

AIRLINE IMPROVEMENT DISTRICT



LIVABLE CENTERS STUDY

BUILDING A FRAMEWORK FOR GROWTH





STUDY TEAM:
SWA GROUP
KNUDSON LP,
ALLIANCE TRANSPORTATION GROUP
CDS MARKET RESEARCH | SPILLETTE CONSULTING

CLIENT:
HOUSTON-GALVESTON AREA COUNCIL
HARRIS COUNTY COMMUNITY SERVICES DEPARTMENT
AIRLINE IMPROVEMENT DISTRICT

TABLE OF CONTENTS

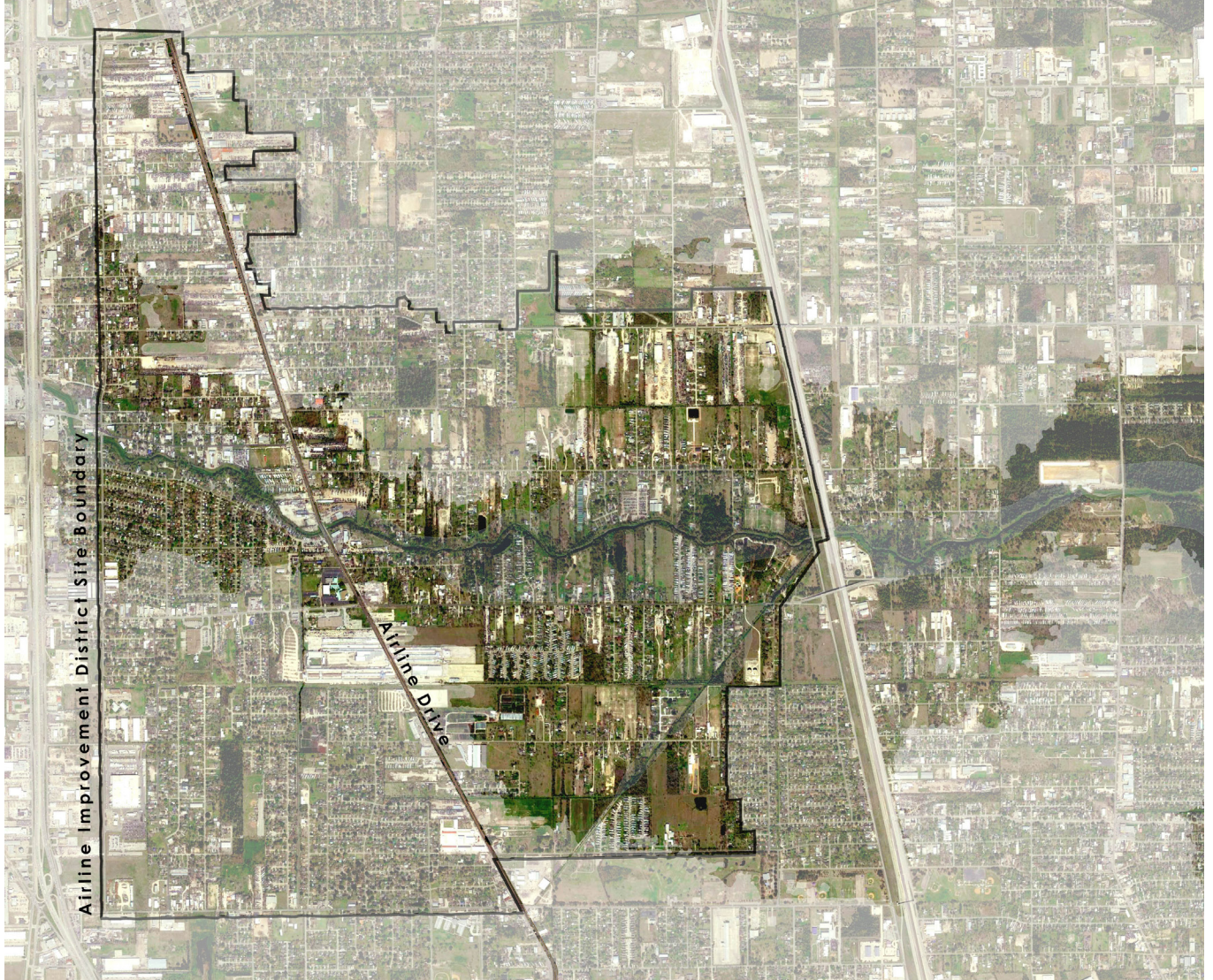
SUMMARY	pg 5 - 14
Building a Framework for Growth Opportunities and Constraints Plan Highlights	
EXISTING CONDITIONS	pg 17-36
Location and Context History Land Use Housing Typologies Demographic and Market Overview Transportation Overview Environmental Conditions District Projects	
PUBLIC ENGAGEMENT	pg 39-40
Public Engagement Plan	
RECOMMENDATIONS	pg 43-86
Transportation Parks Market and Economic Development Urban Design	
IMPLEMENTATION	pg 89-100
Implementation Summary Project Strategy Chart	
APPENDIX	pg 103-164
Demographic and Economic Analysis Transportation Analysis Public Workshop Summaries Implementation Cost Estimates	



SUMMARY

GROWTH AND ENHANCED LIVABILITY

BUILDING A FRAMEWORK FOR



Aerial view of site with 100-year flood plain illustrated in highlighted area.

The Livable Centers Program, funded through the Houston-Galveston Area Council (H-GAC), is designed to address projected growth for the Houston-Galveston region, and the related urban planning issues associated with population increase. The goal of a Livable Centers Program is to provide transportation options, improve environmental quality and promote economic development.

Population growth in the Houston-Galveston area is expected to add 3.5 million people by 2035. These people will all need desirable neighborhoods to live and low cost transportation to move them around. Currently the Houston-Galveston area depends heavily on automobiles for mobility, and much of that is in single occupancy vehicles. By creating neighborhoods where people can happily live and work, with easy access to public transportation, the strain on resources created by population growth can be better managed.

Public engagement is a vital part of each Livable Centers Study as communities benefit most when the vision is shared. Through public workshops and stakeholder meetings, the goal of the Airline Improvement District Livable Center Study is to forge

a shared District vision that builds upon infrastructure projects currently underway and provides plans or guidelines for other neighborhood improvements. These improvements aim to incent private development and increase the area's quality of life through implementable projects which are both long-term and short-term oriented.

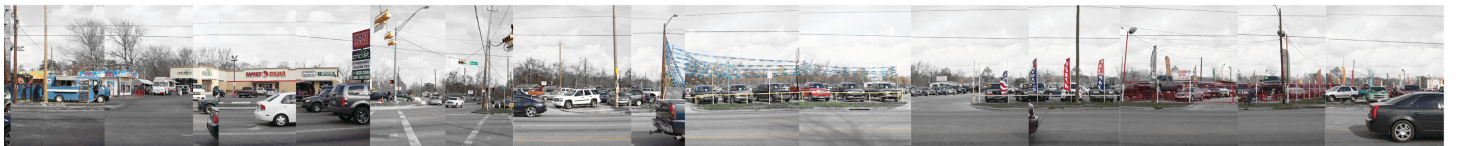
However, what happens when there is no incentive for market rate housing or commercial development, and the lack of city or county water and sewer infrastructure creates a public health challenge? What is to be done when flooding is so bad that multiple feet of water regularly enter people's homes? In the case of the Airline Improvement District, a vision plan has to draw upon community strengths to find opportunity for strengthening the District's foundation. The end goal is to improve overall quality of life and create a more desirable place to live and work.

As designers on a team that includes a marketing and demographics consultant, public engagement consultant and a transportation planning consultant, SWA looked at the strengths and weaknesses of the community to find the thread upon

which to weave a stronger urban fabric. It became clear that the large weekend flea markets are strong economic drivers for the area. This District is a weekend destination for tens of thousands of people. The flea markets are business incubators which have the potential to build a stronger economic backbone for the District, in turn, increasing financial potential to complete necessary infrastructure improvements and creating a desirable place to live and work. How can the incredible energy centered around the flea markets be harnessed to work for the betterment of the District?

In addition to exploring the social and economic network of the community, this Study makes recommendations for ways the District can continue its mission of building needed, multipurpose infrastructure. Parks can be flood basins and road medians can retain stormwater. Halls Bayou and its tributaries can become a multimodal network. In this way, the study creates a comprehensive framework for growth that is in the public's best interest, improving overall quality of life and striving for a sustainable District that evolves using its existing strengths and identity.

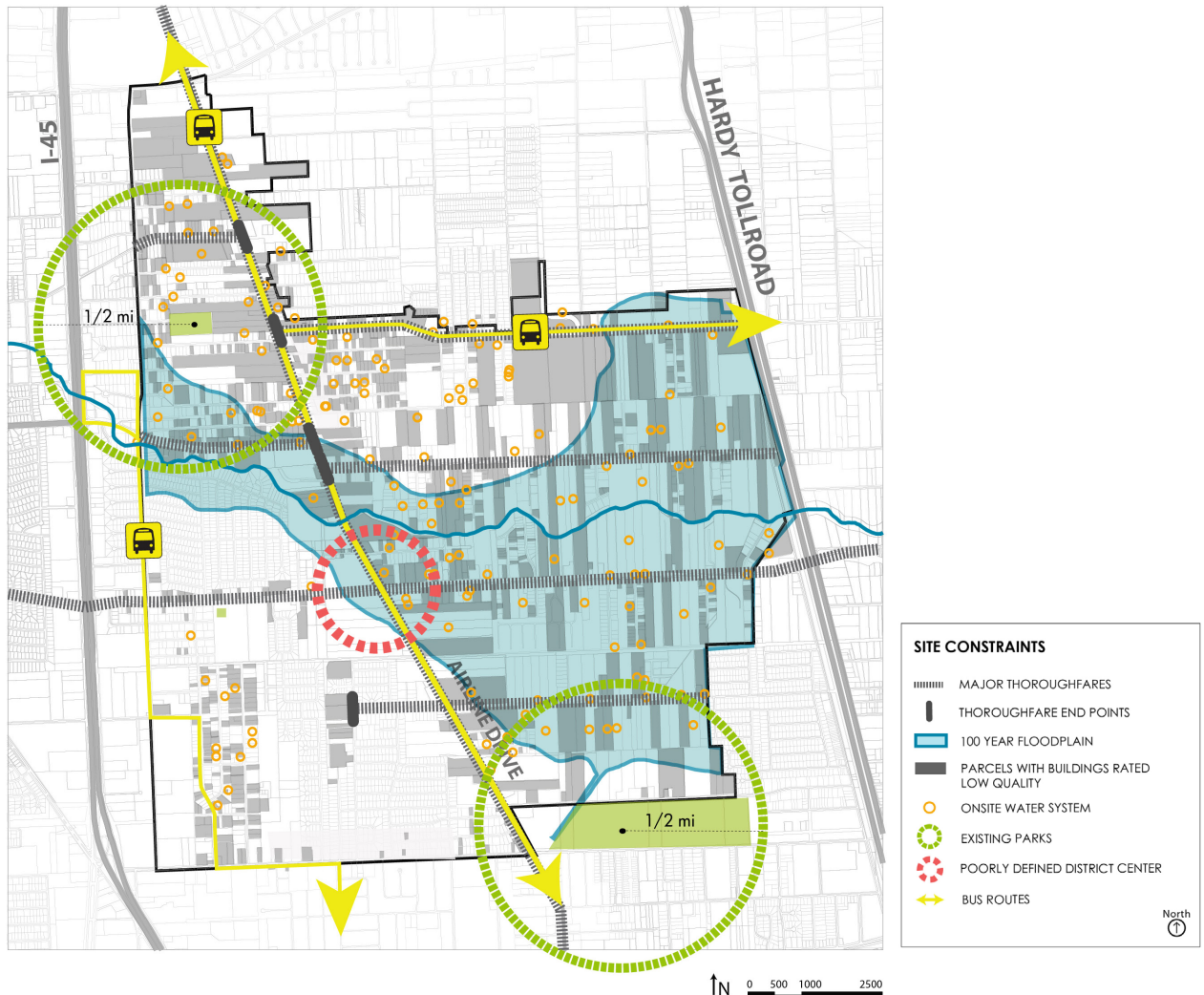
SITE PHOTOS





SUMMARY

SITE CONSTRAINTS



- Poor road connectivity with only one north-south route through the middle of the District and almost all east-west routes terminating at Airline.
- Park poor. One public park under construction, one softball complex available by reservation, and one spark park located in the District. One large park exists along the southern outer edge of the District.
- Poor public transit service with only two routes running through the middle of the District. One of these two lines under threat to be discontinued based on low ridership.
- Abundance of poorly constructed building stock according to the HCAD qualifications and little market incentive to improve building quality.
- Poorly defined District center.
- 50% of the District is covered by the 100 year floodplain.

SITE OPPORTUNITIES



- Gateway and wayfinding opportunities along major corridors connecting regional destinations outside of the District to Airline Drive.
- Opportunity to improve the public rights of way along major corridors.
- Potential greenway and public open space opportunity along Halls Bayou coupled with flood damage reduction improvements.
- Possible pedestrian/bike network using Halls Bayou tributaries and utility corridors.
- Opportunity to define District nodes along Airline Drive.
- Opportunity to leverage flea market activity for economic growth.
- Limited existing multifamily housing provides opportunity for future affordable multifamily development.
- Abundance of underdeveloped / undeveloped land.
- Opportunities for new road connections and creating District cohesion by advancing the street grid.

PLAN HIGHLIGHTS

RECOMMENDATIONS : LINK, ANCHOR, MIX, SPARK, CULTIVATE

Recommendations for the Airline Improvement District recognize the District’s need to focus on infrastructure improvements. This Study seeks to reinforce these ongoing District efforts by designing systems that connect projects underway and create a foundation for future development.

Guiding study concepts for determining new District projects

include linking the District, anchoring its neighborhoods, and mixing public amenities. In addition to built form, these concepts are achieved through social outlets as well as organized District campaigns.

Together, these recommendations collectively improve District quality of life and seek to spark investment and development.

Key points to address were determined through public workshops, stakeholder meetings and client interaction.

- Reduce flooding.
- Improve mobility.
- Improve the District look and feel.
- Determine locations to focus future development.

BUILDING A FRAMEWORK FOR GROWTH AND ENHANCED LIVABILITY

<p style="text-align: center;">TRANSPORTATION</p> <p>LINK semi-isolated areas using both vehicular and multimodal connections. Bridge over Halls Bayou to connect north and south neighborhoods. Utilize road infrastructure as flood control and water quality improvement systems.</p> <ul style="list-style-type: none"> • Complete the grid. • Use road infrastructure to increase flood control. • Build trails for multimodal use. 	<p style="text-align: center;">URBAN DESIGN</p> <p>SPARK development from infrastructure investments focusing on opportunities around open space and flood reduction projects.</p> <p>INFILL housing developments in existing and proposed District nodes.</p> <p>DEFINE District look and feel.</p> <ul style="list-style-type: none"> • Gateway elements. • District bus shelters. • District streetscape furniture.
<p style="text-align: center;">PARKS</p> <p>Utilize vacant and rural lands to build parks that ANCHOR civic life in the District as well as spark new investment. New parks should MIX amenities including community gathering space, active and passive recreation, as well as features used to alleviate District flood concerns.</p> <ul style="list-style-type: none"> • Yale Youth Center with Outdoor Community Pool. • Halls Bayou Northline Terrace Pocket Park. • Halls Bayou Esplanade Park. • Halls Bayou Bird Basin Park. 	<p style="text-align: center;">MARKET AND ECONOMIC DEVELOPMENT</p> <p>CULTIVATE a strong community backbone through a District branding campaign. The campaign should have a two-pronged approach that address marketing the District as well as supporting its economic development:</p> <ul style="list-style-type: none"> • Provide resources to link small businesses to no-cost small business advisors that will work to build up the District’s economic base. • Create a marketing campaign that advertises the flea market destination in the District and facilitates community events to build District identity.

