

**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

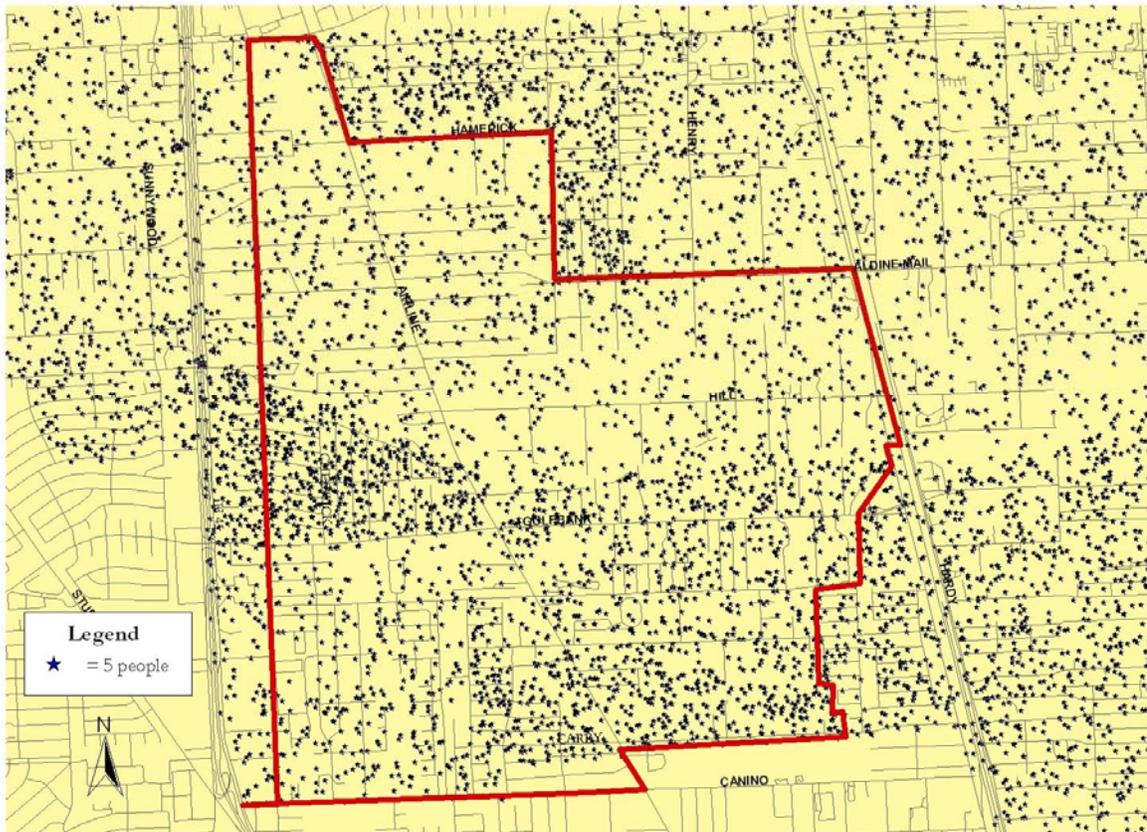
	<b>Airline: 1990</b>	<b>Airline: 2000</b>	<b>Harris County: 1990</b>	<b>Harris County: 2000</b>
Area (square miles)	4.39	4.39	1,780	1,780
Total Population	12,823	16,557	2,818,199	3,400,578
Density (population/square miles)	2,920	3,772	1,583	1,910

*Source: 1990 & 2000 U.S. Census*

## Airline Today: Demographics and Land Use

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.

## Airline Today: Demographics and Land Use

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

<b>Race/Ethnicity</b>	<b>Airline</b>	<b>Percent</b>	<b>Harris County</b>	<b>Percent</b>
<b>Not Hispanic or Latino</b>	<b>6,460</b>	<b>39.02%</b>	<b>2,279,953</b>	<b>67.05%</b>
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%
<b>Hispanic or Latino</b>	<b>10,097</b>	<b>60.98%</b>	<b>1,120,625</b>	<b>32.95%</b>
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%
<b>Total Population</b>	<b>16,557</b>	<b>N/A</b>	<b>3,400,578</b>	<b>N/A</b>

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.

