	<p>Airline Improvement District; residents, civic associations, businesses; METRO</p>	<ul style="list-style-type: none"> • Discuss with METRO plans to add additional routes in the target area and increase frequency of pick-ups • Discuss with METRO plans to include the Airline community its transportation plans for light rail and/or bus rapid transit (BRT) 	<p>Airline Improvement District; METRO</p>
<p>Harris County Coordinated Transportation Program (HCCTP)</p>	<p>Airline Improvement District, residents, Harris County Precinct One</p>	<p>To answer the transportation needs of the senior, disabled, and low-income population in Airline, the Harris County</p>	<p>Harris County Judge's Office (Vernon Chambers, Program Coordinator 713-313-1765)</p>

Matrix: Airline Projects and Recommendations

		<p>Coordinated Transportation Program (HCCTP) is an coordinated transportation program providing non-emergency transportation service to the elderly, disabled, and low-income residents in the underserved areas (areas where METRO service is either unavailable or inaccessible by people who are elderly, disabled, or low-income of Harris County. This program can be used by the aforementioned populations to go to doctor’s appointments, the grocery store, pharmacy and other necessary trips. For Airline residents to use the service:</p> <ul style="list-style-type: none"> • Must be a Harris County resident • Meet elderly, disabled, low-income criteria • The Airline Improvement District should contact administrator(s) of 	
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Matrix: Airline Projects and Recommendations

		the program regarding rules and becoming a partner agency	
Deed Restriction Enforcement	Northline Civic Association, Airline Improvement District, Bellmar Civic Association, residents	Deed restrictions protect property values, residential character, and guard against locally unwanted land uses in communities. Northline Terrace and Bellmar Civic Associations have active deed restrictions that limit lots to residential use only. The Northline Terrace and Bellmar Civic Associations must work with property owners to ensure the proper and effective enforcement of deed restrictions in communities. Sections of the Airline community that are not governed by deed restrictions can either create deed restrictions (refer to Texas Property Code, Chapters 201 and 202) or work with the Airline Improvement District, the Harris County Sheriff's Department and the Harris County Public	Harris County Clerk's Office, Northline Civic Association, Bellmar Civic Association; Texas Property Code, Chapters 201 and 202

Matrix: Airline Projects and Recommendations

		Health & Environmental Services Department to ensure public safety is paramount.	
National Night Out	Airline Improvement District, civic associations, businesses, Harris County Sheriff's Department, Harris County Constables Office, other organizations, Harris County Precinct One	<p>National Night Out must be a yearly event for the Airline community. This event illustrates the trust and faith the community has in community policing, patrolling of the officers in the District and the community's effort to make the neighborhood and schools safer. This event must be advertised to include ALL of the Airline Improvement District so that all residents feel they have equity in the success or failure of the community. To implement a successful annual National Night Out:</p> <ul style="list-style-type: none"> • Organize a community event that enables business, residents and law enforcement to interact with each other <ol style="list-style-type: none"> 1. Block Party 	Harris County Sheriff's Department, Harris County Constables Office, Harris County Precinct One; National Night Out Organization

Matrix: Airline Projects and Recommendations

		<ol style="list-style-type: none"> 2. Cookout 3. Visit from local law enforcement 4. Parades, exhibits 5. Contests 6. Youth events 7. Flashlight walks <ul style="list-style-type: none"> • Register with the National Night Out Organization (National Association of Town Watch) to receive promotional materials, tips, guidelines, etc. 	
<p>Newsletter/website</p>	<p>Airline Improvement District, NHGCOC, residents, other organizations, Northline Terrace and Bellmar Civic Associations, local businesses, schools, HCCEDD</p>	<p>In an effort to establish the identity/character and unite all of the Airline community, a community newsletter and website should be created. The newsletter and website will be published in addition to the newsletters for Northline Terrace and Bellmar Civic Associations. A newsletter and website will visibly identify the community to itself and</p>	<p>HCCEDD, Northline Terrace and Bellmar Civic Associations, NHGCOC</p>

Matrix: Airline Projects and Recommendations

		<p>other neighborhoods, provide information on upcoming community events (school events, civic association meetings, etc.), recognition of residents; successes, challenges, and improvements in the Improvement District. This newsletter can serve as an advertising mechanism for local businesses in the Improvement District. To develop a newsletter:</p> <ul style="list-style-type: none"> • Create a list of available resources that can assist in the development, financing, and distribution of the newsletter • Establish resources to assist with layout, writing/editing, design, production, cost, and distribution, style, format, and how to distribute and method of distribution (website, mail), and frequency of 	
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Matrix: Airline Projects and Recommendations

		distribution	
Community Beautification/Identity Project	Airline Improvement District, churches, schools, civic associations, businesses, Harris County Sheriff's Department, Harris County Constables Office, other organizations, HCCEDD, Harris County Cooperative Extension Program, Harris County Road & Bridge Dept.	<p>A Community Beautification Program will strengthen the social fabric and enhance the aesthetic appearance of the Airline community. Community enhancements include: landscaping of medians with trees and flowers, community identifying signage that is inclusive of all residents, murals, gardens, heavy trash/debris pick-up. To implement a community beautification project:</p> <ul style="list-style-type: none"> • Decide on scope of project (will the beautification project be target in certain areas or will it be a large event for the entire Improvement District) • Determine type of beautification (trash clean-up, planting trees, painting homes, gardening work, school/park clean-up) 	Airline Improvement District, churches, schools, civic associations, businesses, Harris County Sheriff's Department, Harris County Constables Office, other organizations, HCCEDD, Harris County Cooperative Extension Program, Harris County Road & Bridge Dept

Matrix: Airline Projects and Recommendations

		<ul style="list-style-type: none"> • Identify partnerships and volunteers (residents, churches, social clubs, youth organizations, Precinct One, HC Sheriff and Constable Departments, business, fraternities and sororities, schools) • Determine publicity for the event (flyers, school marquees, water bills, community newsletter) • Determine funding/donations needed for projects • Frequency of project (quarterly, annually, semi-annually, monthly, seasonal) • Identify location of beautification project (local park, schools, major thoroughfares) 	
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Matrix: Airline Projects and Recommendations

<p>ESL/GED/Employment Training classes</p>	<p>Airline Improvement District, local schools and colleges, businesses, residents, churches</p>	<p>Educational attainment is an important determinant of the earning potential of individuals. Further, a community with highly skilled, specialized employees is a critical factor influencing opportunities for retaining and attracting business development. To implement a GED and job training program in Airline:</p> <ul style="list-style-type: none"> • Create partnerships and alliances with organizations and schools that are currently providing ESL, GED, and employee training programs (Keeble EC/PK and Cathedral of St. Matthew's) • Identify a location and instructors to conduct trainings • Determine time and dates for trainings 	<p>Local schools and community colleges, local churches, local businesses, WorkSource Houston</p>
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Matrix: Airline Projects and Recommendations

<p>Harris County Sheriff Storefront/Substation</p>	<p>Airline Improvement District, residents, civic associations, businesses, Harris County Precinct One, Harris County Sheriff's Department</p>	<p>Law enforcement visibility is an integral component to crime deterrence and community trust. It is important to realize that police provide visibility not only when they are working on the streets but also when they are assigned to communities and neighborhoods to perform other tasks besides patrol. To get a sheriff storefront in the Airline community:</p> <ul style="list-style-type: none"> • Investigate/discuss with Harris County Sheriff's Department why the initial attempt to get a storefront at the Volunteer Fire Department was denied • Discuss with Harris County Sheriff's Department and Harris County Precinct One available options/solutions to acquiring a storefront • Investigate locations 	<p>Airline Improvement District, residents, civic associations, businesses, Harris County Precinct One, Harris County Sheriff's Department</p>
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Matrix: Airline Projects and Recommendations