FRAMEWORK PLAN FOR AIRLINE IMPROVEMENT DISTRICT



- DISTRICT AMENITIES**
1. RAYMAC PARK
 2. CARROLL ACADEMY AND SPARK PARK
 3. DOW PARK II
 4. KEEBLE PRE-SCHOOL
 5. ST. MATTHEW CATHOLIC CHURCH

FRAMEWORK PLAN KEY

TRANSPORTATION

- NEW ROAD
- NEW PEDESTRIAN/BIKE TRAIL
- BIOFILTRATION MEDIAN
- NEW ROUTE FOR METRO 59

PARKS

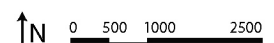
- BIRD BASINS PARK
- ESPLANADE PARK
- POCKET PARK
- YOUTH CENTER

URBAN DESIGN

- DISTRICT GATEWAY
- DISTRICT BUS SHELTER AND SITE FURNITURE
- POTENTIAL HOUSING LOCATION

MARKET AND ECONOMIC DEVELOPMENT

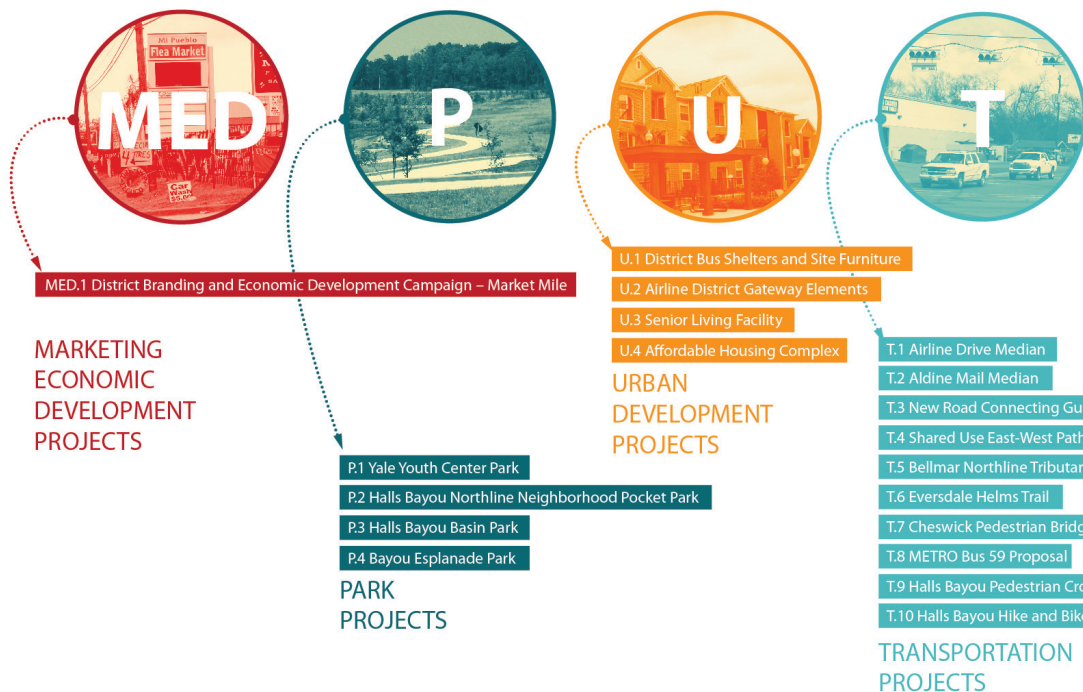
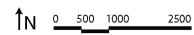
- MARKET MILE
- FLEA MARKETS
- OTHER AIRLINE DRIVE BUSINESS PROPERTIES



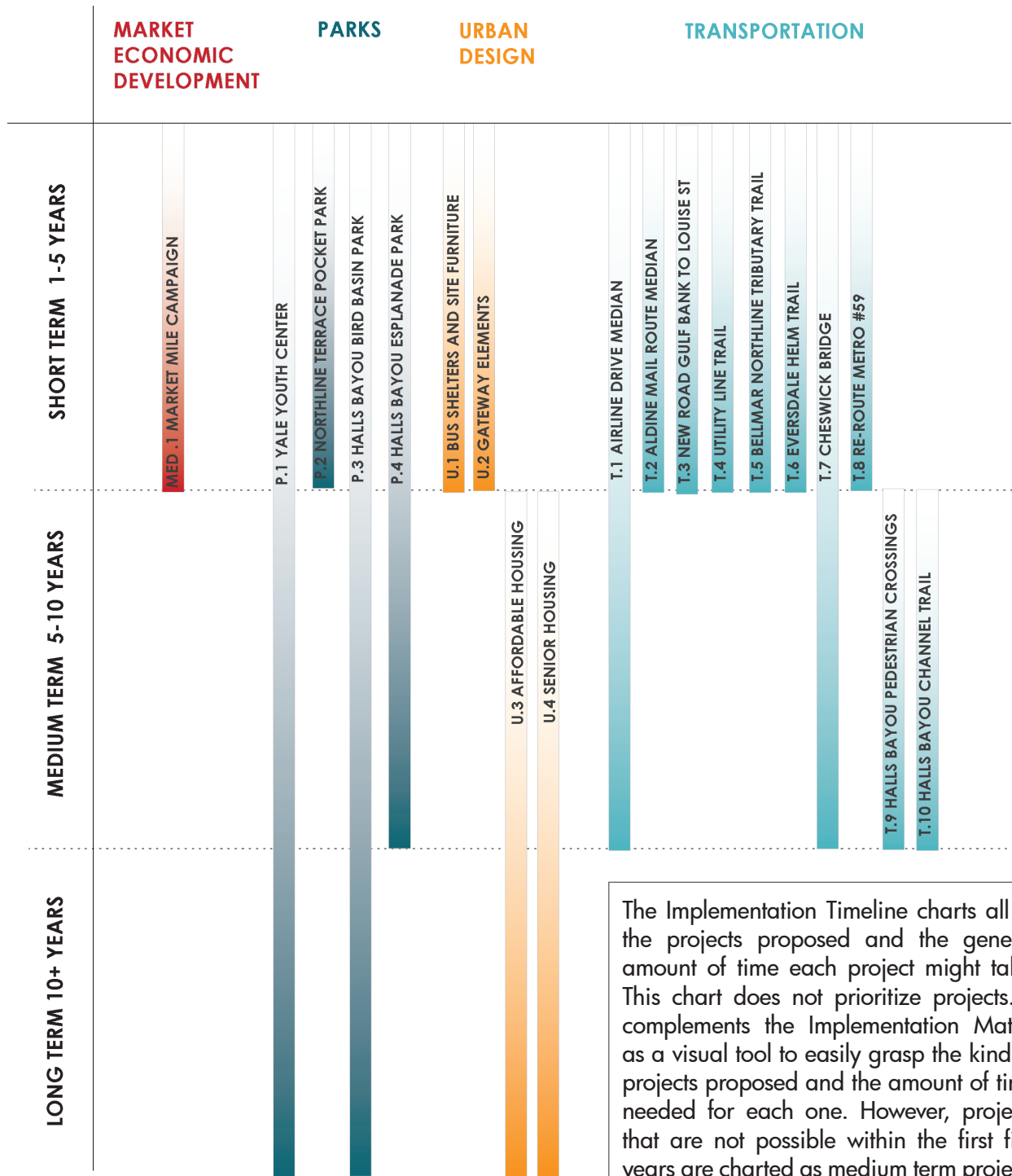
IMPLEMENTATION PROJECTS



IMPLEMENTATION PROJECT MAP



IMPLEMENTATION TIMELINE



The Implementation Timeline charts all of the projects proposed and the general amount of time each project might take. This chart does not prioritize projects. It complements the Implementation Matrix as a visual tool to easily grasp the kind of projects proposed and the amount of time needed for each one. However, projects that are not possible within the first five years are charted as medium term projects since their start date is dependent on either market improvements or the completion of other projects.

The start date for each project is dependent on funding opportunities, District priorities and the ability to group complementary projects under one effort.



EXISTING CONDITIONS

LOCATION AND CONTEXT

Located 1.5 miles north of the 610 loop on Airline Drive, the Airline Improvement District is a place where an urban and rural fabric coexist. The District is located completely within unincorporated Harris County and is solely within a portion of the 77037 zip code. It is surrounded by the City of Houston but it is not within the corporate limits. It has experienced limited economic success yet has been experiencing real social change.

Situated between the George Bush International Airport to the north and Downtown Houston to the south, the four square miles of the Airline Improvement District are well located for convenient suburban living. It is bracketed on the west side by Interstate 45 and on the east side by the Hardy Toll Road. The District is roughly twice the size of Houston's Downtown, and half the size of IAH Airport.

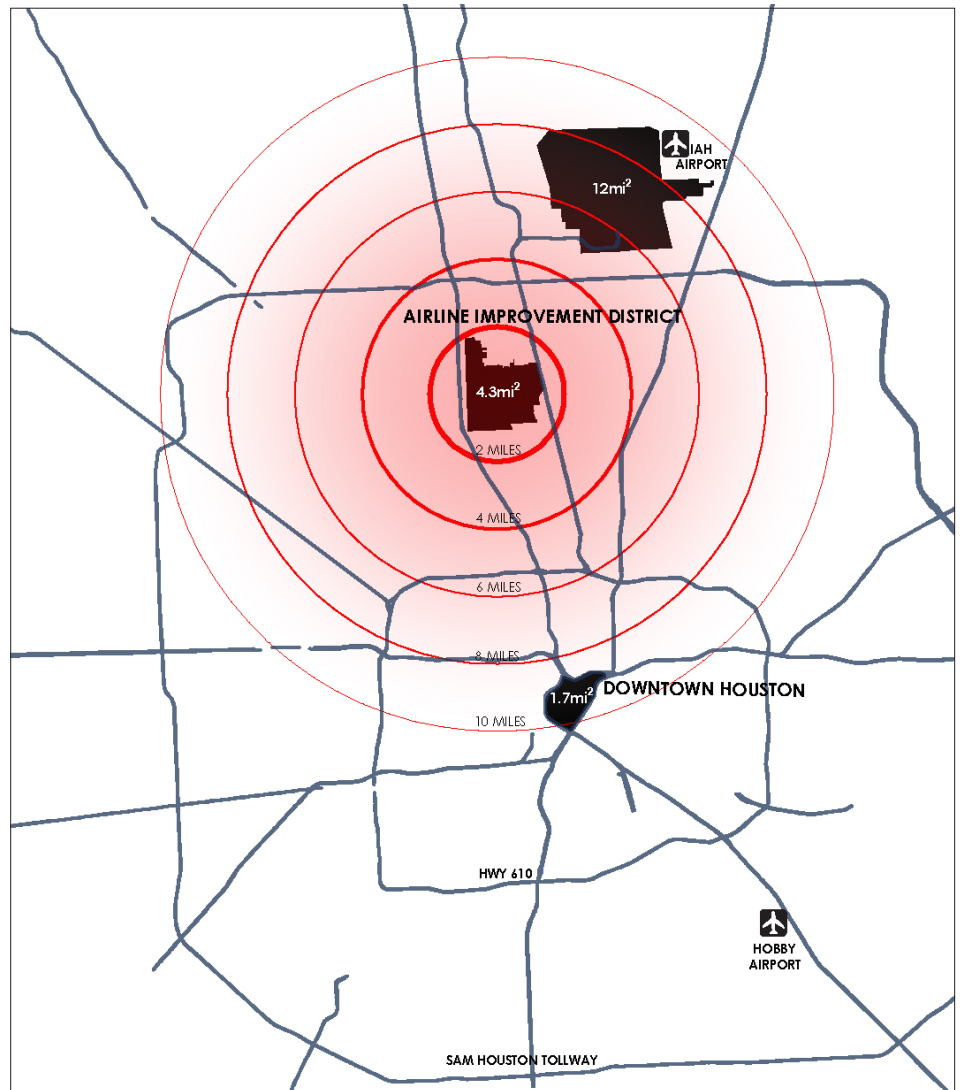
The District is home to the Airline Drive flea markets with approximately 50,000 people visiting the area on any given weekend to shop and be entertained. There are six major markets including De Buey Y Vaca, Mercado SabaDomingo, Sin Ta, Sunny, Tia Pancha and Mi Pueblo.

The school districts in the area that include students living in the Airline Improvement District are Aldine ISD and Houston ISD. Within District boundaries are two schools; Carroll Academy (elementary education) and Keeble EC/PK & Head Start Center. Aldine High School and Stovall Junior High are located to the immediate north of the Airline Improvement District boundary along West Road.

The District is predominantly an urban area with qualities of both a suburban and rural community. Single family

residential predominates in some areas, including small lot suburban subdivisions on the area's west side and larger-lot residential on the east side. Commercial and light industrial uses line Airline Drive and are also scattered throughout the District. The properties on the east side of the District are mostly without deed restrictions on land use, resulting in a mix of residential and commercial uses. Often the property owner is an independent business person who also lives on site.

The Hardy Toll Road is the boundary between the Airline Improvement District and the East Aldine Management District, which is a larger management district to the East. Both of these districts face similar challenges, and are working in cooperation with each other. Their mutual goal is to become more competitive with regard to attracting new development within the greater metropolitan region.



Regional Location Map

SITE HISTORY

The Airline Improvement District was predominantly farms and rural land until the 1950s with the advent of single family homes on less than an acre lot. However, planned development communities didn't appear until the 1970s. The planned development communities had the advantage of organized water service whereas the other residential homes relied upon on-site water/sewer units for their basic needs. This area grew gradually until the 1990s and then slowed as the area was leapfrogged for greenfield development on the urban fringe. Limited in growth by lack of city services and repeated flooding, the residential face of the district hasn't changed much in 15 years.

Halls Bayou which runs west to east through the middle of the Airline Improvement District, hasn't changed its course much since the 1930s, nor

has it been significantly improved by flood control measures. However, the improvements to I-45 and the addition of the Hardy Tollroad may have contributed to the amount of flooding in the area as these roadways constrict stormwater movement.

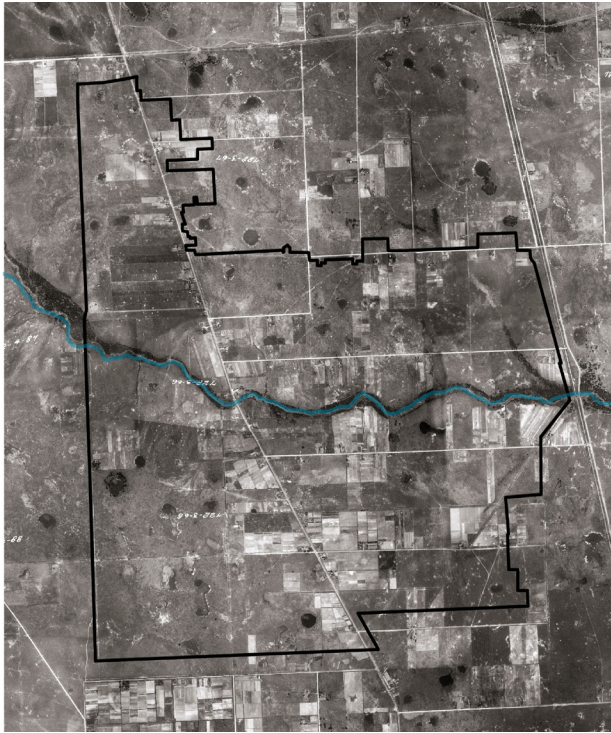
In 2005, the District was created to supplement government services not available within unincorporated Harris County. House Bill #1458 established the Improvement District during the 79th Regular Session of the Texas Legislature. Shortly thereafter, the Harris County Community and Economic Development Department coordinated with State Representative Kevin Bailey and County Commissioner El Franco Lee to organize community leaders in a planning process that determined baseline needs. The Airline Drive District Community Plan Vision Team set the stage for initial work within the

District. This effort is summarized in the Airline Community Revitalization Plan from 2006.

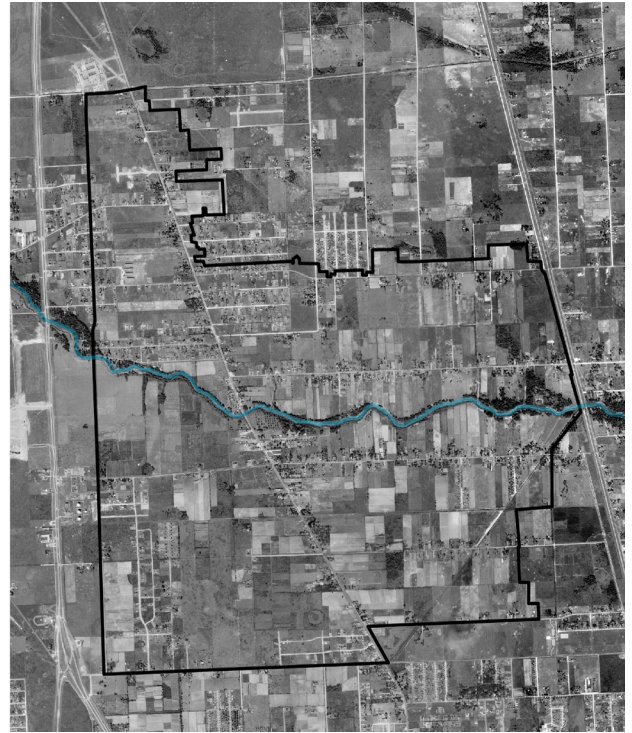
To accomplish its work, the District generates revenue through a 1% retail sales tax. The revenue generated pays for public safety, mobility measures and infrastructure projects.



Image of Airline Drive, south of Gulf Bank Road. Plans for constructing sidewalks on Airline Drive between Gulf Bank and Canino Road are underway.



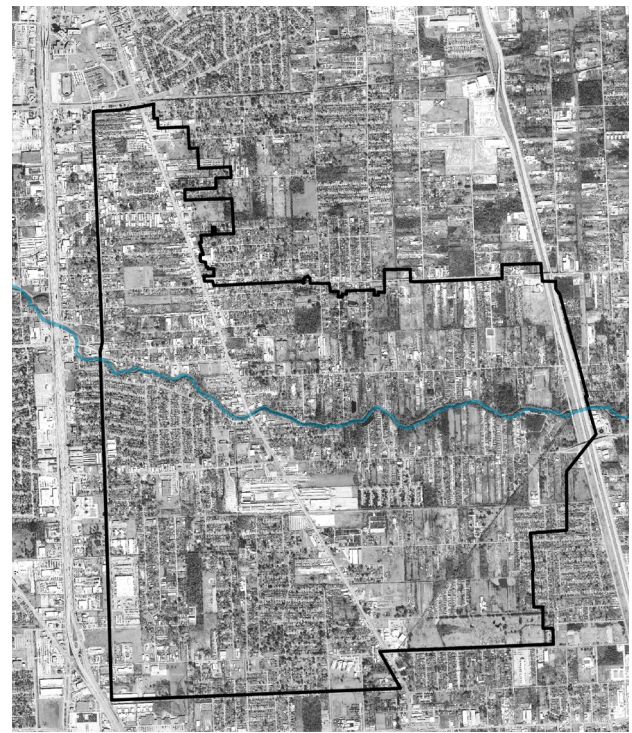
1930



1950



1980



2010

Source: Harris County Flood Control District and Google Earth

EXISTING LAND USE

The Airline Improvement District land use is predominantly residential, but there is a mix of commercial, retail and light industrial as well. In order to better understand the District's land use patterns, an analysis was performed on housing types, main commercial corridor and environmental conditions. This analysis provides an understanding of the District's composition including where people live, types of housing, stable elements in the environment, elements in transition and the basic framework for commerce.