## Airline Today: Demographics and Land Use

Table 2.3: Population by Age in Airline and Harris County

<b>Age</b>	<b>Airline</b>	<b>Percent</b>	<b>Harris County</b>	<b>Percent</b>
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%
<b>Total</b>	<b>16,557</b>	<b>100%</b>	<b>3,400,578</b>	<b>100%</b>

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

<b>Age Group</b>	<b>Male: Airline</b>	<b>Male: Harris County</b>	<b>Female: Airline</b>	<b>Female: Harris County</b>
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.

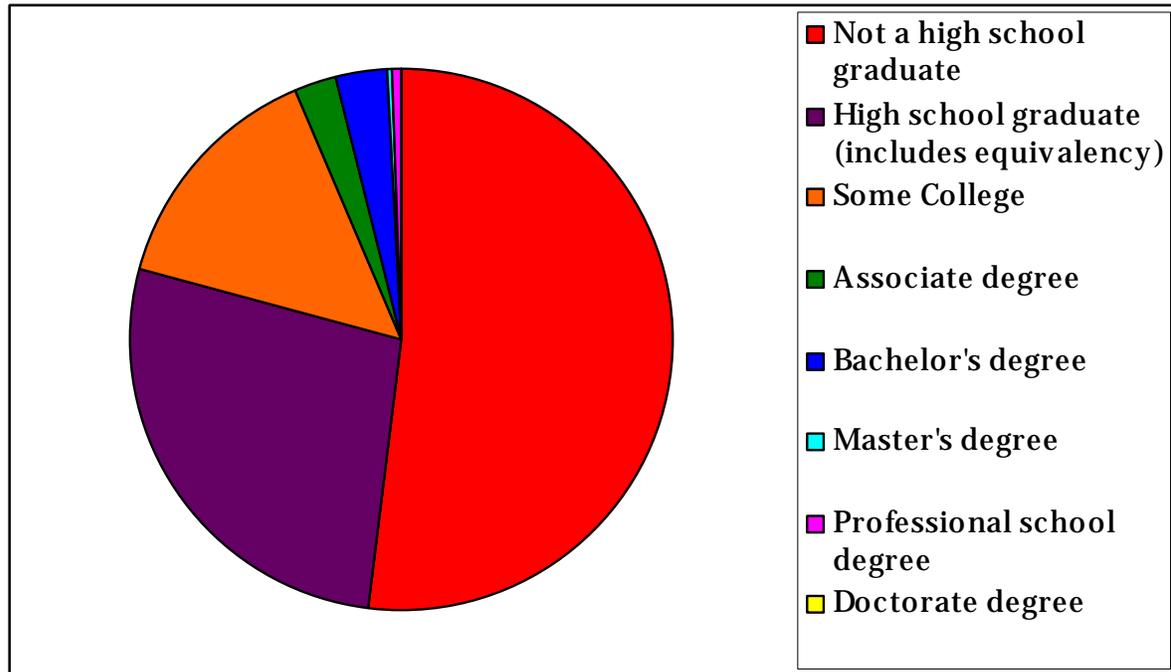
## Airline Today: Demographics and Land Use

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.

## Airline Today: Demographics and Land Use

Table 2.5: Educational Attainment in Airline and Harris County

<b>Educational Attainment</b>	<b>Airline</b>	<b>Percent</b>	<b>Harris County</b>	<b>Percent</b>
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%
<b>Total</b>	<b>9,268</b>	<b>100%</b>	<b>2,067,399</b>	<b>100%</b>

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

<b>Income</b>	<b>Airline</b>	<b>Percent</b>	<b>Harris County</b>	<b>Percent</b>
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%
<b>Total</b>	<b>4,656</b>	<b>100%</b>	<b>1,206,423</b>	<b>100%</b>

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.

## Airline Today: Demographics and Land Use

### *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

<b>FY 2005 Median Family Income (MFI)</b>	<b>Income*</b>
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

<b>Poverty Status</b>	<b>Airline</b>	<b>Percent</b>	<b>Harris County</b>	<b>Percent</b>
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.

## Airline Today: Demographics and Land Use

Table 2.9: Poverty Status by Age in 1999 in Airline

<b>Age Group</b>	<b>Total</b>	<b>Number Below Poverty Status</b>	<b>Percent</b>	<b>Number At or Above Poverty Status</b>	<b>Percent</b>
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%
<b>Total</b>	<b>16,410</b>	<b>2,719</b>	<b>16.57%</b>	<b>13,691</b>	<b>83.43%</b>

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.