		<p>for a Harris County storefront/substation in the community</p>	
<p>Community Watch/Policing Program (Community Safety Initiative)</p>	<p>Airline Improvement District, civic associations, businesses, Harris County Sheriff’s Department, Harris County Constables Office, other organizations; Local Initiatives Services Corporation (LISC); Weed & Seed Program</p>	<p>Communities are the central institution for fighting crime. The Airline Improvement District must develop and implement a community policing program that focuses on improving police trust and legitimacy to residents for this program to succeed. The Community Safety Initiative (CSI) builds, formal long-term relationships between law enforcement, Airline Improvement District, community/civic associations, and other stakeholders in distressed neighborhoods to reduce persistent crime, disorder, fear, and to revitalize the community. To become a LISC designated CSI site:</p> <ol style="list-style-type: none"> 1. Degree of opportunity and/or need identified 2. Ability of local players (law enforcement, civic 	<p>Airline Improvement District, civic associations, businesses, Harris County Sheriff’s Department, Harris County Constables Office, other organizations; LISC; Weed & Seed Program</p>

Matrix: Airline Projects and Recommendations

		<p>associations, schools, businesses) to devote adequate time and energy to the effort</p> <p>3. Availability of resources to fund the program</p> <p>4. Evidence of other local institutional partners (Weed & Seed, etc.)</p>	
<p>Nuisance Abatement Officers</p>	<p>Airline Improvement District; Northline Terrace and Bellmar Civic Associations, Harris County Sheriff's Department, residents, businesses, other organizations, contract officers hired by the Airline Improvement District</p>	<p>In enforcement of the Neighborhood Nuisance Abatement Act and in collaboration Harris County Public Health & Environmental Services, the Nuisance Abatement Officers will work in tandem with the residents to promote public safety. The officers will:</p> <ul style="list-style-type: none"> • Patrol the Airline Improvement District regularly (daily, weekly, biweekly or monthly) and file complaints on behalf of residents with the Consumer Health Section of the Harris 	<p>contract officers hired by the Airline Improvement District, Harris County Sheriff's Department, Harris County Constables Office, Harris County Public Health & Environmental Services</p>

Matrix: Airline Projects and Recommendations

		<p>County Health Department.</p> <ul style="list-style-type: none"> • Work with residents, property owners, health inspectors to abate nuisances (possibly before filing a complaint) • Assist in criminal prosecution (if necessary) 	
<p>Hiring Contract Deputies to Patrol the District</p>	<p>Airline Improvement District, civic associations, businesses, Harris County Sheriff's Department, Harris County Constables Office, other organizations</p>	<p>Crime prevention is an issue in Airline. Simply increasing the number of police officers does not prevent crime. Increases in police presence must be coordinated with an effort whereby residents come to legitimately trust police officers. Therefore, to reduce crime in the Airline community:</p> <ul style="list-style-type: none"> • Increased direct patrols in Airline Improvement District hot-spots of crime (Airline Drive on weekends to control criminal element and mischief with the flea markets) 	<p>Harris County Sheriff's Department, Harris County Constables Office</p>

Matrix: Airline Projects and Recommendations

		<ul style="list-style-type: none"> • Proactive arrests of serious repeat offenders • Proactive drunk driving arrests • Zero tolerance strategies, whereby nonviolent crime such as vandalism and loitering are enforced and punished • Increasing the range of crimes for which police may issue citations rather than making an arrest (which takes police off the street) 	
<p>Deputies patrolling school traffic</p>	<p>Airline Improvement District, local schools, Harris County Sheriff's Department, Harris County Constables,</p>	<p>To combat traffic violations (speeding, pedestrian right of way) and ease traffic flow (particularly along Gulf Bank Rd. with all of the impending construction and the September 2005 death of the student at Bussey Elementary) in school zones, police patrol of school traffic is needed. School zone patrolling must include:</p> <ul style="list-style-type: none"> • Zero tolerance for 	<p>Harris County Sheriff's Department, Harris County Constables, AISD and HISD police departments</p>

Matrix: Airline Projects and Recommendations

		<p>speeding in schools zones, pedestrian right of way, and school bus violators</p> <ul style="list-style-type: none"> • Working in collaboration with parents volunteering as crossing guards • Discuss where deputies should be targeted (should they be at all schools in the Airline Improvement District, only at intersections without traffic signals or four way stops) 	
<p>After school programs, summer and youth mentoring programs</p>	<p>Airline Improvement District, local schools, civic associations, residents, parents, businesses, youth, Precinct One, YMCA, HISD, AISD, Boys & Girls Club, Boy Scouts & Girls Scouts of America, Big Brothers/Big Sisters</p>	<p>After school and summer programs are designed to help children, adolescents, and teenagers by deterring delinquency and improving self-esteem and academic performance. The activities/programs should:</p> <ol style="list-style-type: none"> 1. Prevent delinquency by having 3 to 4 hours of adult supervision on afternoons and evenings 	<p>YMCA, HISD, AISD, Boys & Girls Club, Boy Scouts & Girls Scouts of America, Big Brothers/Big Sisters; AISD; HISD; Harris County Street Olympics</p>

Matrix: Airline Projects and Recommendations

		<p>2. Structured homework assistance for school children</p> <p>3. Community based sites or programs that provide regular transportation</p> <p>4. Target enrollment of students (at risk, African-American or Latino students, boys, girls, etc.) and volunteers</p> <p>After-school programs to investigate are:</p> <ul style="list-style-type: none"> • YMCA • Aldine ISD • Houston ISD • Community centers in the target area and greater community • Boys Scouts of America • Girl Scouts of America • Possibly develop own after-school programs and/or create partnerships with schools and churches 	
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Matrix: Airline Projects and Recommendations

		<ul style="list-style-type: none"> • Local colleges • Local churches <p>Summer Programs to investigate:</p> <ul style="list-style-type: none"> • YMCA • Girl Scouts of America • Boys Scouts of America • Harris County Precinct One Street Olympics (Summer Games, Aquatics Programs, 3 on 3 Basketball, Discovery Camp, Environmental Education Program, Northeast Adolescent Program) • Local colleges • Local churches • Local businesses (work study or trade program) • Local fraternities, sororities, and social clubs <p>Mentoring programs are designed to address the needs of children, adolescents, and teenagers,</p>	
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Matrix: Airline Projects and Recommendations

		<p>including self-esteem, academic performance, truancy, pregnancy, drug abuse/prevention, etc. Programs to investigate include:</p> <ul style="list-style-type: none"> • Big Brothers/Big Sisters • Local fraternities and sororities and other social clubs (Elks, Kiwanis, Masons, local VFW) • YMCA • Boys & Girls Club • Programs at schools • Developing Airline Improvement District Mentoring Program • Local colleges • Local churches • Local businesses 	
<p>24-Hour Medical Clinic</p>	<p>Airline Improvement District, residents, organizations, businesses, churches, schools, Harris County Public Health & Environmental Services Department, Harris County CEDD; Harris County Precinct One</p>	<p>Airline does not have a 24-Hour Medical Clinic. Residents must leave Airline for all emergent care needs. To bring a 24 Hour Medical Clinic to Airline:</p> <ul style="list-style-type: none"> • Partner with the Harris County Health Department 	<p>Harris County Public Health & Environmental Services Department; Harris County Precinct One</p>