There are three main residential types in the District; suburban single family homes, multifamily including manufactured home communities, and rural single family live/work lots. Multifamily residential land use accounts for approximately 8% of District land. Nevertheless, it is a contributing factor to the increasing population density in the community. There are 15 mobile home communities and two apartment complexes located in the District. The mobile home communities have the highest residential density in the District with 10-12 dwellings/acre. Suburban single family homes located on lots less than one acre have the next highest density while the rural single family homes on lots larger than an acre have the lowest residential density. Rural single family home lots located east of Airline Drive are almost all larger than one acre. Oftentimes there is more than one structure on a rural lot, however, it is unclear if all structures are homes or businesses. In many cases these lots have both dwellings and businesses on them. This characteristic is a contributing factor to the District's entrepreneurial energy.

Commerce within the District boundaries mainly occurs along Airline Drive. Businesses are predominantly small, family run operations. The District is void of big-box retail sites and community strip centers are in varying degrees of condition. Big-box retail is, however, within a 10 minute drive of the District. Just outside the District to the north on Airline is a Fiesta Supermarket located in a large strip center. Within the northern boundary of the District along Airline Drive is a Walgreens store.

There are numerous auto salvage yards along Airline Drive and scattered throughout the District. The dominant business category within the District is related to auto retail, salvage and service. Second in commercial activity to auto, are the flea markets. The auto salvage yards are not favored by residents since many of these operations are located adjacent to the bayou and contribute to pollution of groundwater and bayou water. The flea markets contribute greatly to local business, but they also are associated with

nuisances like weekend traffic and noise pollution.

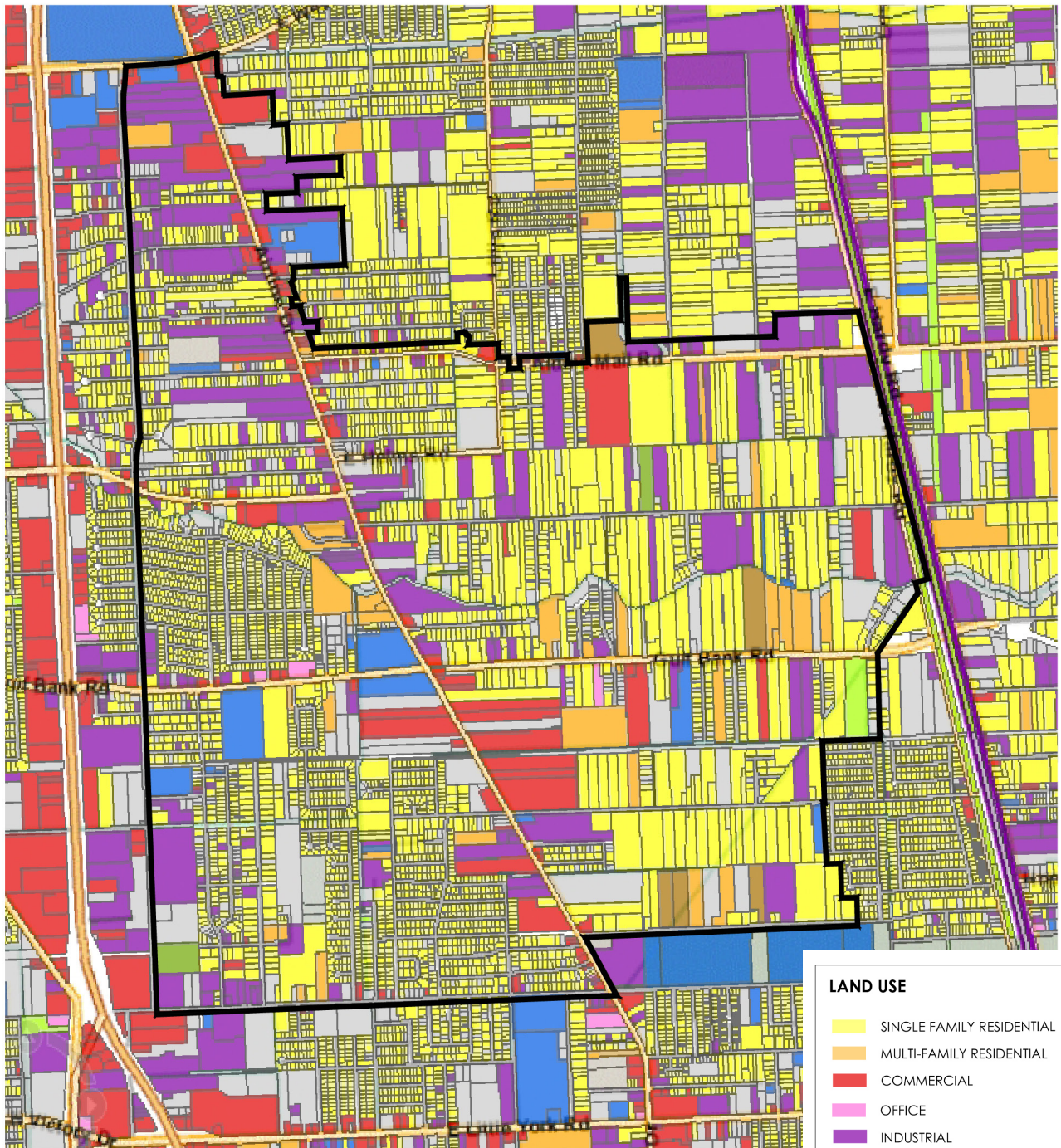
While observing commercial activity within the District, it is clear that many street vendors selling food and other wares have found a home in the District. In most cases, these vendors profit from the flea market spillover. However, others have week-long established locations in parking lots and other left over spaces.

Public and institutional land use comprises less than 1% of the total land use in the District. It is also home to a host of churches of all faiths and denominations. The Little York Volunteer Fire Department and Sunbelt Fresh Water Supply District are situated in the confines of the District.



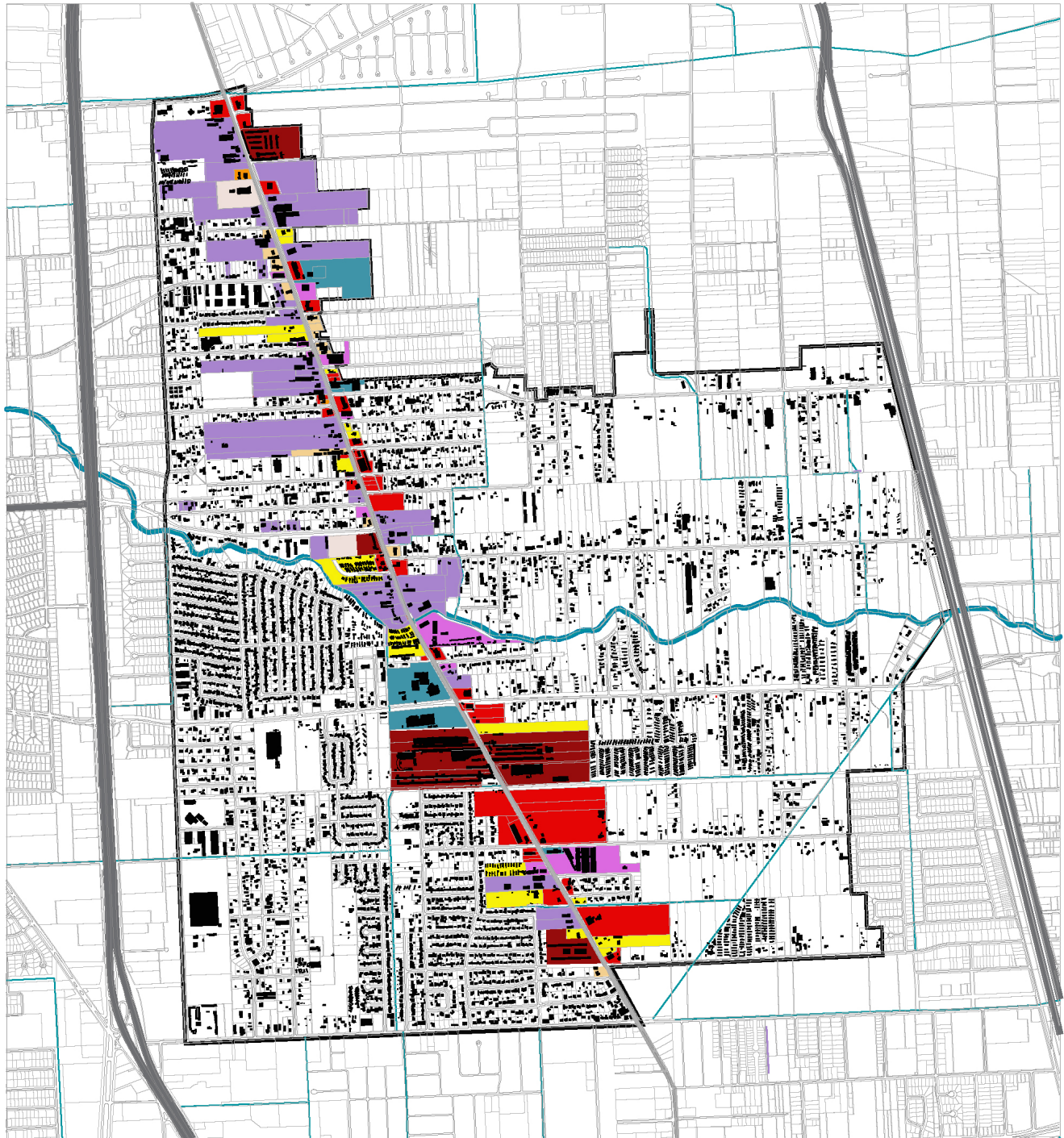
Image of one of the many District signs advertising flea market destinations as well as a typical food truck found throughout the area.

DISTRICT LAND USE MAP

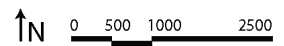


Source: Harris County Appraisal District

MAIN ECONOMIC CORRIDOR LAND USE: AIRLINE DRIVE



- | | |
|--|--|
|  RESIDENTIAL |  ENTERTAINMENT/SPORTS |
|  RESTAURANTS/BARS |  WAREHOUSE |
|  RETAIL |  AUTO SALVAGE |
|  FLEA MARKET |  PUBLIC/INSTITUTIONAL |
|  SERVICES | |



RESIDENTIAL LAND USE

RESIDENTIAL HOUSING TYPOLOGY 1 : SUBURBAN

30% of Total Area
3-6 du/acre

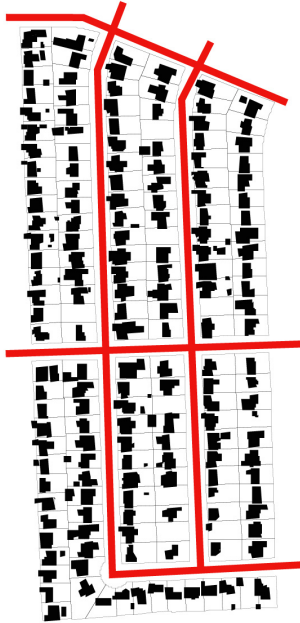


The dominant housing typology in the District is single family homes. There are two communities in the southwestern corner of the District that were developed in the 1970s with connections to private water service. Majority of District homes were built by individual land owners and use septic systems and wells for their daily water needs.

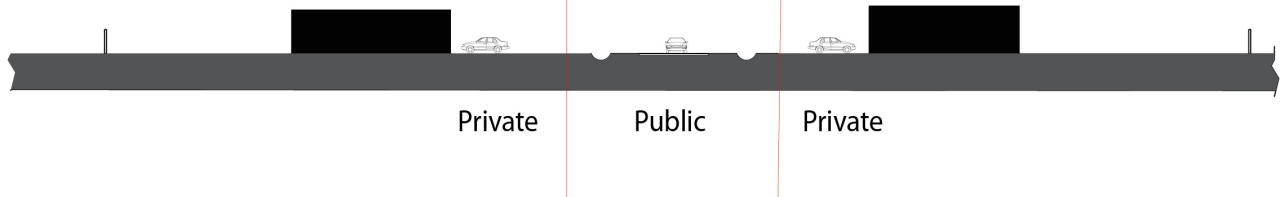
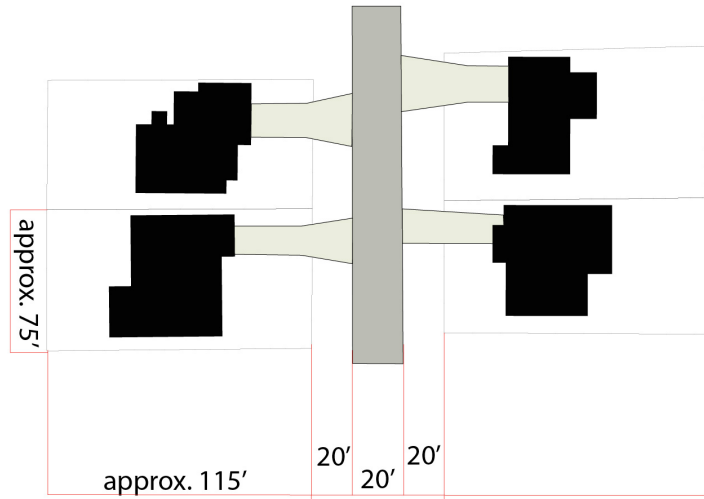
The two planned communities, Northline Terrace and Bellmar, have a road network that is connected within the community, but they are not well linked to surrounding areas.