## Airline Today: Demographics and Land Use

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

	<b>Total</b>	<b>Speak English 'very well'</b>	<b>Speak English 'well'</b>	<b>Speak English 'not well'</b>	<b>Speak English 'not all'</b>
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

	<b>Total</b>	<b>Speak English 'very well'</b>	<b>Speak English 'well'</b>	<b>Speak English 'not well'</b>	<b>Speak English 'not all'</b>
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

	<b>Total</b>	<b>Speak English 'very well'</b>	<b>Speak English 'well'</b>	<b>Speak English 'not well'</b>	<b>Speak English 'not all'</b>
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

<b>Land Use Type</b>	<b>Number of Parcels</b>	<b>Percent</b>
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.

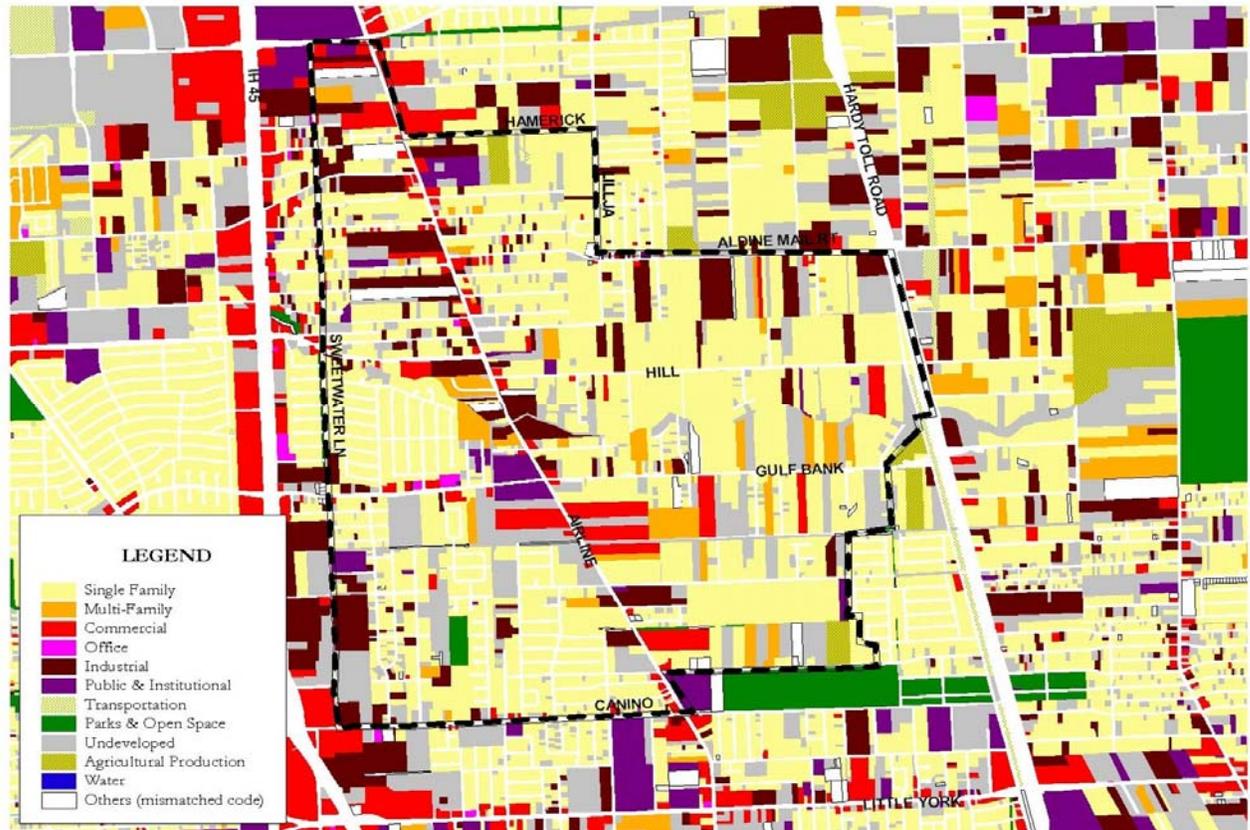
Public & institutional land use comprises less than 1 percent of the total land use in Airline. Airline is home to a host of churches of all faiths and denominations. The Little York Volunteer Fire Department and Sunbelt FWSD are situated in the confines of the target area. There are no community centers 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

## Airline Today: Demographics and Land Use

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*