Matrix: Airline Projects and Recommendations

		<p>to explore possibilities of bringing a mobile health provider or a 24 Hour Health Clinic to Airline</p> <ul style="list-style-type: none"> • Investigate/explore partnerships with Precinct One, the Harris County Public Health & Environmental Services Department (HCPHES) to provide healthcare (immunizations, checkups, etc.) in the community (decide on frequency). The Airline Improvement District and the HCPHES should partner to bring mobile immunization units to the community. The Airline Improvement District can schedule immunization services with 	
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Matrix: Airline Projects and Recommendations

		<p>HCPHES to ensure that services are provided at convenient times for families (including evenings and weekends). The Airline Improvement District and HCPHES can distribute the information to the civic associations, schools, churches, apartment complexes, mobile home communities, and child care centers.</p> <ul style="list-style-type: none"> • Develop a Healthy Community Project with the HCPHES – Health Education Division to promote disease prevention and healthy living and wellness 	
<p>More Heavy Trash Collection Days/Litter Control</p>	<p>Airline Improvement District, residents, organizations, businesses, churches, schools, Harris County Precinct One,</p>	<p>Litter is a problem throughout Airline. Not only is litter an eyesore, but old tires, plastic containers, fast-food cups, plastic</p>	<p>Harris County Precinct One, Harris County Public Health & Environmental Services Department</p>

Matrix: Airline Projects and Recommendations

	<p>Harris County Public Health & Environmental Services Department</p>	<p>shopping bags, mattresses, animal carcasses couches can collect water, which can be colonized by mosquitoes and other vermin and pests. Batteries and other automotive equipment/materials break down and release metal toxins into the watershed and ground wells where residents get their drinking water. To combat the litter and heavy trash/debris problem:</p> <ul style="list-style-type: none"> • The Airline Improvement District should develop a litter control/ heavy trash collection program (in collaboration with the Harris County Public Health & Environmental Services Department) • Decide on the frequency of the heavy trash/litter pick-up • Create a partnership 	
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Matrix: Airline Projects and Recommendations

		<p>with appropriate County departments, businesses, schools, law enforcement, residents, and civic associations to combat littering</p> <ul style="list-style-type: none"> • Investigate the option of erecting 'no littering' signs in target hot spots in Airline; possibly contemplate the possibility of assessing a fine and asking the County to split the money for Airline Improvement District beautification efforts • Get recycling bins in the community • Precinct One provides one heavy trash pickup per subdivision per year at the request of the homeowner's association or the civic club. 	
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Matrix: Airline Projects and Recommendations

<p>Ditch/Culvert Cleaning</p>	<p>Airline Improvement District, residents, businesses, civic associations, churches, Harris County Precinct One Roads & Bridges</p>	<p>To have the ditches and culverts cleared in Airline:</p> <ul style="list-style-type: none"> • Contact the Precinct Road & Bridge Service Dept. (by phone or email) to report drainage issues (must be County right-of-way) 	<p>Harris County Precinct One (Roads & Bridges Department)</p>
<p>Enforcement of HB 414 (Junkyard Legislation)</p>	<p>Harris County Sheriff's Department, Airline residents, Airline Improvement District, schools, businesses</p>	<p>The uncontrolled growth of junkyards adjacent to residential homes, schools, and churches over the years has lead to the violation of state law regulating distance requirements. Junkyard owners routinely pay the occasional fine and consider it an expense of doing business in Airline. Enforcement of HB 414 protects Airline residents' shallow backyard water wells and other detrimental impacts to drinking water in the community. This legislation also protects children whose schools are in too close proximity to junkyards.</p>	<p>Harris County Sheriff's Department, residents, businesses, schools</p>

Matrix: Airline Projects and Recommendations

<p>Enforcement of HB 2509 (Curbstoning Law)</p>	<p>Harris County Sheriff's Department, Airline residents, Airline Improvement District, schools, businesses</p>	<p>Curbstoning, or the illegal sale of automobiles on a street curb, right of way or in parking lots by individuals, licensed and unlicensed dealers, is a consumer protection issue. Not only does it cut into business of licensed dealers but it causes blight and brings an unsavory criminal element into communities. Curbstoners do not pay taxes on vehicle sales or transfer titles, thus creating a loss of revenue for the Airline Improvement District. Harris County has the power to try curbstoning cases.</p>	<p>Harris County Sheriff's Department, residents, businesses, schools</p>
<p>Small Business Education Workshops</p>	<p>Airline Improvement District, North-Houston Greenspoint Chamber of Commerce (NHGCOC), residents, other organizations (civic associations), businesses, schools</p>	<p>Small business education workshops strengthen local businesses and assist in attracting new business through employee education and training. To develop these workshops in the Airline community:</p> <ul style="list-style-type: none"> • Determine the needs of the local businesses in the community 	<p>Worksource Houston, NHGCOC, local community college(s)</p>

Matrix: Airline Projects and Recommendations

		<ul style="list-style-type: none"> • Identify the types of workshops that need to be conducted (business plan development, budgeting, computer training, certifications, marketing, support services) • Identify locations to conduct workshops • Identify funding sources to finance workshops • Partner with the NHGCOC and other organizations to assess with job skills/training programs are currently available in the greater area 	
<p>Locate a Chain Grocery Store in Airline</p>	<p>Airline Improvement District, North-Houston Greenspoint Chamber of Commerce (NHGCOC), residents, other organizations (civic associations), businesses, schools</p>	<p>A chain grocery store in Airline will fill the voids that small convenience stores and fast food restaurants leave in the community. A chain grocery store with a specific target niche to the community will provide higher wages to workers,</p>	<p>North-Houston Greenspoint Chamber of Commerce, civic associations in Airline (Northline Terrace and Bellmar), Airline Improvement District, residents</p>

Matrix: Airline Projects and Recommendations

		<p>yet provide staple foods and ethnic foods to consumers at lower prices.</p> <ul style="list-style-type: none"> • Create a partnership with the North Houston Greenspoint Chamber of Commerce, Airline business owners, residents, and other concerned individuals • Raise support and interest of large land owners in redevelopment of land 	
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Matrix: Airline Projects and Recommendations

Airline Community Revitalization Plan Goals: Year 2 (2007)

PROJECT	ACTORS	DESCRIPTION	RESOURCES
Sidewalks	See Year 1	See Year 1	See Year 1
Streetlights	See Year 1	See Year 1	See Year 1
Water & Sewer Service	See Year 1	See Year 1	See Year 1
Flooding and Drainage Issues	See Year 1	See Year 1	See Year 1
Bilingual signage	See Year 1	See Year 1	See Year 1
Restriping of major thoroughfares	See Year 1	<ul style="list-style-type: none"> Contact the appropriate jurisdiction to restripe roads (TXDOT or Harris County) 	See Year 1
Flashing school zone speed signs	See Year 1	See Year 1	See Year 1
Flea market traffic	See Year 1	See Year 1	See Year 1
Cross walk signals/Widening of streets	See Year 1	See Year 1	See Year 1
Greater bus service in the Airline community	See Year 1	See Year 1	See Year 1
Harris County Coordinated Transportation Program (HCCTP)	See Year 1	See Year 1	See Year 1
Nuisance Abatement (garbage, noise, weeds, rodents, insects, junk etc.)	Airline Improvement District; Northline Terrace and Bellmar Civic Associations, Harris County Sheriff's Department, residents, businesses, other organizations	The Neighborhood Nuisance Abatement Act (NNAA) is designed to abate public nuisances in unincorporated areas of Texas counties. To assist in the elimination of public nuisances: <ul style="list-style-type: none"> File a complaint 	Harris County Sheriff's Department, Harris County Public Health & Environmental Services