Spatial Analysis

Grid

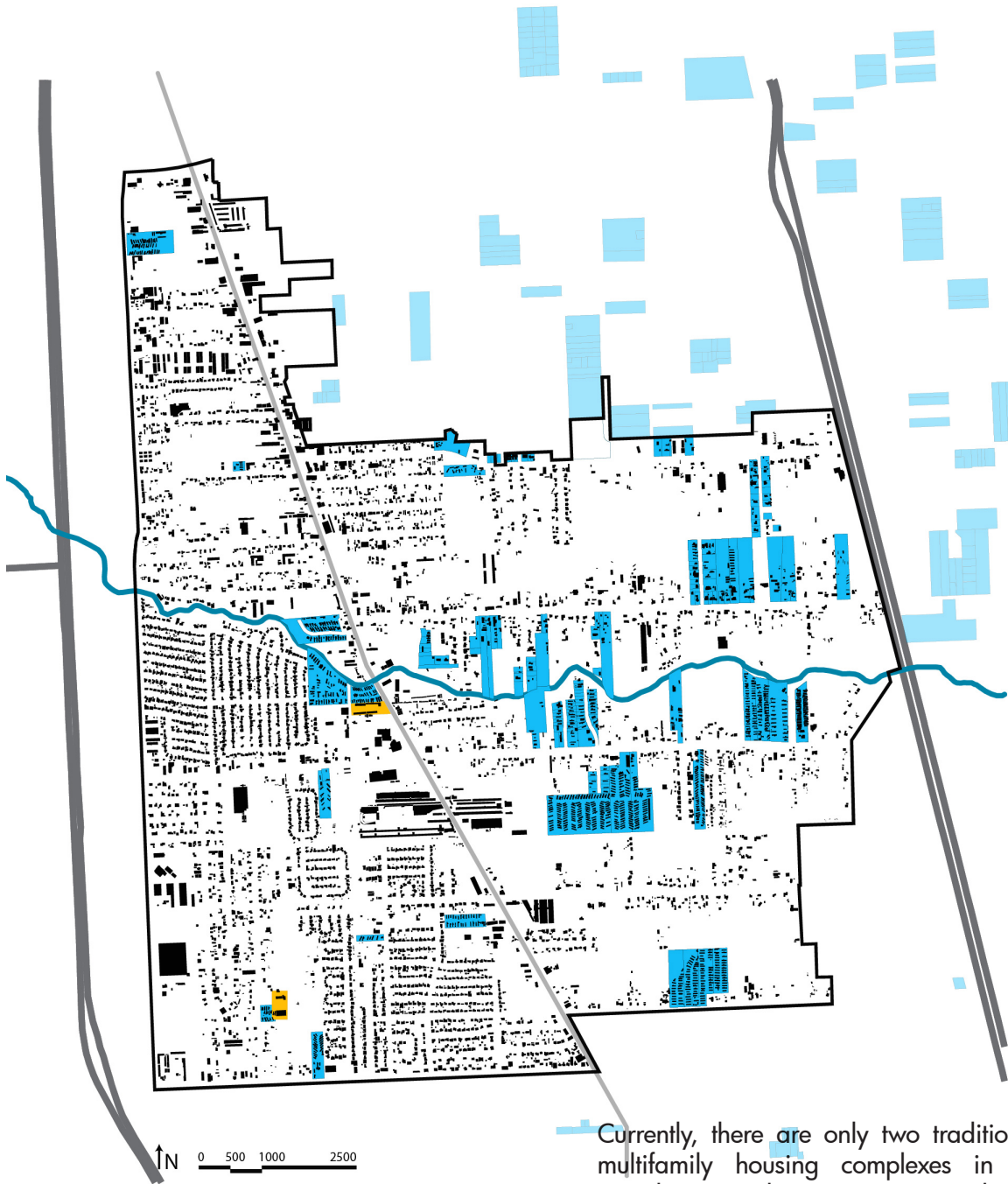


Public and Private Space



RESIDENTIAL HOUSING TYPOLOGY 2 : MULTIFAMILY / MANUFACTURED HOME COMMUNITIES

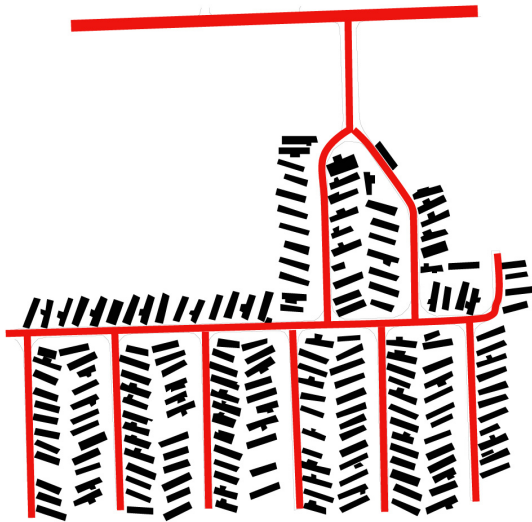
8% of Total Area
10-12 du/acre



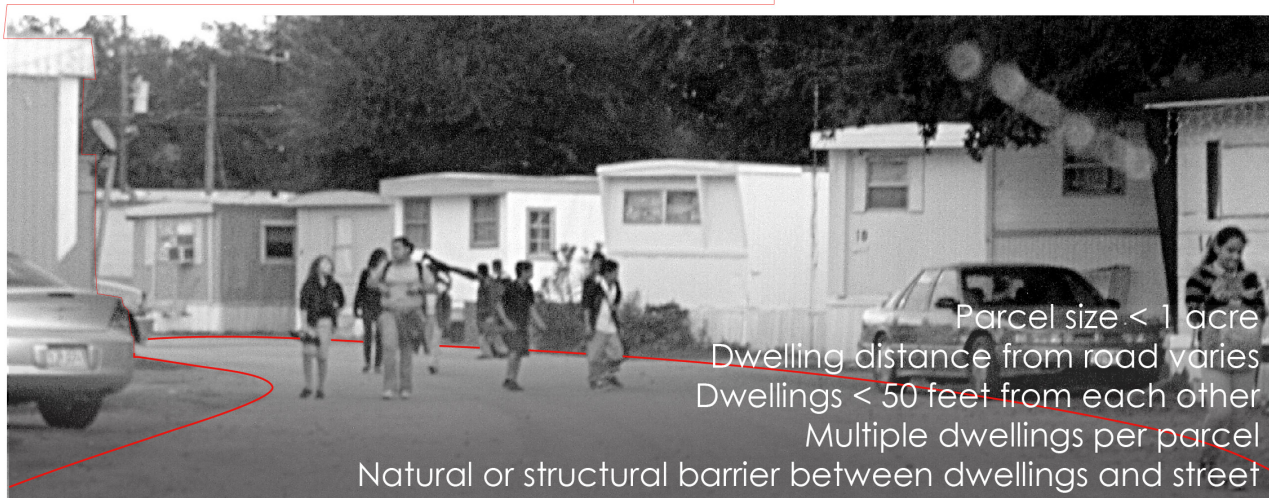
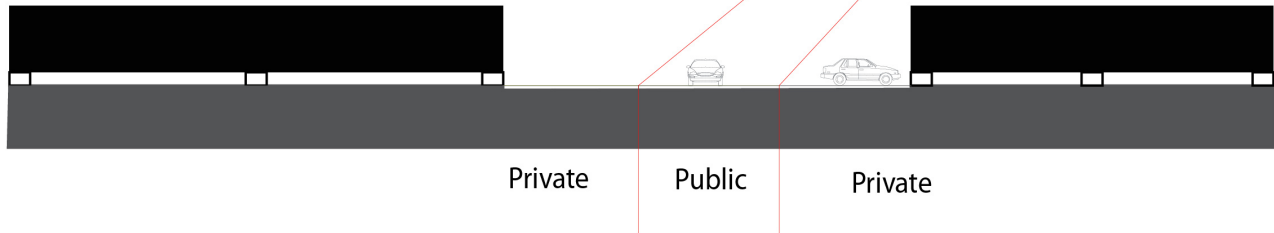
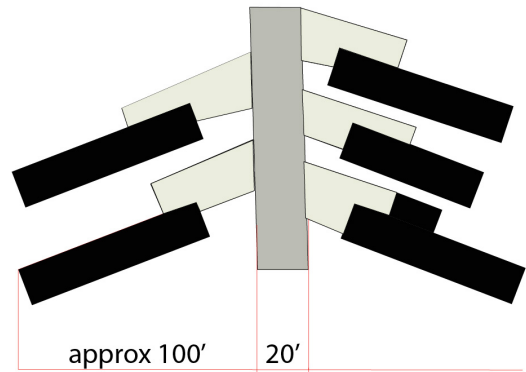
Currently, there are only two traditional, apartment style multifamily housing complexes in the District. These complexes are shown in orange on the diagram above. The more common housing typology found in the District, that exhibits a higher density than single family homes, is the manufactured home communities. The road network in the manufactured home communities is completely internal with only one access point for entry and exit.

Spatial Analysis

Grid

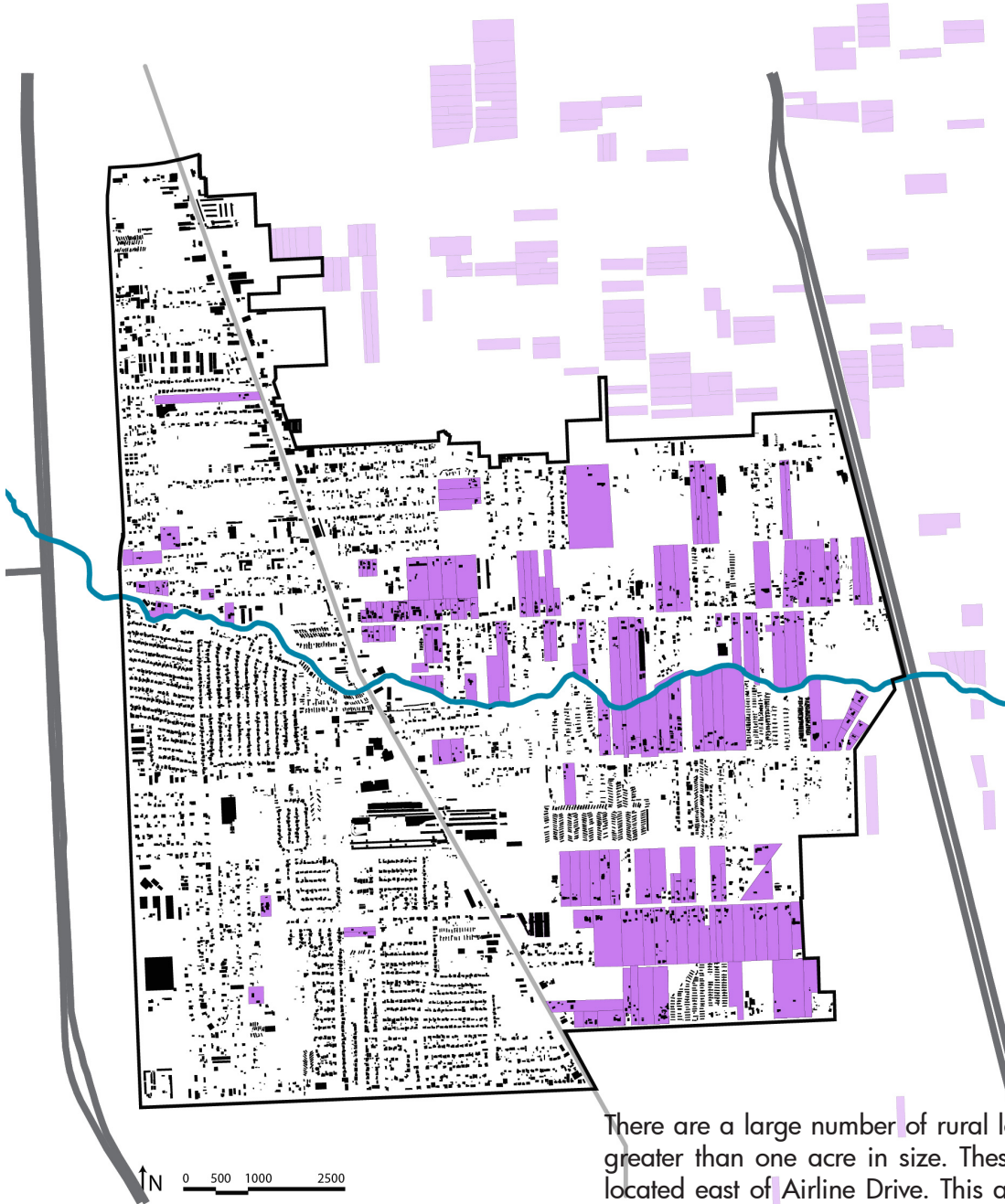


Public and Private Space



RESIDENTIAL HOUSING TYPOLOGY 3: RURAL

15% of Total Area
1-2 du/acre



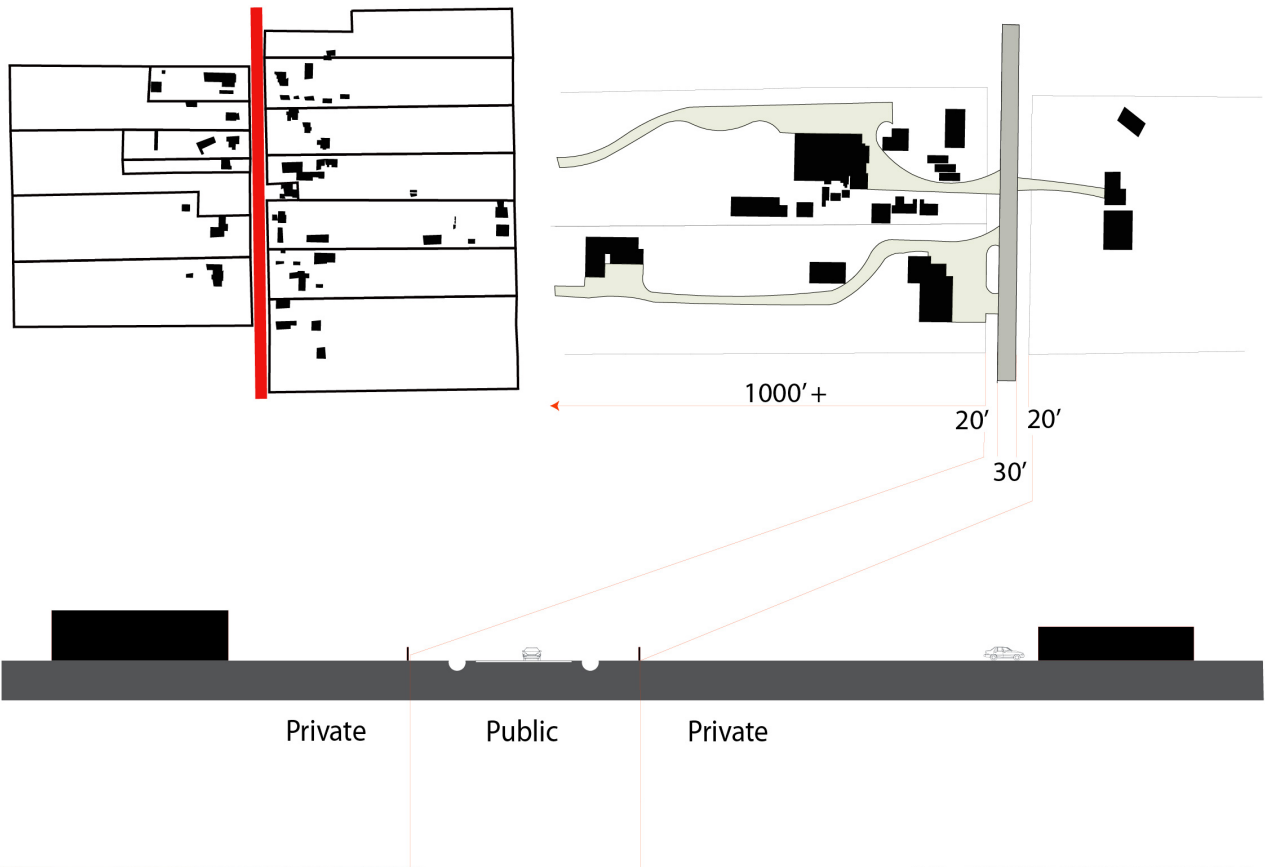
There are a large number of rural lots in the District that are greater than one acre in size. These lots are predominantly located east of Airline Drive. This area suffers from flooding during large rain events which can be attributed to the minimal amount of development here.

The road network in this area is used as a throughway for traffic moving east and west. The roads are narrow with very limited pedestrian passage and large drainage ditches. Traffic often exceeds speed limits creating dangerous conditions for driving as well as pedestrians.

Spatial Analysis

Grid

Public and Private Space



DEMOGRAPHIC AND MARKET OVERVIEW

DEMOGRAPHIC / ECONOMIC TRENDS

- Population is estimated at 16,520 with significant growth projected over the next 25 years. Data was obtained prior to release of 2010 Census and therefore represent third-party estimates.
- Households have not grown at the same historical rate as population. In fact for the past two decades the growth has been negative.
- There is a strong presence (32.92%) of children, under the age of 18 within the Study Area.
- The number of households with five or more persons is 29% in the Study Area which is twice as many as the City of Houston.
- The Study Area population has a relatively high share of population without education past high school.
- Hispanics represent approximately 77% of the Study Area's population, up from 62% in 2000.
- The estimated 2011 median income in the Study Area is \$38,026.
- Retail Trade and Healthcare Services categories are the top two job classifications currently in the Study Area. These two employment classifications make up roughly 31% of the jobs.

RESIDENTIAL MARKET

- 77% of the housing units are single family and 7% are multifamily.
- The Study Area has a higher portion of owner occupied housing units (77%).
- 56% of the homes were built prior to 1970.
- Over the past 10 years, the median sales price has been \$87,950.
- Over half of the multifamily units in the Market Area are tax credit, subsidized or Section 8.
- Rents in the District are below market average for the CMA.
- At currently supportable rents, new multifamily construction would likely have to be subsidized.

COMMERCIAL RETAIL MARKET

- Airline Improvement District is home to six flea markets which includes 185,000 square feet of space. In total the District includes approximately 400,000 square feet of retail.
- Overall, the retail market is functioning moderately well from an occupancy and absorption standpoint.

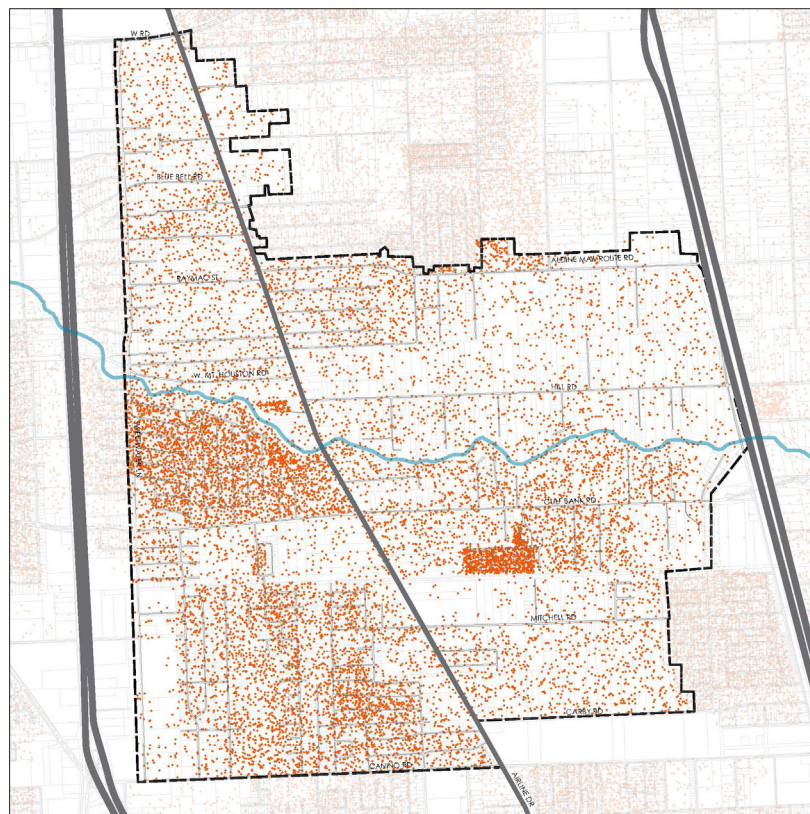
INDUSTRIAL MARKET

- Within the Airline Improvement District boundaries there are 14 operating industrial properties.
- Rental rates are slightly below market with high occupancy in the industrial market.
- Major industry and credit tenants have yet to be attracted to this area, relative to locations west of Interstate Highway 45.

OVERALL OBSERVATIONS

- Apart from the deed-restricted single family subdivisions, the area's land use markets operate outside of the "conventional" dynamics typical of much of suburban Houston.
- The area is a haven for independent entrepreneurs and "mom-and-pop" businesses. The opportunity to have a live/work arrangement, without the burden of City of Houston building and land use codes, on an above-average sized lot in a nearby location is a special feature of the area and has helped attract independent businesses such as auto repair and salvage.
- Housing quality is overall aging and in decline. Current environmental conditions and lack of water infrastructure prevent market rate incentives for new housing or housing improvements.

DISTRICT DENSITY MAP



Data Source: H-GAC 2010

TRANSPORTATION CONDITIONS

MOBILITY ANALYSIS

- The top tiers of destination zones were all within a four mile radius of the Study Area.
- The zones with the two highest numbers for home-based trips were both inside the Study Area, predominantly south of Gulf Bank Road.
- The top work destination zone was just east of Greenspoint Mall, a zone which contains a major office center.
- Home-based trip patterns for 2035 are projected to be similar to current year patterns. However, the total number of trips is projected to increase at a rate roughly proportional to population increase.