Matrix: Airline Projects and Recommendations

		<p>with the Consumer Health Section of the Harris County Health Department</p> <ul style="list-style-type: none"> • If the nuisance remains unabated for 30 days after county abatement notice has been received, a health inspector may enlist the assistance of property owners to act as witnesses in court. • In addition to criminal prosecution by the Health Department, the complainant can file a civil suit in county or district court 	
<p>Restriction on Trucks with more than 2 Axles in neighborhoods</p>	<p>Airline Improvement District; Northline Terrace and Bellmar Civic Associations; residents, businesses, organizations</p>	<p>To restrict trucks in the Airline community with more than 2 axles in neighborhoods (ex. Northline Terrace and Bellmar):</p> <ul style="list-style-type: none"> • Contact Harris County Precinct One (Road and Bridge Department) to learn specifics of the 	<p>Harris County Precinct One</p>

Matrix: Airline Projects and Recommendations

		restriction (the number of petitioners needed, the area included in the restriction, etc.)	
Weed and Seed Program	Airline Improvement District, local schools in target area, residents, businesses, churches, Northline Terrace and Bellmar Civic Associations, Harris County Precinct One, Harris County Weed & Seed Program Coordinator	<p>The Weed & Seed Program is a strategy designed to couple law enforcement and community revitalization to weed out violent crime, gang activity, and drug use and seed the area with economic and social revitalization. To receive designation as a Weed & Seed community:</p> <ul style="list-style-type: none"> • The Airline Improvement District must research, apply, and receive official designation from the Department of Justice • Contact Aldine Weed & Seed Program to identify successes and challenges of the program • Contact Precinct One Community Liaison, Harris 	Weed & Seed Coordinator for Harris County – Derrick Heyward 713-578-1965; Harris County Precinct One; Harris County CEED

Matrix: Airline Projects and Recommendations

		<p>County Sheriff's Department, local businesses, civic associations, schools, and churches to build consensus for the designation and subsequent projects</p> <ul style="list-style-type: none"> • Identify and research types of activities to include in revitalization strategy: neighborhood cleanup, increased safety activities, community storefront, drug rehabilitation program, after school programs; neighborhood beautification, leadership development, gang prevention 	
National Night Out	See Year 1	See Year 1	See Year 1
Community Beautification/Identity Project	See Year 1	See Year 1	See Year 1
Community Watch/Policing Program	See Year 1	See Year 1	See Year 1

Matrix: Airline Projects and Recommendations

(Community Safety Initiative)			
Nuisance Abatement Officers	See Year 1	See Year 1	See Year 1
Hiring Contract Deputies to Patrol the District	See Year 1	See Year 1	See Year 1
Deputies patrolling school traffic	See Year 1	See Year 1	See Year 1
Senior programs	Airline Improvement District, local schools, civic associations, residents, parents, businesses, youth, local VFW	<p>Programs for seniors are designed to maintain their health and independence but provide avenues for social interaction to share hobbies, crafts and talents with their peers and youth. To develop programs for seniors in Airline:</p> <ul style="list-style-type: none"> • Identify/create partnerships with organizations that currently have senior programs in the community • Work with Precinct One to coordinate additional programs or seek financial assistance to further develop current programs 	Airline Improvement District, local schools, civic associations, residents, social clubs (Kiwanis, Elks, Masons) local VFW
After school programs, summer and youth mentoring programs	See Year 1	See Year 1	See Year 1

Matrix: Airline Projects and Recommendations

ESL/GED/Employment Training classes	See Year 1	See Year 1	See Year 1
24 Hr. Medical Clinic	See Year 1	See Year 1	See Year 1
More Heavy Trash Collection Days/Litter Control	See Year 1	See Year 1	See Year 1
Ditch/Culvert Cleaning	See Year 1	See Year 1	See Year 1
Enforcement of HB 414 (Junkyard Legislation)	See Year 1	See Year 1	See Year 1
Enforcement of HB 2509 (Curbstoning Law)	See Year 1	See Year 1	See Year 1
Small Business Education Workshops	See Year 1	See Year 1	See Year 1
Flea Market Business Development Organization	Airline community flea market owners	A flea market business development organization/association will serve as a collaborative with the Airline Improvement District, the Airline economic development council and Airline residents. This organization will benefit the community by gaining public trust in Airline residents to engage in ethical businesses practices, controlling noise and traffic along major corridors and residential streets, providing greater police protection to consumers and community	North Houston Greenspoint Chamber of Commerce, civic associations in Airline (Northline Terrace and Bellmar)

Matrix: Airline Projects and Recommendations

		members, and facilitating revitalization in Airline.	
Locate a Chain Grocery Store in Airline	See Year 1	<ul style="list-style-type: none"> • Create a partnership with the North Houston Greenspoint Chamber of Commerce, Airline business owners, residents, and other concerned individuals • Raise support and interest of large land owners in redevelopment of land 	See Year 1

Matrix: Airline Projects and Recommendations

Airline Community Revitalization Plan Goals: Year 3 (2008)

PROJECT	ACTORS	DESCRIPTION	RESOURCES
Sidewalks	See Year 1	See Year 1	See Year 1
Streetlights	See Year 1	See Year 1	See Year 1
Water & Sewer Service	See Year 1	<ul style="list-style-type: none"> • The Airline Improvement District must develop a phased implementation program (budget, financing, location of drains and sewage lines, acquiring right of way) • Partner with Precinct One and water districts to deal with the installation of stormwater drains • Apply for grants, fundraise from businesses, assess fees 	See Year 1
Flooding and Drainage Issues	See Year 1	See Year 1	See Year 1
Bilingual signage	See Year 1	<ul style="list-style-type: none"> • The Airline Improvement District must develop a phased implementation program (budget, financing, location 	See Year 1

Matrix: Airline Projects and Recommendations

		<p>of signage, design of lights)</p> <ul style="list-style-type: none"> • Apply for grants, fundraise from businesses, assess fees 	
Restriping of major thoroughfares	See Year 1	See Year 2	See Year 1
Flashing school zone speed signs	See Year 1	<ul style="list-style-type: none"> • The Airline Improvement District must develop a phased implementation program (budget, financing, location traffic calming mechanisms and/or flashing lights • Partner with AISD, HISD, and engineering/architecture firm to determine design, height, etc. • Apply for grants, fundraise from businesses, assess fees 	See Year 1
Flea market traffic	See Year 1	See Year 1	See Year 1
Cross walk signals/Widening of streets	See Year 1	See Year 1	See Year 1

Matrix: Airline Projects and Recommendations

Greater bus service in the Airline community	See Year 1	See Year 1	See Year 1
Harris County Coordinated Transportation Program (HCCTP)	See Year 1	See Year 1	See Year 1
Demolish abandoned properties	Airline Improvement District, Harris County Sheriff's Department, Harris County Precinct One, businesses, civic organizations, residents, North Houston – Greenspoint Chamber of Commerce	<ul style="list-style-type: none"> • Identify the properties (residential and commercial) that need to be demolished in the Airline community • Meet with the Harris County Public Health & Environmental Services Department to determine the process to clear abandoned properties in the area • Investigate re-use opportunities for properties (possible pocket parks, infill housing, community center) 	Harris County Public Health & Environmental Services Department
Home Repair Program	Local Initiatives Services Corporation, Airline Improvement District, Bellmar and Northline	A home repair and rehabilitation program that includes minor home repairs and lead-based	HCCEDD; LISC

Matrix: Airline Projects and Recommendations

	Terrace Civic Associations, Harris County CEDD	<p>paint screening will assist local residents, particularly seniors, the disabled population, and families with young children with repairs, painting, etc. To implement this program:</p> <ul style="list-style-type: none"> • Meet with HCCEDD to discuss how to get involved with the program. HCCEDD has a home repair and lead based paint screening program • Contact LISC for housing program development information 	
Infill Housing Program	HCCEDD, Airline Improvement District, local realtors, residents, civic organizations	<p>Infill housing is an alternative for providing affordable housing to many low-income residents in Airline. To implement an Infill Housing Program:</p> <ul style="list-style-type: none"> • The Airline Improvement District along with the civic associations can contact LISC for housing program development information. Members of the civic 	HCCEDD; LISC

Matrix: Airline Projects and Recommendations

		<p>associations and members of the Airline Improvement District could develop a CDC to become a certified CHDO (Community Housing Development Corporation) and build affordable housing on vacant lots.</p> <ul style="list-style-type: none"> • Partner with existing CHDOs and HCCEDD for technical assistance • Select and purchase vacant properties within existing neighborhoods and the entire Airline Improvement District • Meet with housing developers and realtors, banks, renters to determine needs in community 	
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Matrix: Airline Projects and Recommendations

Weed and Seed Program	See Year 2	<ul style="list-style-type: none"> Upon receiving official designation, identify programs that will be implemented and submit application to the Department of Justice for funding 	See Year 2
National Night Out	See Year 1	See Year 1	See Year 1
Community Beautification/Identity Project	See Year 1	See Year 1	See Year 1
Locate a community center in Airline	Airline Improvement District, residents, civic associations, businesses, Harris County Precinct One, Harris County CEDD; STOA/Golemon/Bolullo Architects	<p>Community centers are designed to provide mental, physical, emotional and social wellness to area residents. An ideal community center in Airline would be home to intergenerational activities for the youth and seniors, a gymnasium, a pool, space for after-school opportunities, a daycare center, a teen center, aerobics classes, and a community health component. To locate a community center in Airline:</p> <ul style="list-style-type: none"> Meet with Precinct One to discuss the process for 	HCCEDD, Airline Improvement District, Harris County Precinct One; STOA/Golemon/Bolullo Architects

Matrix: Airline Projects and Recommendations

		<p>acquiring land for a community center, funding options available</p> <ul style="list-style-type: none"> • Investigate locations for a community center in the Airline Improvement District • Seek funds from local, state, and federal agencies, businesses, donations or have fundraiser to fund community center construction • Partner with STOA/Golemon/Bolullo Architects to design community center at little or no cost 	
<p>Locate spark parks in community</p>	<p>Airline Improvement District; residents, school PTO/PTAs, civic organizations, businesses and other private sector entities, Harris County Precinct One; City of Houston Mayor’s Office</p>	<p>Designed to increase park space in the greater Houston area, a spark park provides community children with the amenities of a water park without the liability of a pool. To set up a squirt park:</p> <ul style="list-style-type: none"> • Discuss the construction process 	<p>Harris County Precinct One; STOA/Golemon/Bolullo Architects; City of Houston Mayor’s Office (Kathleen Ownby 713-247-2909)</p>

Matrix: Airline Projects and Recommendations

		<p>and funding opportunities available with Precinct One</p> <ul style="list-style-type: none"> • Decide on a location for the squirt park • Locate funds from local, state, and federal agencies; local businesses; have fundraisers to fund park construction • Partner with STOA/Golemon/Bolullo Architects to design park at a reduced cost 	
Community Watch/Policing Program (Community Safety Initiative)	See Year 1	See Year 1	See Year 1
Nuisance Abatement Officers	See Year 1	See Year 1	See Year 1
Hiring Contract Deputies to Patrol the District	See Year 1	See Year 1	See Year 1
Deputies patrolling school traffic	See Year 1	See Year 1	See Year 1
Purchase land from locally unwanted land users (LULUs)	Airline Improvement District; residents, civic associations, property owners	Locating salvage yards in close proximity to residential homes in Airline increased over the years. Area planning efforts and	Airline Improvement District; residents, civic associations, property owners

Matrix: Airline Projects and Recommendations

		<p>development agreements with property owners will aid in preventing the development of more salvage yards. Property rights are paramount in Harris County and the state of Texas. To purchase land from locally unwanted land users:</p> <ul style="list-style-type: none"> • Investigate other communities that have worked initiated programs to purchase land from LULUS • Work closely with the Harris County PID, Permits Department to report property violations 	
After school programs, summer and youth mentoring programs	See Year 1	See Year 1	See Year 1
ESL/GED/Employment Training classes	See Year 1	See Year 1	See Year 1
24-Hr Medical Clinic	See Year 1	<ul style="list-style-type: none"> • Identify possible locations for a health clinic (existing or leased structure), possibly a community health 	See Year 1

Matrix: Airline Projects and Recommendations

		<p>clinic housed in a community center</p> <ul style="list-style-type: none"> Investigate school-based clinic opportunities (Galena Park ISD has a school based clinic at Cloverleaf Elementary) Investigate funding opportunities with other organizations to develop a clinic 	
More Heavy Trash Collection Days/Litter Control	See Year 1	See Year 1	See Year 1
Ditch/Culvert Cleaning	See Year 1	See Year 1	See Year 1
Economic Development Council	<p>Airline Improvement District, North-Houston Greenspoint Chamber of Commerce (NHGCOC), residents, other organizations (civic associations), businesses, schools</p>	<p>The creation of a local economic development council will benefit the Airline business community and create a more favorable business environment; enhance communication between businesses, government, and residents; and attract new industries and businesses. To develop this organization:</p> <ul style="list-style-type: none"> Determine if the organization should become private, 	<p>North Houston Greenspoint Chamber of Commerce, Airline Improvement District, local community colleges, Greater Houston Partnership, University of Houston Small Business Development Center, SCORE: Counselors to America's Small Businesses.</p>

Matrix: Airline Projects and Recommendations

		<p>nonprofit, or a membership driven organization</p> <ul style="list-style-type: none"> • Determine the focus of the organization (attracting, strengthening, and recruiting new businesses) • Create partnerships with the civic associations, the Airline Improvement District, North Houston Greenspoint Chamber of Commerce, schools, Harris County Precinct One, the Greater Houston Partnership, University of Houston Small Business Development Center, SCORE: Counselors to America's Small Businesses. • Seek funding (grants and loans) to pay for 	
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Matrix: Airline Projects and Recommendations

		business development or expansion, employee and business training and education	
Enforcement of HB 414 (Junkyard Legislation)	See Year 1	See Year 1	See Year 1
Enforcement of HB 2509 (Curbstoning Law)	See Year 1	See Year 1	See Year 1
Small Business Education Workshops	See Year 1	See Year 1	See Year 1
Flea Market Business Development Organization	See Year 2	See Year 2	See Year 2
Locate a Chain Grocery Store in Airline	See Year 1	<ul style="list-style-type: none"> • Locate vacant buildings/land for a grocery store • Identify large developable parcels and parcel owners 	See Year 1