TRANSIT ANALYSIS

- The 56 Airline Route has a significant amount of entering and exiting activity in the Study Area, especially on Saturdays and Sundays.
- Transit trip patterns are diverse and include relatively high numbers of trips to MD Anderson and downtown zones.
- There are indications in the data that some high volume destinations for Study Area residents may be under served by transit.

LEVEL OF SERVICE

- Currently, although there are a few hotspots, there are no significant capacity deficiencies for the Study Area.
- Worsened levels of service are projected for 2035, specifically for these areas:

Airline Drive (West Road to Canino Road) – NB in the PM, SB in the AM.
Mount Houston Road (I-45 Service Road to Airline Drive), EB and WB.
Gulf Bank Road (I-45 Service Road to Airline Drive) EB and WB.

CRASH ANALYSIS

- The portion of Airline Drive within the Study Area is well above the statewide average crash rate.
- Segments with particularly high crash rates, relative to the state averages for similar facilities are:

Aldine Mail from Airline Drive to Stoneshire Street.
Airline Drive from West Road to Bluebell Road.
Airline Drive from Carby Road to Canino Road.
Airline Drive from Aldine Mail to Hill Road.

PARKING CONDITIONS

- During the week, parking is not an issue and there is ample parking at commercial destinations.
- On weekends, which are flea market days, parking becomes more of a transportation issue, as patrons seek out parking areas very close to their final market destinations, typically in the respective flea market parking areas.

PEDESTRIAN CONDITIONS

A thorough analysis of existing sidewalks was carried out as part of the 2009 Airline Improvement District Pedestrian and Bicyclist Special District Study. The Study found that the area had relatively few existing sidewalks, which are located along the following streets:

- Airline Drive, north of Gulf Bank Road.
- West Road (southern portion).
- Canino Road (southern portion – short stretch alongside Moreno Elementary).

At the time of this Study, sidewalks are being designed and planned for the following streets:

- Airline Drive, south of Gulf Bank Road.
- Aldine Mail.
- Canino Road (northern and southern portion – connecting to existing sidewalk).

BICYCLE CONDITIONS

- Cyclists have been observed on Airline Drive as well as some of the smaller streets in the District.
- No defined bicycle routes or trails exist in the District.

ENVIRONMENTAL OVERVIEW

The Airline Improvement District is located within the Halls Bayou Watershed. Halls Bayou flows from west to east, just north of Gulf Bank Road. The District's stretch of Hall's Bayou is bordered mostly by long, narrow parcels which used to be farm land. From a watershed perspective, the District is located between two larger green spaces, Charleston Gardens area and Keith Weiss Park, suggesting that land preservation

for park space and flood damage reduction measures would help complete a green corridor as well as manage flood damage in the area.

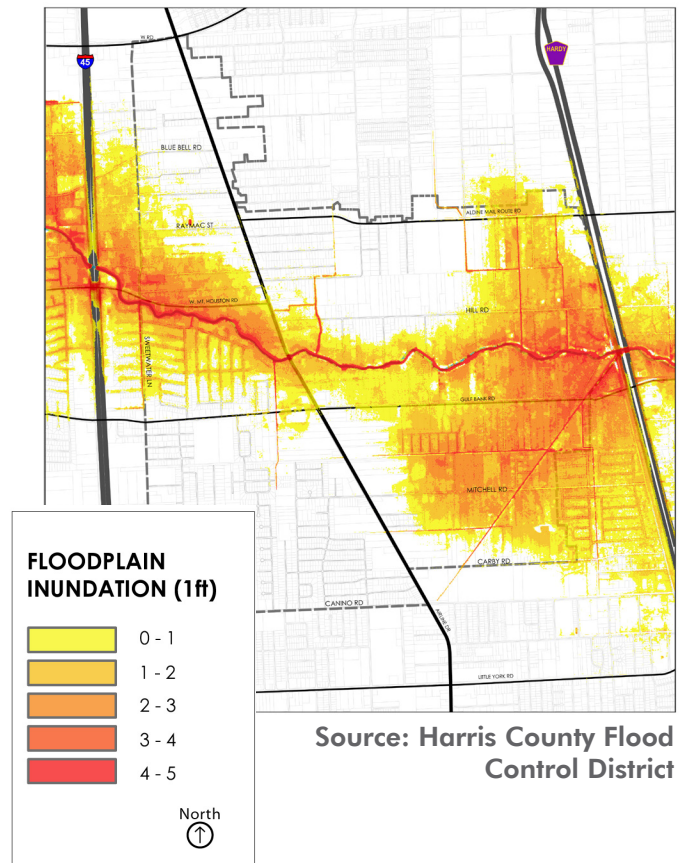
Flooding is a very significant environmental problem in the Airline Improvement District. It is the main concern of District residents since the 100-year flood plain takes up 50% of the land area and homes flood during most large rain events.

The rural lands east of Airline Drive offer an opportunity for flood damage reduction. Using Keith-Weiss Park and its flood basins as a precedent, the Airline Improvement District could increase its public open space, reduce flood damage, improve environmental health and open up new opportunities for development by creating a partnership with Harris County Flood Control District for a similar facility within its boundaries.

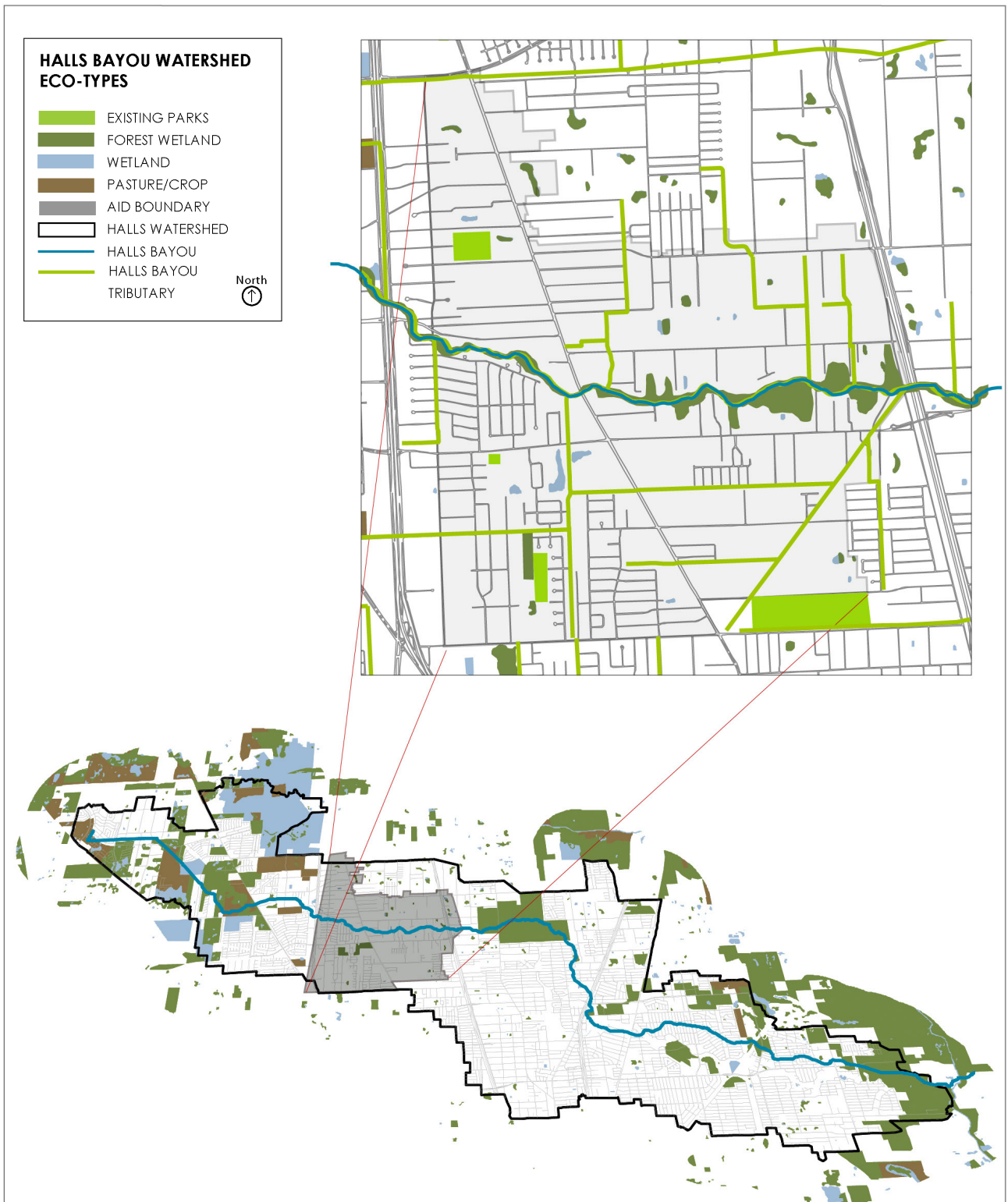


Images of Halls Bayou and its Tributaries

DISTRICT FLOOD PLAIN AND INUNDATION MAP

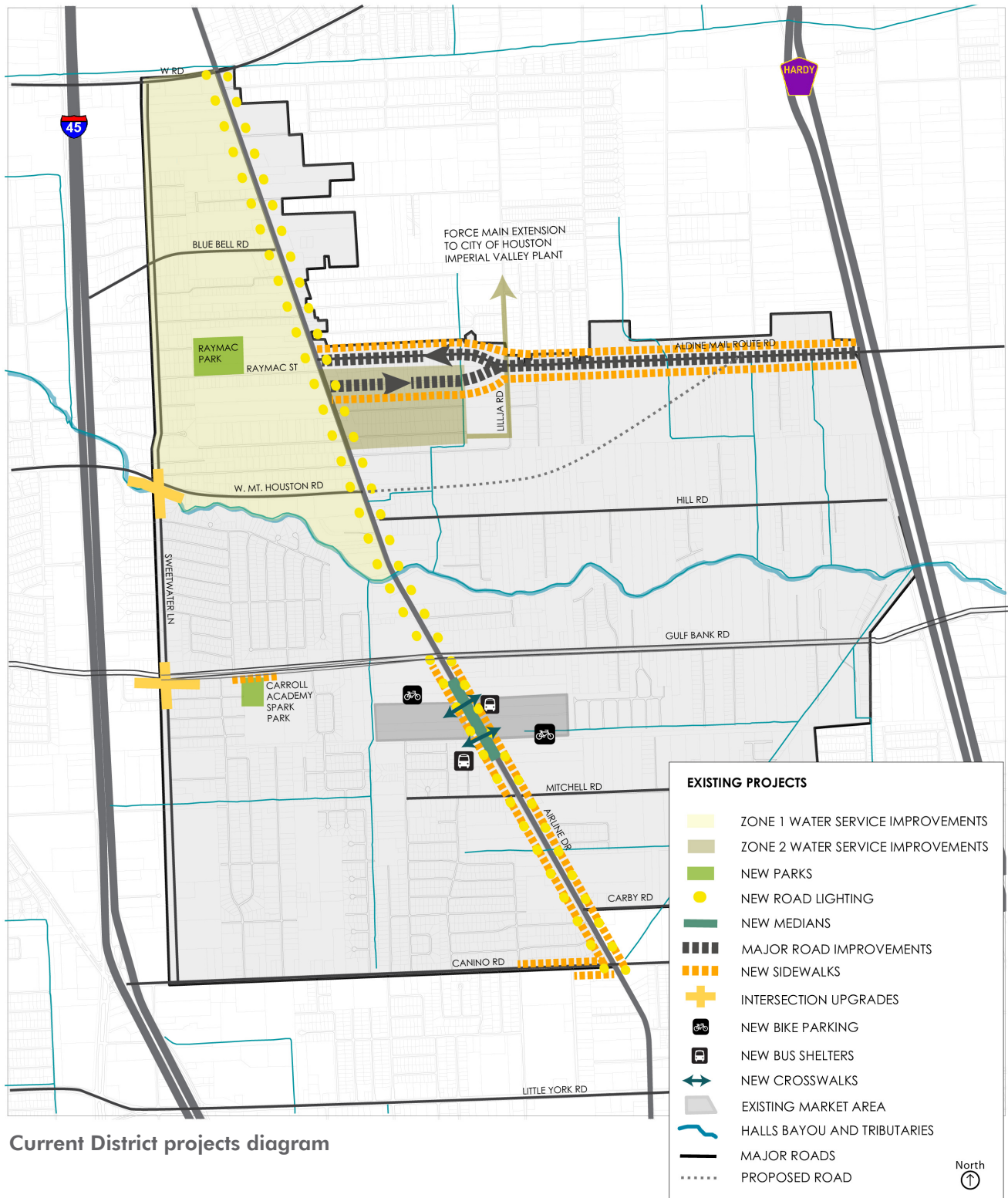


HALLS BAYOU WATERSHED ECO-TYPES



Data Source: Texas Parks and Wildlife Department

EXISTING DISTRICT PROJECTS



PREVIOUS DISTRICT STUDIES

Current District projects originated from the following previous District planning studies:

- Airline Community Revitalization Plan (2006).
- Airline Improvement District Water and Wastewater Planning Study (2008).
- Airline Improvement District Pedestrian and Bicyclist Special District Study (2009).

The Pedestrian and Bicyclist Special District Study resulted in 27 possible transportation projects and their associated costs.

DISTRICT PROJECTS RESULTING FROM PREVIOUS STUDIES

- Airline Drive sidewalks from Gulf Bank to Canino Road.
- Canino Road sidewalks on the north side from Nordling to Airline Drive and on the south side from Van Ness to Airline Drive.
- Aldine Mail sidewalks from Airline Drive to the Hardy Toll Road
- Airline Drive crosswalks constructed with signals at the north and south ends of the main flea Market Area.
- Airline Drive median within the main flea Market Area as well as two bus stop shelters also at the Market Area.
- Secure bicycle parking near the flea market parking lot entrances.
- Add an eastbound turn lane to Gulf Bank at Sweetwater Lane and upgrade the intersection signal.
- Upgrade the intersection signal at Sweetwater Lane and Mount Houston Road.

OTHER PROJECTS COMPLETED OR ONGOING WITHIN THE DISTRICT

- Design of a water system for Zone 1.
- Design of a force main for Zone 2.
- Street lights along Airline Drive.
- Design and construction of a 10-acre park on Raymac Street.
- Spark park associated with Carroll Academy.



PUBLIC ENGAGEMENT PLAN

PUBLIC ENGAGEMENT PLAN

The purpose of this public engagement plan is to outline the strategy to educate and engage community members about the Airline Improvement District Livability Study and to specify methods used to garner input from the community.

The involvement of the community members and invested stakeholders in any planning process is crucial to obtaining a shared vision. It is important to have a strategy that makes it not only convenient for community members to involve themselves in the planning process, but also provides them with a meaningful opportunity to voice opinions and contribute ideas.

The public engagement process identifies potential pitfalls that could impede the project's long-term success. Hurdles common to visionary projects that should be overcome early include misconception about the project's goals or intentions and community fears about the impact of improvement on their property values (gentrification). All of these challenges may be mitigated through a careful and thoughtful public engagement plan that incorporates the culture of the existing community.

A well-facilitated public engagement process identifies community leaders and stakeholders who can champion the project and create a solid foundation for successful implementation. A complete database of all identified stakeholders is assembled and maintained during the project. It is through these community leaders and stakeholders that the project team garners deeper understanding of the relationships within the community.

PUBLIC ENGAGEMENT OBJECTIVES

Objective A. Create a panel of area representatives and agency specialists that provide an accurate representation of the community interests and that is committed to the long-term success of the vision.

Objective B. Implement strategies for community outreach that take into account the unique culture of the Study Area in order to obtain a high participation level at public meetings and workshops.

- Locate public meetings in a well-known community location.
- Provide a childcare option at public meetings.
- Coordinate with existing community organizations (such as neighborhood associations or civic clubs) and present information at their meetings.
- Publicize using local institutions like churches and schools.
- Offer digital and print survey tools in English and Spanish.

Objective C. Establish trust in the community in order to inspire multi-lingual dialogue that is as open and thoughtful as possible.

- A large part of the Study Area demographic is Hispanic. Thus, it is necessary to have Spanish translators at each step of the public engagement process in order to be truly inclusive and effective.

Objective D. Engage, inform and educate about the intent of the study through the public outreach in order to energize participation in the study as well as overcome any misconceptions and challenges.

- The first step to having an informed public is to have an informed panel. In order to prepare the panel for the public meetings, the Project Team will have a pre-workshop meeting with the Advisory Panel prior to each workshop in order to address all questions or concerns the panel may have prior to addressing the public.

Objective E. Develop a Vision Plan for the District in conjunction with the panel and community members.

- The Project Team will gather comments from Advisory Panel meetings and public workshops to create a summary of community priorities.
- The Project Team will create a vision plan which shows scenarios of potential so that the citizens are aware of the potential for positive change if they commit to the long-term vision.

OUTREACH METHODS

MATERIAL	DISTRIBUTION
Flyers in English and Spanish	District businesses, public library, schools, neighborhood associations, flea market vendors.
Yard Signs	Frontages within one mile radius of proposed meeting venue.
Web Survey	Available at public meetings and for those who want to participate outside of meeting times.
Public Notice	Press release to local newspaper.
Radio Announcement	Patrons of the Hispanic Chamber of Commerce radio show.

WORKSHOP FORMAT

WORKSHOP 1

Goal: Collect information from the public regarding their concerns and desires for the District.

Method: Three information gathering stations:

1. Google Maps to track desired METRO routes.
2. Survey station with print and digital surveys.
3. Draw your neighborhood using printed aerials.