Matrix: Airline Projects and Recommendations

Airline Community Revitalization Plan Goals: Year 4 (2009)

PROJECT	ACTORS	DESCRIPTION	RESOURCES
Sidewalks	See Year 1	See Year 1	See Year 1
Streetlights	See Year 1	See Year 1	See Year 1
Water & Sewer Service	See Year 1	See Year 3	See Year 1
Flooding and Drainage Issues	See Year 1	See Year 1	See Year 1
Bilingual signage	See Year 1	See Year 3	See Year 1
Flashing school zone speed signs	See Year 1	See Year 3	See Year 1
Flea market traffic	See Year 1	See Year 1	See Year 1
Homeownership Program/Campaign	Harris County CEDD, Airline Improvement District, residents, civic organizations, Precinct One	Homeownership provides economic, social and civic benefits to communities. The Harris County CEDD Down-payment Assistance Program (DAP) assists prospective homeowners with down-payment and closing cost assistance. The Airline Improvement District will partner with the HCCEDD DAP to educate families about homeownership. To develop a program/campaign: <ul style="list-style-type: none"> The Airline Improvement District, in collaboration with the Bellmar and Northline Civic 	HCCEDD DAP; Precinct One

Matrix: Airline Projects and Recommendations

		<p>Associations, and local business should decide what type of campaign to conduct (community fair, seminars, information flyers, National Night Out)</p> <ul style="list-style-type: none"> • Determine logistics, advertising for event • Contact the HCCEDD DAP Administrator to assist with the campaign activities • Determine frequency of event 	
Weed and Seed Program	See Year 2	<p>Upon award notification, set-up:</p> <ol style="list-style-type: none"> 1. Youth Program 2. Drug Treatment Program 3. Local Health Organization 4. Gang Task Force 5. Anger Management Programs 6. Teen Violence Initiatives 	See Year 2

Matrix: Airline Projects and Recommendations

National Night Out	See Year 1	See Year 1	See Year 1
Community Beautification/Identity Project	See Year 1	See Year 1	See Year 1
Locate new parks in Airline	HCCEDD, Airline Improvement District, Harris County Precinct One; STOA/Golemon/Bolullo Architects	Parks and greenspace beautify communities, reduce drainage and flooding problems, improve residential pride and provide children with recreational opportunities. The National Recreation and Park Association recommends 6.25 to 10.5 acres of park space per 1,000 persons. The Airline community does not have the recommended acreage of park space. To locate new parks in Airline: <ul style="list-style-type: none"> • Meet with Precinct One to discuss the process for acquiring land for a park, funding options available • Investigate locations for new parks in the Airline Improvement District • Seek funds from local, state, and 	HCCEDD, Airline Improvement District, Harris County Precinct One; STOA/Golemon/Bolullo Architects

Matrix: Airline Projects and Recommendations

		<p>federal agencies, businesses, donations or have fundraiser to fund park construction</p> <ul style="list-style-type: none"> • Partner with STOA/Golemon/Bolullo Architects to design park at little or no cost 	
<p>Locate squirt parks in community</p>	<p>Airline Improvement District; residents, schools, civic organizations, businesses, Harris County Precinct One</p>	<p>A squirt park provides community children with the amenities of a water park without the liability of a pool. To set up a squirt park:</p> <ul style="list-style-type: none"> • Discuss the construction process and funding opportunities available with Precinct One • Decide on a location for the squirt park • Locate funds from local, state, and federal agencies; local businesses; have fundraisers to fund park construction • Partner with STOA/Golemon/ 	<p>Harris County Precinct One; STOA/Golemon/Bolullo Architects</p>

Matrix: Airline Projects and Recommendations

		Bolullo Architects to design park at a reduced cost	
Community Watch/Policing Program (Community Safety Initiative)	See Year 1	See Year 1	See Year 1
Nuisance Abatement Officers	See Year 1	See Year 1	See Year 1
Hiring Contract Deputies to Patrol the District	See Year 1	See Year 1	See Year 1
Deputies patrolling school traffic	See Year 1	See Year 1	See Year 1
After school programs, summer and youth mentoring programs	See Year 1	See Year 1	See Year 1
ESL/GED/Employment Training classes	See Year 1	See Year 1	See Year 1
24-Hr Medical Clinic	See Year 1	See Year 3	See Year 1
More Heavy Trash Collection Days/Litter Control	See Year 1	See Year 1	See Year 1
Ditch/Culvert Cleaning	See Year 1	See Year 1	See Year 1
Economic Development Council	See Year 3	See Year 3	See Year 3
Enforcement of HB 414 (Junkyard Legislation)	See Year 1	See Year 1	See Year 1
Enforcement of HB 2509 (Curbstoning Law)	See Year 1	See Year 1	See Year 1
Small Business Education Workshops	See Year 1	See Year 1	See Year 1
Flea Market Business Development Organization	See Year 2	See Year 2	See Year 2

Matrix: Airline Projects and Recommendations

<p>Locate a Chain Grocery Store in Airline</p>	<p>See Year 1</p>	<ul style="list-style-type: none"> • Seek subsidies and tax breaks from Harris County to locate a chain grocery store in Airline • Gain control of land • Issue a request for proposals to identify and attract potential developers • Contract with a developer 	<p>See Year 1</p>
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Matrix: Airline Projects and Recommendations

Airline Community Revitalization Plan Goals: Year 5 (2010)

PROJECT	ACTORS	DESCRIPTION	RESOURCES
Sidewalks	See Year 1	See Year 1	See Year 1
Streetlights	See Year 1	See Year 1	See Year 1
Water & Sewer Service	See Year 1	See Year 3	See Year 1
Flooding and Drainage Issues	See Year 1	See Year 1	See Year 1
Bilingual signage	See Year 1	See Year 3	See Year 1
Flashing school zone speed signs	See Year 1	See Year 3	See Year 1
Flea market traffic	See Year 1	See Year 1	See Year 1
National Night Out	See Year 1	See Year 1	See Year 1
Community Beautification/Identity Project	See Year 1	See Year 1	See Year 1
Community Watch/Policing Program (Community Safety Initiative)	See Year 1	See Year 1	See Year 1
Nuisance Abatement Officers	See Year 1	See Year 1	See Year 1
Hiring Contract Deputies to Patrol the District	See Year 1	See Year 1	See Year 1
Deputies patrolling school traffic	See Year 1	See Year 1	See Year 1
After school programs, summer and youth mentoring programs	See Year 1	See Year 1	See Year 1
ESL/GED/Employment Training classes	See Year 1	See Year 1	See Year 1
24-Hr Medical Clinic	See Year 1	See Year 3	See Year 1
More Heavy Trash	See Year 1	See Year 1	See Year 1

Matrix: Airline Projects and Recommendations

Collection Days/Litter Control			
Ditch/Culvert Cleaning	See Year 1	See Year 1	See Year 1
Economic Development Council	See Year 3	See Year 3	See Year 3
Enforcement of HB 414 (Junkyard Legislation)	See Year 1	See Year 1	See Year 1
Enforcement of HB 2509 (Curbstoning Law)	See Year 1	See Year 1	See Year 1
Small Business Education Workshops	See Year 1	See Year 1	See Year 1
Flea Market Business Development Organization	See Year 2	See Year 2	See Year 2
Locate a Chain Grocery Store in Airline	See Year 1	<ul style="list-style-type: none"> • Seek subsidies and tax breaks from Harris County to locate a chain grocery store in Airline • Gain control of land • Issue a request for proposals to identify and attract potential developers • Contract with a developer 	See Year 1

Appendix A: Airline Community Meeting – June 23, 2005

The Airline Vision Team, in partnership with the Harris County Community & Economic Development Department, Office of Harris County Precinct One Commissioner El Franco Lee, and the Office of State Representative Kevin Bailey hosted the Airline Community Meeting, on Thursday, June 23, 2005 at 7:00 p.m. at Carroll Academy, 423 W. Gulf Bank Drive; Houston, TX 77037.