WORKSHOP 2

Goal: Present vision concepts to the public for comment.

Method: Printed boards with graphic representation as well as powerpoint presentation.

WORKSHOP 3

Goal: Present overall District vision plan as well as specific projects for implementation.

Method: Printed boards with graphic representation as well as powerpoint presentation.



Meet and Greet table with workshop materials in English and Spanish.



RECOMMENDATIONS

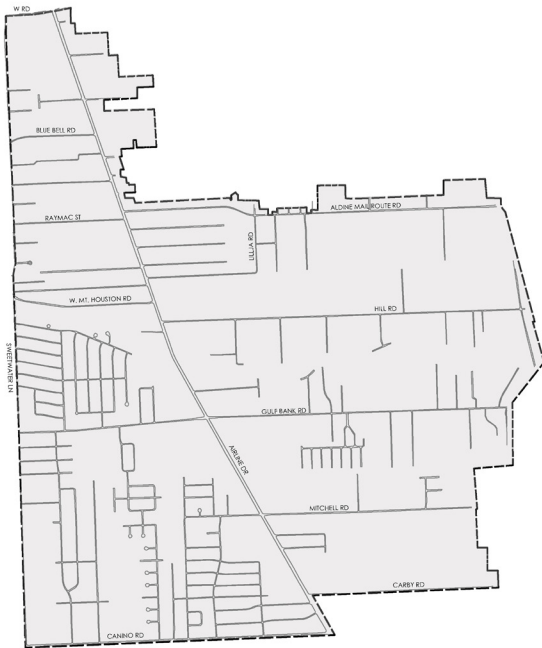


TRANSPORTATION

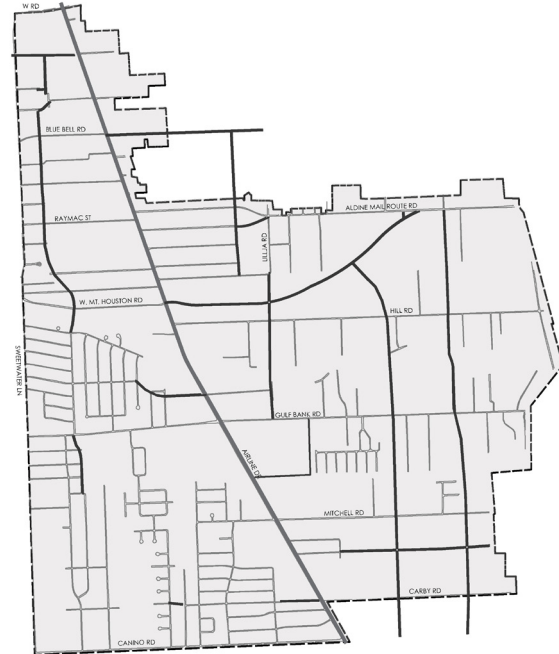
INCREASE MOBILITY OPTIONS FOR DISTRICT RESIDENTS AND UTILIZE ROAD INFRASTRUCTURE FOR STORMWATER MANAGEMENT STRATEGIES.

RECOMMENDATION 1. COMPLETE THE GRID

Add roads to increase District connectivity. In particular, new roads are needed to add north-south connectivity across Halls Bayou, within the area east of Airline Drive.



Existing Street Pattern



Proposed Street Pattern

Existing conditions in the District road network tell the tale of a rural area that has grown up around its country roads and large farm lots. This is especially apparent east of Airline Drive where all of the major roads run east-west. No north-south connections exist between east-west road corridors, or across Halls Bayou. The east-west roads like Gulf Bank Road and Aldine Mail Route have become throughways for people moving from the Hardy Tollroad to Airline Drive where vehicles travel at excessive speeds and endanger other motorist, cyclist and pedestrians,

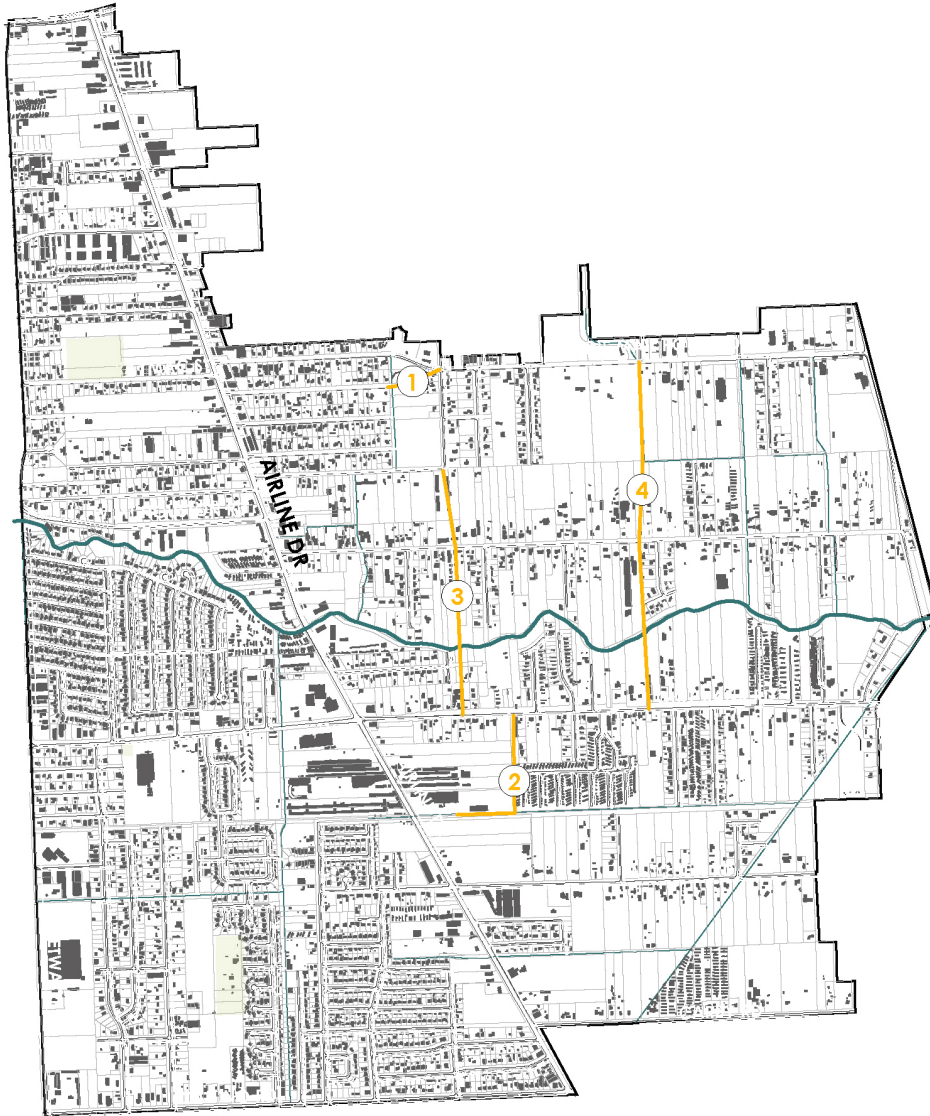
Completing the grid refers to creating north-south connections throughout the District. Priority areas are east of Airline Drive. The grid concept in this location is different from a more urban area where the road network is tighter. In this situation the vision creates an enlarged grid that divides the area east of Airline Drive into sections that become opportunities for new development.

New roads would be built with adequate room for pedestrian sidewalks as well as bike lanes where ROW allows for a designated lane. The District is currently working to design and install sidewalks on portions of Airline Drive and Aldine Mail Route. The intention is to continue providing sidewalks and related streetscape elements throughout the District as priorities are addressed. The 2009 Pedestrian and Bicyclist Special District Study addressed sidewalk and bicycle needs in detail. This Study acts as a guide for recommended sidewalk and bicycle projects.

This Study's transportation recommendations provide a big picture perspective with implementable pieces that supplement current projects and previous studies in the effort of improving District quality of life.

NEW ROADS TIER 1

The new roads vision presents a very long term goal and guidance for how the area east of Airline Drive might be developed. Because road projects are large in scale, the proposed roads are divided into tiers to prioritize key connections.

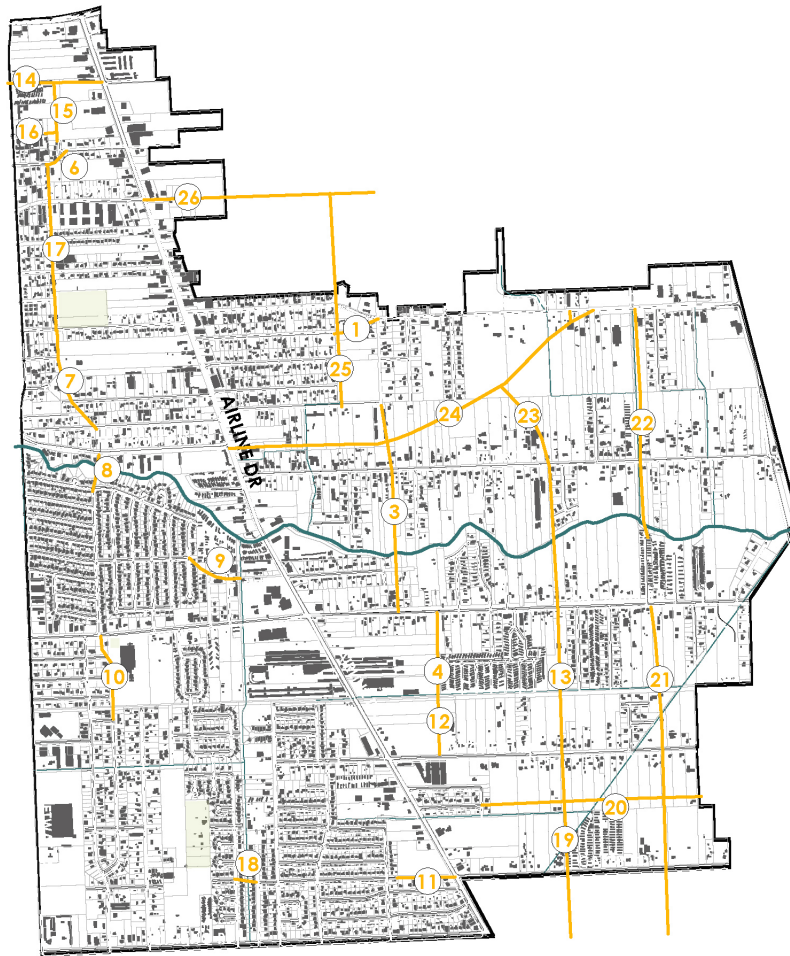


TIER 1
NEW ROADS

KEY	LENGTH (FT)	ROAD TYPE	BAYOU CROSSING	CONNECTIONS
1	728	Local		Harris County project in progress.
2	1321	Access Point		Connect Gulf Bank Road to Louise Street with access points to flea market parking.
3	3962	Collector	✓	Extend Lillja to Gulf Bank Road.
4	4618	Collector	✓	Extend Aldine Mail Route south to Gulf Bank Road.



NEW ROADS TIER 2 AND TIER 3 ROADS



TIER 2
NEW ROADS

TIER 3 NEW ROADS

KEY	LENGTH (FT)	ROAD TYPE	BAYOU CROSSING	CONNECTIONS
6	398	Local		Connect Northville and Hambrick
7	1707	Local		Extend Berwyn (north of Halls) north to Raymac
8	574	Local	✓	Connect Berwyn north of Halls to Cheswick south of Halls
9	887	Local		Connect Rainy River and Airway
10	1183	Local		Connect Cheswick and Cheswick
11	882	Local		Connect Carby and Carby
12	848	Access Point		Connect Mitchell with flea market parking lot access
13	2291	Collector		Extend Henry south to Mitchell
14	1466	Local		Extend McFarland west to Sweetwater
15	901	Local		Extend Berwyn north to McFarland
16	188	Local		Extend Midland east to Berwyn
17	2573	Local		Extend Cheswick from Raymac to Northville
18	882	Local		Connect Carby to Carby
19	2760	Local		Extend Henry South to Meadowpass
20	3393	Local		Connect Margie and Sunny
21	5047	Local		Connect Wilke and Rose Mobile Home Driveway
22	3539	Local	✓	Extend Sweeny south to Rose Motor Home Driveway
23	1497	Local	✓	Alter Henry Street to connect with Mount Houston
24	6260	Arterial		Mt Houston & Aldine Mail / I-45 & Hardy
25	3299	Local		Connect Bluebell with Helms
26	3564	Local		Extend Bluebell east to Lillja



PROJECT FOR IMPLEMENTATION : T.3

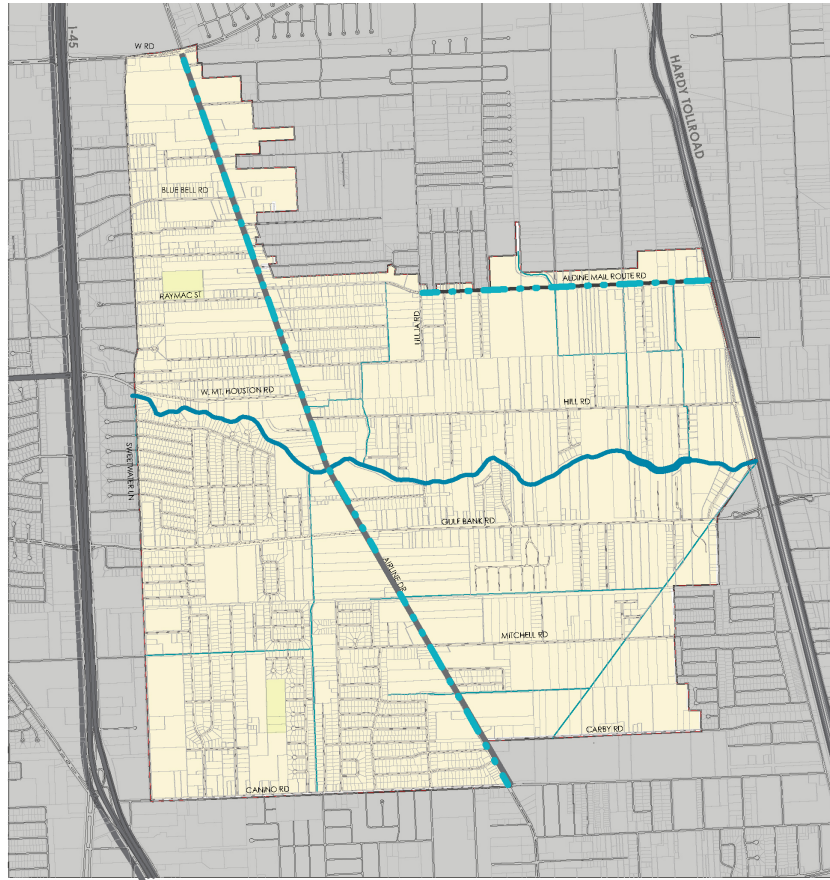


Road 2 (T.3) Connect Gulf Bank Road to Louise Street and provide access points to flea market parking.

Refer to Project T.3 on the Implementation Matrix.



RECOMMENDATION 2. CONSTRUCT MEDIANS THAT PROVIDES FLOOD CONTROL



— BIOFILTRATION MEDIAN

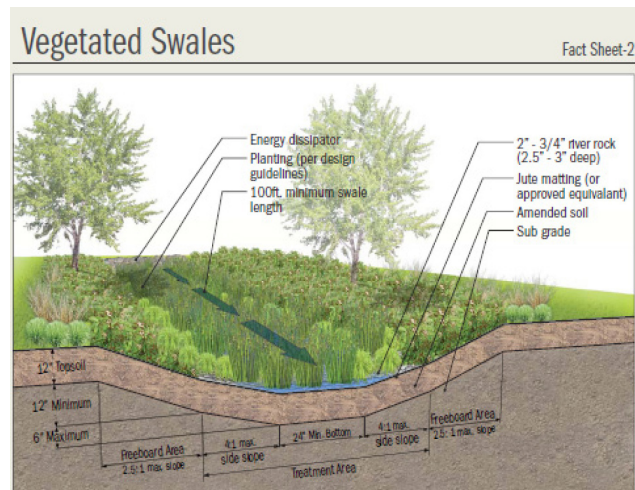
Using low impact development techniques to reduce stormwater runoff, biofiltration medians have the potential to make big impacts on reducing road run-off and improving water quality. In the Airline Improvement District, long corridors with wide median areas exist offering a valuable opportunity to pursue low cost, best practice techniques to reduce stormwater that typically runs from the road, through the drainage ditches, to Halls Bayou tributaries and to Halls Bayou. Along this path, water picks up the dirt and oils found on the roadway adding to poor water quality in the area.

By using swales and a high speed filtration system such as “Focal Point Biofiltration System”, stormwater can be filtered and returned to the bayou ecosystem. This system is currently being used on Birnamwood Drive in Spring, Texas. This kind of system could be installed on the median planned for Aldine Mail Route.

The study recommends constructing a biofiltration median on Aldine Mail Route as well as construct one that runs the

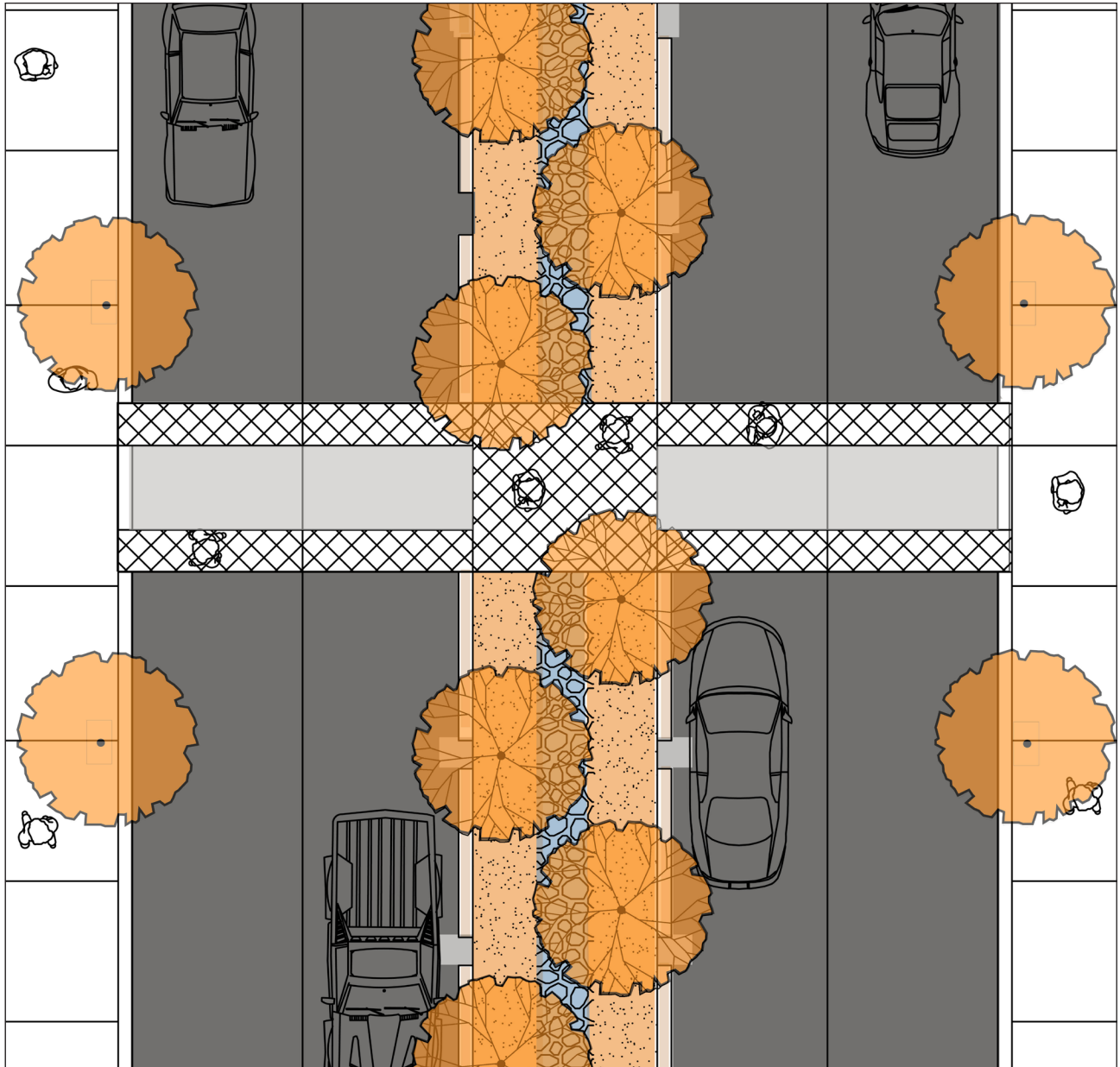
length of Airline Drive within the District boundaries. The median will solve access issues and reduce crash rates on Airline Drive as well as beautify the area using low maintenance grasses and shade trees.

Pedestrian crossing zones will have to be constructed at major crossing locations as shown in the enlarged plan.



Source: Clean Water Services Low Impact Development Approaches Manual

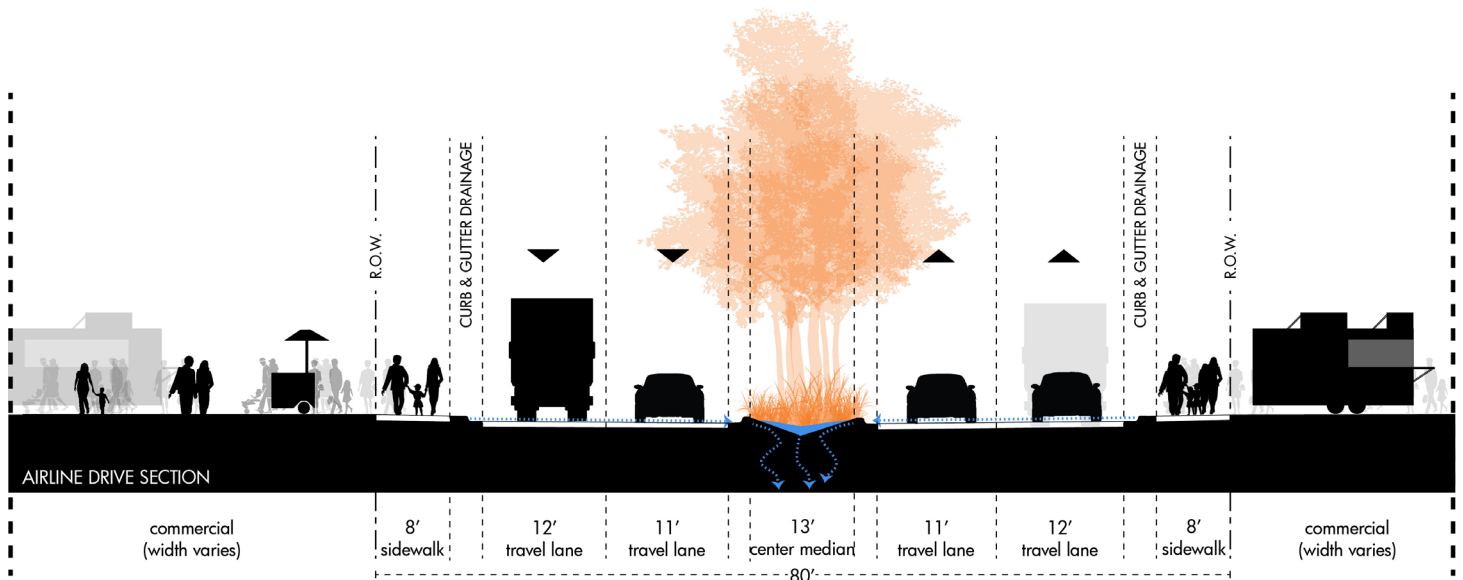




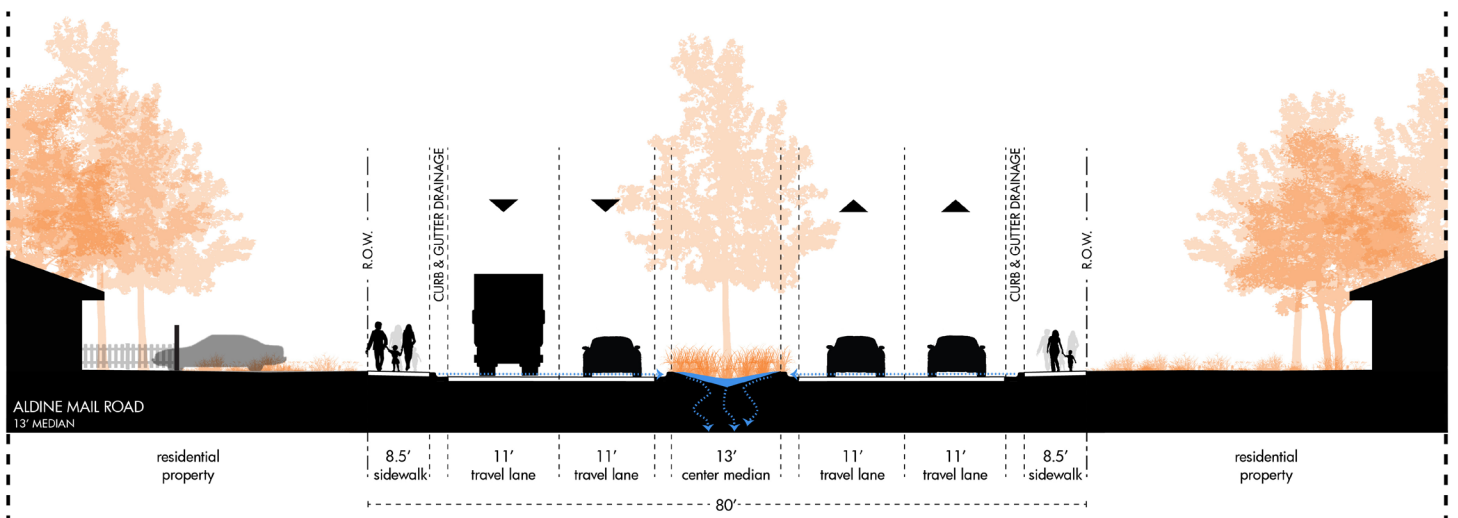
Enlarged plan of a biofiltration median with pedestrian crossing zone.



PROJECTS FOR IMPLEMENTATION : T.1 AND T.2



Section of Airline Drive with 80' ROW. Airline Drive is wide enough for two travel lanes, eight foot sidewalks and a 13' planted median with stormwater capturing systems that beautify this District defining corridor.



Section of Aldine Mail Route with 80' ROW. This road width allows for drainage ditches, eight and a half feet wide sidewalks as well as a planted median with stormwater capturing systems that beautify this highly traveled corridor.

See Harris County Low Impact Development and Green Infrastructure Design Criteria for Stormwater Management manual for more information.

http://hcpid.org/permits/docs/SWQ_LID_design_criteria.pdf





T.1 Construct one mile of biofiltration median on Airline Drive from Gulf Bank Road to Canino Road



T.2 Construct one mile of biofiltration median on Aldine Mail Route from the Hardy Tollroad to the junction of Aldine Mail and Hawkins Road.

Refer to Projects T.1 and T.2 on the Implementation Matrix.



RECOMMENDATION 3. BUILD TRAILS FOR MULTIMODAL USE

Utilize Halls Bayou channel and its tributaries as the backbone of a District pedestrian and bike connectivity network providing alternative routes for people to move comfortably and conveniently around the District, as well as add to the overall Halls Bayou hike and bike trail system.



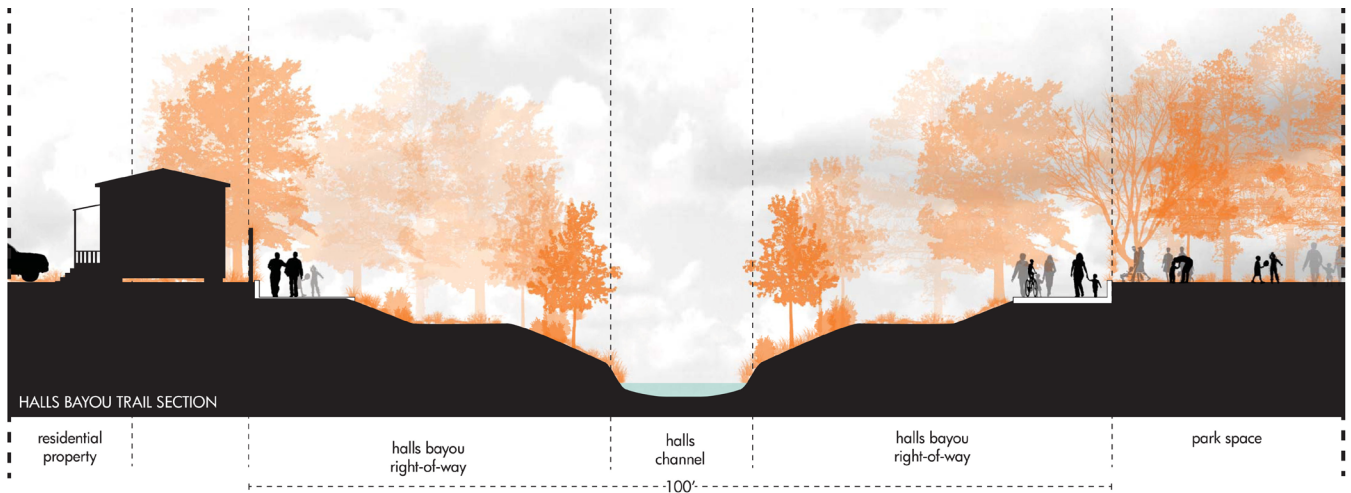
Images of District Tributaries



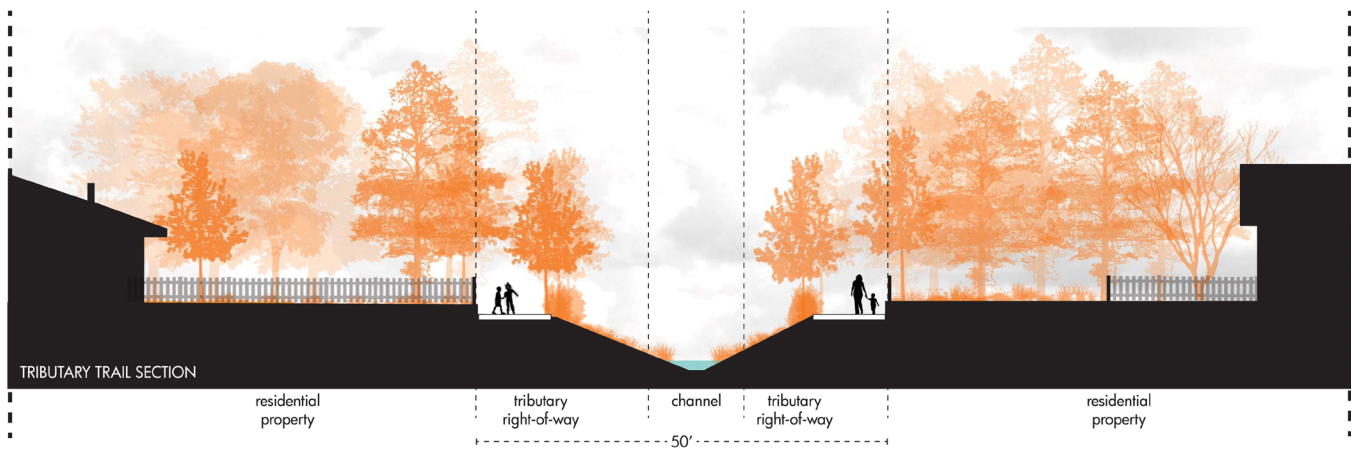
Illustration of the proposed project T.5 Bellmar Northline Tributary Trail



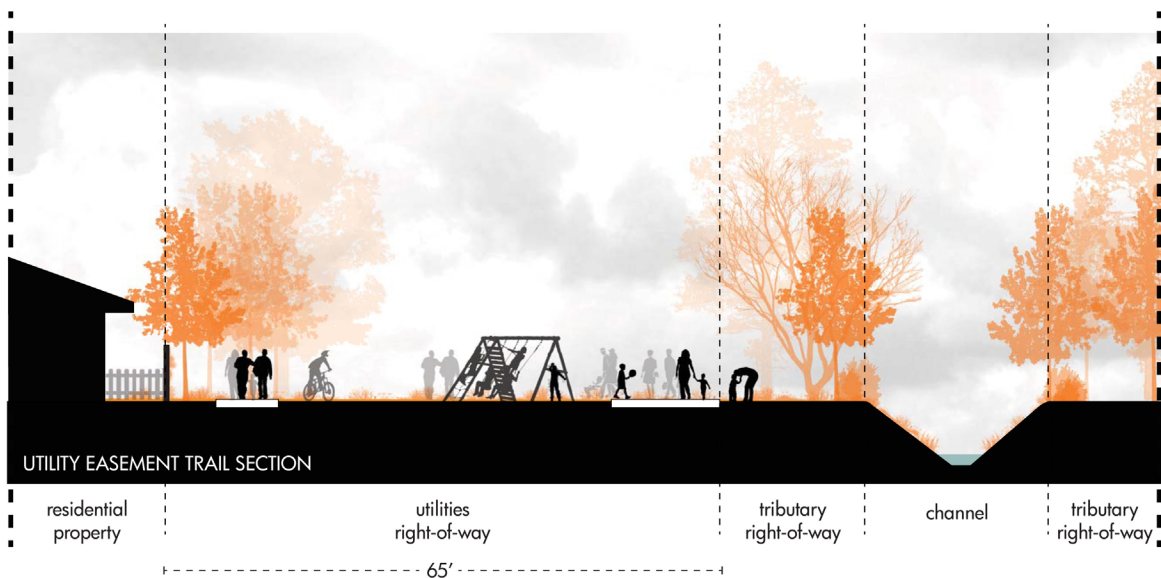
TRAIL SECTIONS TYP.