To announce the meeting to all interested parties, the Airline Vision Team distributed over 1,200 bilingual flyers to residents through door-to-door tagging, put inserts in monthly neighborhood newsletters, made announcements at homeowner and civic meetings, had newspaper articles written in “The Leader” and “The Northeast News”, left flyers at local stores, the Sunbelt Fresh Water Supply District, and Nitsch and Sons Industries. Approximately 110 community members attended the meeting. This is inclusive of residents, business owners, educators, and clergy. Bilingual individuals from the Airline Vision Team and HCCEDD were available to translate information to residents. A deputy from the District II Harris County Sheriff’s Department attended the meeting.

During the community meeting, attendees were asked two basic questions that define the community:

1. What attracts me to my community?
2. What can be added or changed to keep me here in the future?

Thus, residents develop their own agenda for community development in Airline.

Meeting attendees were asked to collaborate and discuss among themselves strategies and proposals to improve the community. During the meeting, each person had the opportunity to visit five stations at their leisure and comment on that particular aspect of the community planning. The five categories are: housing, transportation and infrastructure, human services, community facilities, and economic development.

After residents visited each planning station and thoroughly analyzed their community, the prioritization exercise ensued. Residents were given 3 colored dots per station (for a total of 15 dots). Each resident was asked to place the appropriately colored dot next to the issue he/she felt was most important to the revitalization of Airline. If there was one particular issue a participant felt passionately about, he/she could place all three dots next to that issue. If however, there were two or three issues of importance to residents, he/she could place their dots accordingly. After all participants placed their dots, facilitators at each station identified which issues received the most dots and announced the five most important issues for their respective category. Following are the issues identified by category at the meeting.

Housing specifies places where one raises a family and displays personal items. Homes can be single-family, multi-family, and mobile, contain garages or patios, and generally portray any characteristics a resident wishes to display. It is

important that housing contain basic services, such as safe drinking water, as well as providing both a sense of privacy and connection to the larger community.

1. Improve flooding and drainage problems
2. Greater enforcement of deed restrictions
3. Restrict multiple families (housing units) living on one lot
4. Restrict trucks with more than 2 axles on residential streets
5. Install streetlights and sidewalks along major thoroughfares and residential neighborhoods
6. Limit the number of mobile home communities
7. Remove abandoned cars from street and yards
8. Landscape trees and cut overgrown lawns to beautify community
9. Demolish burnt and abandoned homes
10. Clean yards of trash and debris

Economic Development provides the basic goods and services for a community. Local buildings contain hair and beauty establishments, restaurants, grocery stores, automotive related services, and any other businesses local entrepreneurs choose to develop. Despite the variety of mega-malls and massive chain stores, it is these neighborhood businesses that provide the proverbial daily bread.

1. Greater enforcement of noise abatement laws (extreme noise from mobile home communities)
2. Ditches and culverts need to be cleaned and mowed more often to prevent flooding
3. Better water and sewer service to service areas and provide service to unserved areas to attract commercial investment
4. Install streetlights on Airline Drive and Gulf Bank Road
5. Greater police presence in areas around commercial district on Airline
6. Locate a grocery store in the target area
7. Encourage more family style restaurants to locate to community
8. Better maintenance of streets (paving streets and repairing cracks)
9. Install a sidewalk on Aldine Mail Road
10. Beautify community to attract investors (remove abandoned cars)
11. Initiate school to work programs
12. More heavy trash pick-up days
13. Initiate more youth programs
14. Greater enforcement and regulation of dumping on abandoned properties

Transportation & Infrastructure is the foundation of a community. Streets, water lines, sewer lines, sidewalks, and lighting are all part of the transportation and infrastructure framework. Basic services exist because of a solid infrastructure. An organized transportation system allows residents to access businesses both for employment and leisure. Transportation options, such as buses, walkways, and bike paths, diversify communities, reduce traffic, and enhance quality of life.

Appendix A: Airline Community Meeting - June 23, 2005

1. Improve traffic management of flea market patrons on weekends
2. Install flashing school zone speed signs
3. Install traffic signals at the intersection of Gulfbank Road and Cobbleshire Road
4. Improve pedestrian traffic control at the flea markets
5. Restripe yellow lines
6. Investigate installing speed bumps on Rockcliff, Lillja, and Karen Streets
7. Increase and improve METRO bus service
8. Prevent drivers from using turn lanes as passing lanes
9. Investigate feasibility bussing flea market patrons into community from nearby Park & Ride lots

Human Services connect people to each other. They assist people in meeting health, welfare, employment, and other basic needs. Human service providers can be public or private, non-profit or for-profit, and range from day care to drug counseling to job training. Human services create the social fabric that supports a community.

1. More heavy trash collection days (4 times a year)
2. Develop a community watch program
3. Better litter control of public places
4. Provide more after-school programs/activities for children and adolescents (investigate partnerships with school districts and other youth organizations)
5. Investigate locating a 24-hr medical clinic in the Community & Economic Development Department
6. Provide adult education programs
7. Make childcare more affordable

Community Facilities constitute the cultural, educational, and social gathering places of a neighborhood. There are two types of community facilities: public and private. Public facilities include parks, schools, community centers, and any other site specifically designed for general resident gathering and owned by the public. Private facilities include churches, hospitals, theaters, and any other sites privately owned. Community centers, elementary schools, parish churches, and local libraries help define the sense of place within a given area. They provide a location for the collective energies of a community.

1. Locate a Harris County Sheriff's Department Storefront at the intersection of Airline Drive and Gulfbank Road.
2. Locate a community center in the target area
3. Provide greater police presence throughout the entire Community & Economic Development Department
4. Initiate a Weed & Seed Program in Airline
5. Clean up parks and locate new parks (possibly small pocket parks) in the Community & Economic Development Department

Appendix A: Airline Community Meeting - June 23, 2005

Following are pictures of residents discussing and prioritizing issues at the community meeting.



Source: HCCEDD, 2005



Source: HCCEDD, 2005



Source: HCCEDD, 2005



Source: HCCEDD, 2005



Source: HCCEDD, 2005



Source: HCCEDD, 2005

Appendix B: Airline Urban Design Charrette – July 21, 2005

The Airline Vision Team, in partnership with the Harris County Community & Economic Development Department, Office of Harris County Precinct One Commissioner El Franco Lee, and the Office of State Representative Kevin Bailey and architects from STOA/Golemon/Bolullo Architects hosted the Airline Urban Design Charrette, on Thursday, July 21, 2005 at 7:00 p.m. at Carroll Academy, 423 W. Gulf Bank Drive; Houston, TX 77037.

To announce the meeting to all interested parties, the Airline Vision Team distributed over 1,000 bilingual flyers to residents through door-to-door tagging, put inserts in monthly neighborhood newsletters, made announcements at homeowner and civic meetings, had newspaper articles written in “The Leader” and “The Northeast News”, left flyers at local stores, the Sunbelt Fresh Water Supply District, and Nitsch and Sons Industries. Approximately 80 community members attended the meeting. This is inclusive of residents, business owners, educators, and clergy. Bilingual individuals from the Airline Vision Team and HCCEDD were available to translate information to residents.

The urban design charrette process is the visioning/design element of the community planning process. It establishes a platform for a free flow of information and opinion sharing. Architects and urban designers from STOA/Golemon/Bolullo Architects assisted residents in envisioning a renewed future in Airline. Ideas and suggestions discussed the June 2005 community meeting were visually discussed at the urban design meeting. Architects drew pictures and design renderings of commercial developments, public facilities, streetscapes, sidewalks, park improvements, and traffic control improvements and other visual additions that participants requested.

To generate civic participation from youth and adolescents, a junior planners’ charrette was conducted during the urban design charrette. The junior planners’ charrette taught children about urban planning, enhanced their sense of community, and provided an opportunity to explore their immediate environment. Youth participants either participated in two activities: the collage exercise or *My Perfect Neighborhood*. During the collage exercise, children were divided into small groups and given poster board and necessary materials to illustrate what they want for their community. Everyone in the group had to agree on what was placed on the poster board. Upon completion, each group presented the collages to the other groups and discussed their general hopes for the future of the community. With *My Perfect Neighborhood*, children were given a map of the community to create a vision of their perfect neighborhood. Students were asked to draw houses, apartments, parks, schools and other items they thought would improve their neighborhood. The children were asked by the junior planner charrette moderator if *their* perfect neighborhood was safe, accessible, environmentally healthy, and affordable.

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Residents unable to attend the first meeting were given the opportunity to participate in the prioritization exercise with the top issues in each category that were identified at the June 2005 meeting.

The urban design charrette renderings are in the *Urban Design* chapter of the community plan.

Below are pictures of residents interacting with the architects and children participating in the junior planners' charrette.



Source: HCCEDD, 2005



Source: HCCEDD, 2005



Source: HCCEDD, 2005



Source: HCCEDD, 2005



Source: HCCEDD, 2005



Source: HCCEDD, 2005

Appendix C: Airline Community Business Owners Meeting – August 18, 2005

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The Airline Vision Team, in partnership with the Harris County Community & Economic Development Department, Office of Harris County Precinct One Commissioner El Franco Lee, and the Office of State Representative Kevin Bailey hosted the Airline Community Business Owners Meeting, on Thursday, August 18, 2005 at 1:00 p.m. at Cathedral of St. Matthew, 9101 Airline Drive; Houston, TX 77037.

To announce the meeting to all interested parties, the Airline Vision Team distributed over 100 bilingual flyers to business owners through door-to-door tagging. Approximately 20 people attended the meeting. This is inclusive of residents, business owners, educators, clergy, and volunteers from the Little York Volunteer Fire Department. Bilingual individuals from the Airline Vision Team and HCCEDD were available to translate information to residents.

Participants commented on the housing; transportation and infrastructure; community facilities and public services; public health and economic status of the community. Participants commented that abandoned and unkempt homes (particularly Tropical Storm Allison flood buyout homes and other homes with general neglect) in the community commonly attract gangs and criminal mischief, resulting in residents fleeing the community and business owners feeling unsafe. Discussions on housing in Airline also focused on the unsafe manner homes are enlarged to accommodate additional families and garages.

Participants discussed transportation and infrastructure issue in the community. Participants unanimously stated that the lack of water and sewer service is a deterrent to new business locating in Airline. Business owners also commented on how the weekend flea market traffic is a barrier to swift response times for the fire and police departments and threaten public safety for area business owners and their patrons. The Little York Fire Volunteer Department volunteers commented on the lack of fire hydrants in the community and the need for an emergency signal light at the fire department entrance on Airline Drive.

Business owners noted that Airline Drive is not solely for the flea markets and its patrons. Participants commented that there are not enough parking spaces for shoppers and that the entry into available parking is unorganized. A suggestion was made to have an independent organization hire police Officers to patrol the flea markets and handle traffic control and parking for all of the flea markets.

Business owners stated that population growth is necessary to the economic health of businesses in the community. The economy is affected by the community's security issues. Residents regularly commented on the poor response time of the Harris County Sheriff's Department and the Sheriff Department's refusal of office space in the Little York Volunteer Fire Department. Several participants mentioned the automotive salvage yards proximity to schools and homes in the community and the dangerous piling of cars next to

Appendix C: Airline Community Business Owners Meeting – August 18, 2005

fences that do not secure schools, homes, and businesses. Residents stated that Harris County Public Infrastructure Department – Permits Department must do a better in enforcing the permitting process of automotive salvage yards. It is common for the salvage yards to be havens for fires. Fire personnel are usually hindered by mud and other automotive debris, thereby placing residents and personal property in a perilous predicament.

Appendix D: Airline Community Educators Forum – August 23, 2005

The Airline Vision Team, in partnership with the Harris County Community & Economic Development Department, Office of Harris County Precinct One Commissioner El Franco Lee, and the Office of State Representative Kevin Bailey hosted the Airline Community Educators Forum, on Tuesday, August 23, 2005 at 9:00 a.m. at Carroll Academy, 423 W. Gulf Bank Drive; Houston, TX 77037.

To announce the meeting to school administrators, the Harris County Community & Economic Development Department sent invitations to principals and district officials of Aldine Independent School District (AISD) and Houston Independent School District (HISD). Approximately 20 people attended the meeting. This is inclusive of residents, business owners, and educators.

School administrators from Aldine Independent School District (AISD) and Houston Independent School District (HISD) discussed the need for greater police traffic control during morning drop-off and afternoon pick-up of students and patrols along major thoroughfares in the community. An administrator from Keeble EC/PK (AISD) addressed the need for larger and more visible signage of school zones along W. Gulf Bank Road. An administrator from Bussey Elementary (AISD) commented on the lack of pedestrian crossings for students and parents. Administrators from Sam Houston High School (HISD) commented about the lack of streetlights, police patrol and the use of the railroad during school hours that disrupts classroom instruction and poses as a safety hazard for students that must cross the railroad to attend school.

Administrators also conferred about the lack of active and passive park space for students. Middle school and high school administrators frequently discussed the dearth of social activities and community centers for adolescents and teenagers. Administrators suggested pregnancy education for adolescents and teenagers, gang violence and prevention programs, health education for students and parents, and more interaction between senior citizens and adolescents and teenagers.

Transportation and stormwater drainage issues were also discussed among school administrators. Administrators from Carroll Academy and Keeble EC/PK discussed the TXDOT expansion of W. Gulf Bank Road and its effects on morning and afternoon commutes for teachers, parents, students, and residents. Administrators also discussed the flooding issues on W. Gulf Bank and Interstate 45. The flooding in this area stops traffic along this major thoroughfare and prevents traffic from flowing freely. Administrators also questioned the stormwater drainage plans that TXDOT and the Harris County Flood Control District have for the Airline community as Interstate 45 and other major thoroughfares will be expanding in the coming years.