Halls Bayou Channel Trail Section



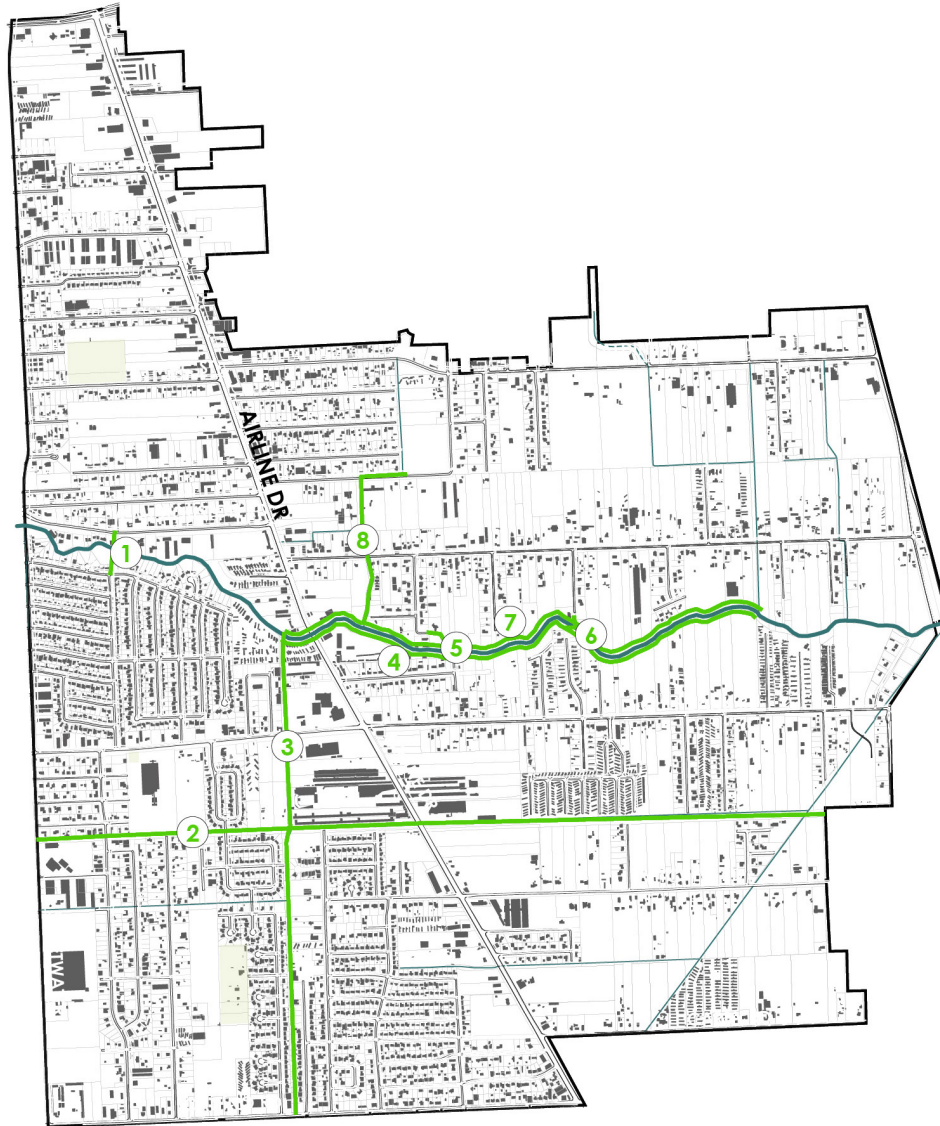
Halls Bayou Tributary Trail Section



Utility Easement Trail Section



BUILD TRAILS FOR MULTIMODAL USE - TIER 1 TRAILS

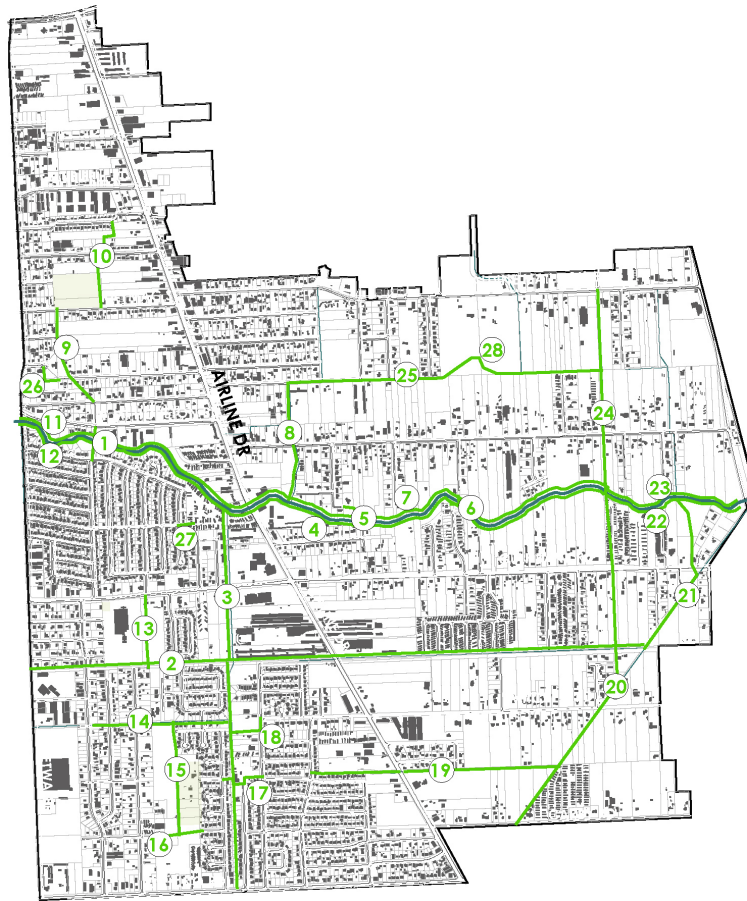


TIER 1 TRAILS

KEY	LENGTH (FT)	BAYOU CROSSING	CONNECTIONS
1	574	✓	Connect Cheswick to Cheswick (pedestrian crossing of Halls)
2	10114		Create Shared Use Path along utility easement
3	6280		Tributary Trail along P118-27-00 (Ditch No. 2, D.D. #10)
4	6935		Halls Bayou Trail (South/ Central)
5	857	✓	Halls Bayou pedestrian crossing and road connections
6	264	✓	Halls Bayou pedestrian crossing and road connections
7	6968		Halls Bayou Trail (North/ Central)
8	2583		Connect Halls Bayou Trail with Helms



BUILD TRAILS FOR MULTIMODAL USE - TIER 2 AND 3 TRAILS

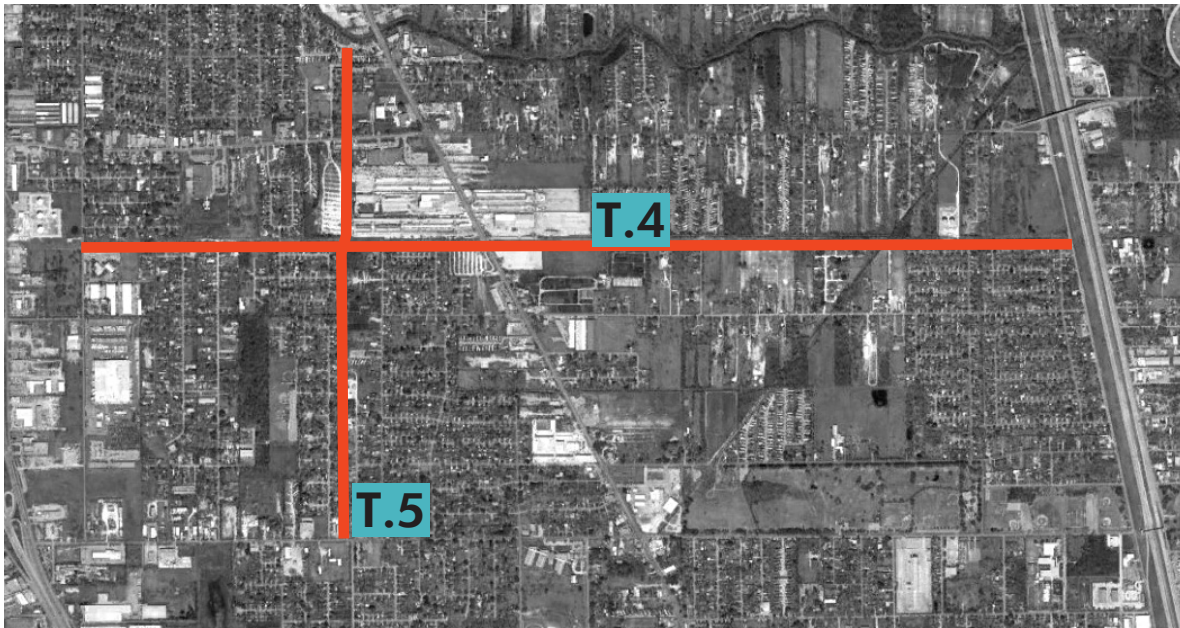


FULL VISION NEW TRAILS

KEY	LENGTH (FT)	BAYOU CROSSING	CONNECTIONS
10	1654		Connect Raymac and Mading
11	4193		Continue Halls Bayou Trail (North)
12	4151		Continue Halls Bayou Trail (South)
13	1166		Connect Shared Use Path to Gulf Bank
14	2328		Tributary Trail along P118-27-01 (Ditch No. 9, D.D. #10)
15	1862		Connect Tributary Trail (P118-27-01 (Ditch No. 9, D.D. #10) with Park
16	675		Connect Carby and Carby
17	841		Connect Nellis and Bellmar
18	742		Connect Mitchell and Mitchell
19	3984		Tributary Trail P118-23-03
20	6012		Tributary Trail P118-23-00 (Tributary 11.96 to Halls Bayou); Connect Carby and Halls Bayou
21	2816		Tributary Trail P118-23-00 (Tributary 11.96 to Halls Bayou); Connect Shared Use Path and Halls Bayou
22	2438		Continue Halls Bayou Trail (South)
23	2347		Continue Halls Bayou Trail (North)
24	3339	✓	Tributary Trail P118-25-00; Connect Halls Bayou with Aldine Mail
25	4612		Tributary Trail P118-25-01; Connect Tributary Trail P118-25-00 with Sweeny
26	405		Connect Frazer and Lorino
27	260		Connect Rainy River and Driveway
28	1321		Adjust trail to accommodate Aldine-Mount Houston roadway

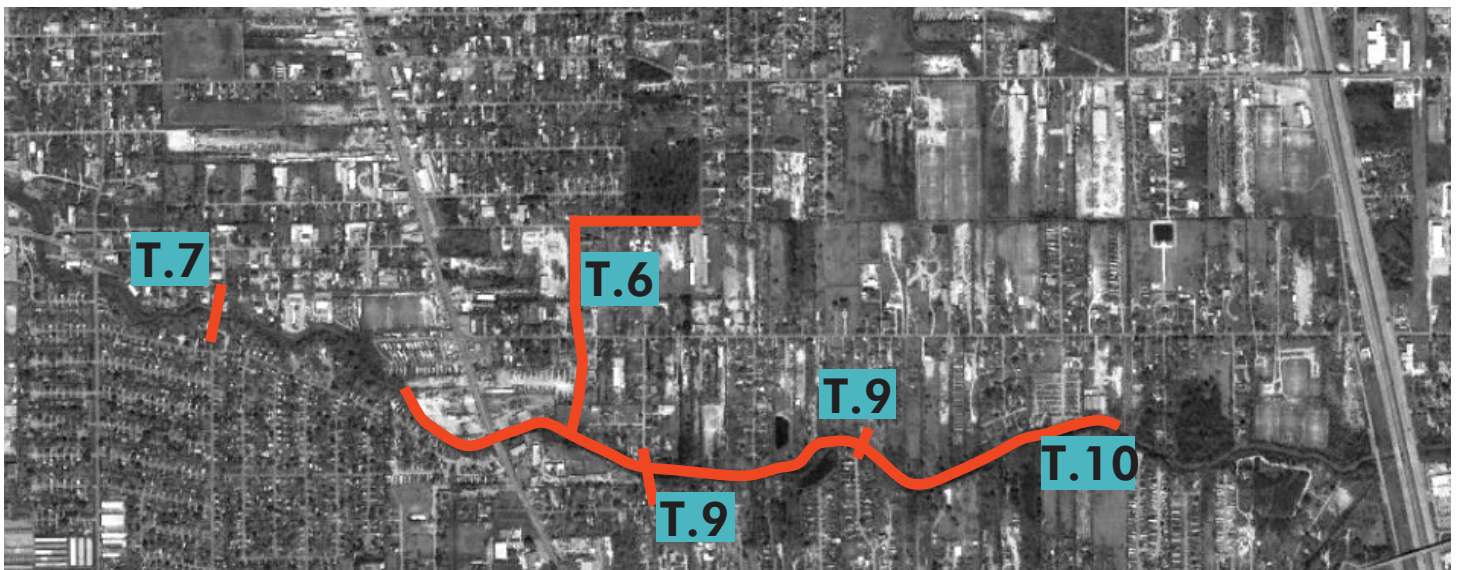


PROJECTS FOR IMPLEMENTATION : T.4, T.5, T.6, T.7, T.9 AND T.10



Trail 2 (T.4) Construct multimodal trail along utility line connecting the east and west side of the District crossing all three of the dense residential zones.

Trail 3 (T.5) Construct multimodal trail along Tributary P118-27-00 (Ditch No. 2, D.D. #10) connecting dense residential neighborhoods to the Flea Markets and future Halls Bayou Channel Trail.



Trail 1 (T.7) Connect Cheswick with Cheswick over Halls Bayou, linking the north/south sides of Halls Bayou, west of Airline Drive with a multimodal trail.

Trail 8 (T.6) Construct multimodal trail along the tributary leading from Halls Bayou to Helms Road.

Trail 7 and 4 (T.10) Construct a multimodal trail along the Halls Bayou Channel.

Trail 5 and 6 (T.9) Connect the north and south sides of Halls Bayou with multimodal trails.

Refer to Projects T.4, T.5, T.6, T.7, T.9 and T.10 on the Implementation Matrix.



RECOMMENDATION 4. NEW ROUTE FOR METRO ROUTE #59 ALDINE MAIL

There are currently four bus lines that run through the District.

METRO 9 North Main

Touches the District's northern boundary, but does not cross the District's boundaries.

METRO 56 Airline

Carries passengers down the District's most important commercial corridor and has the most ridership.

METRO 66 Yale

Enters into the south-western District edge providing service in one of the more dense residential areas in the District.

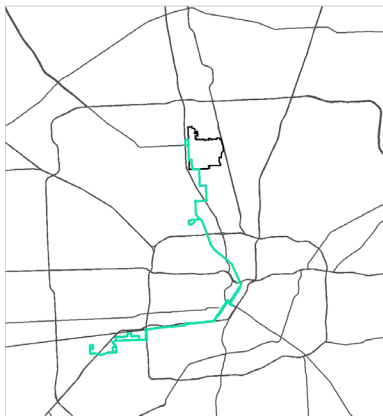
METRO 59 Aldine Mail

Connects Airline Drive to Highway 59 via Aldine Mail Route. This route suffers from chronic low ridership and is in jeopardy of being discontinued.

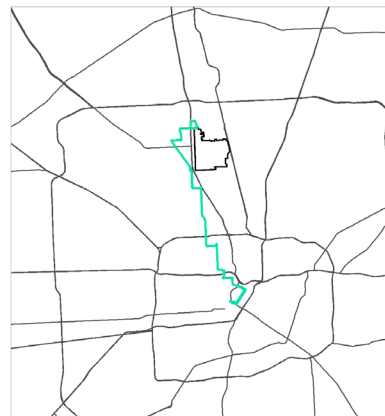
The 59 Aldine Mail bus route is facing possible removal from the METRO system due to low ridership. In order to promote public transportation in the District and to keep all of the existing bus lines running, this Study recommends proposing new routes for Bus 59.

Proposed routes are based on H-GAC's trip model showing high destination points currently reached by private vehicles but not via public transportation. It should be noted that the District is currently researching alternatives with METRO for improving Bus 59 ridership. This study evaluated destinations in the areas of low transit access and proposed routes based the potential these destinations held for increasing ridership.

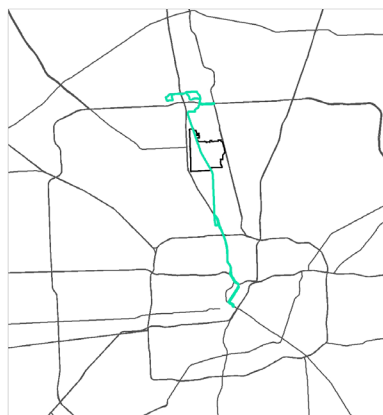
METRO 9



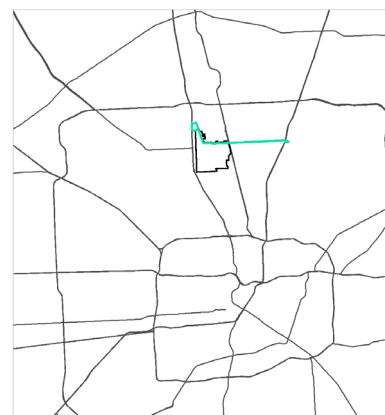
METRO 66



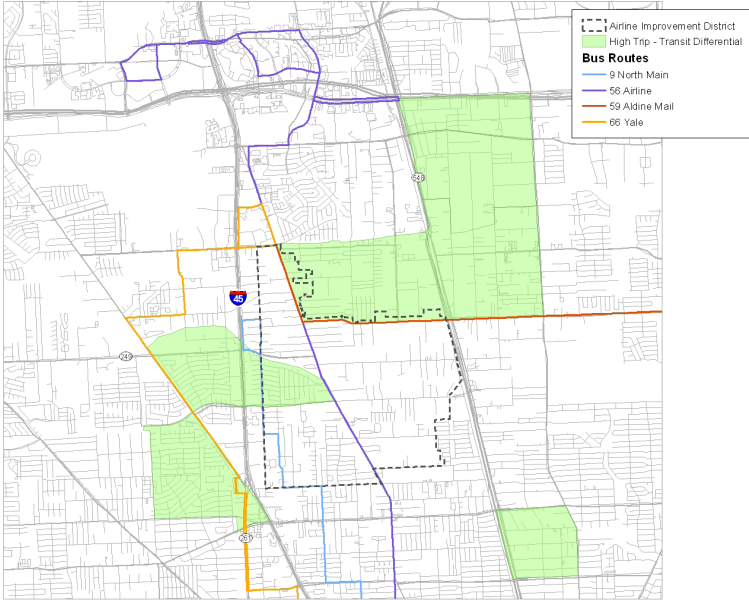
METRO 56



METRO 59



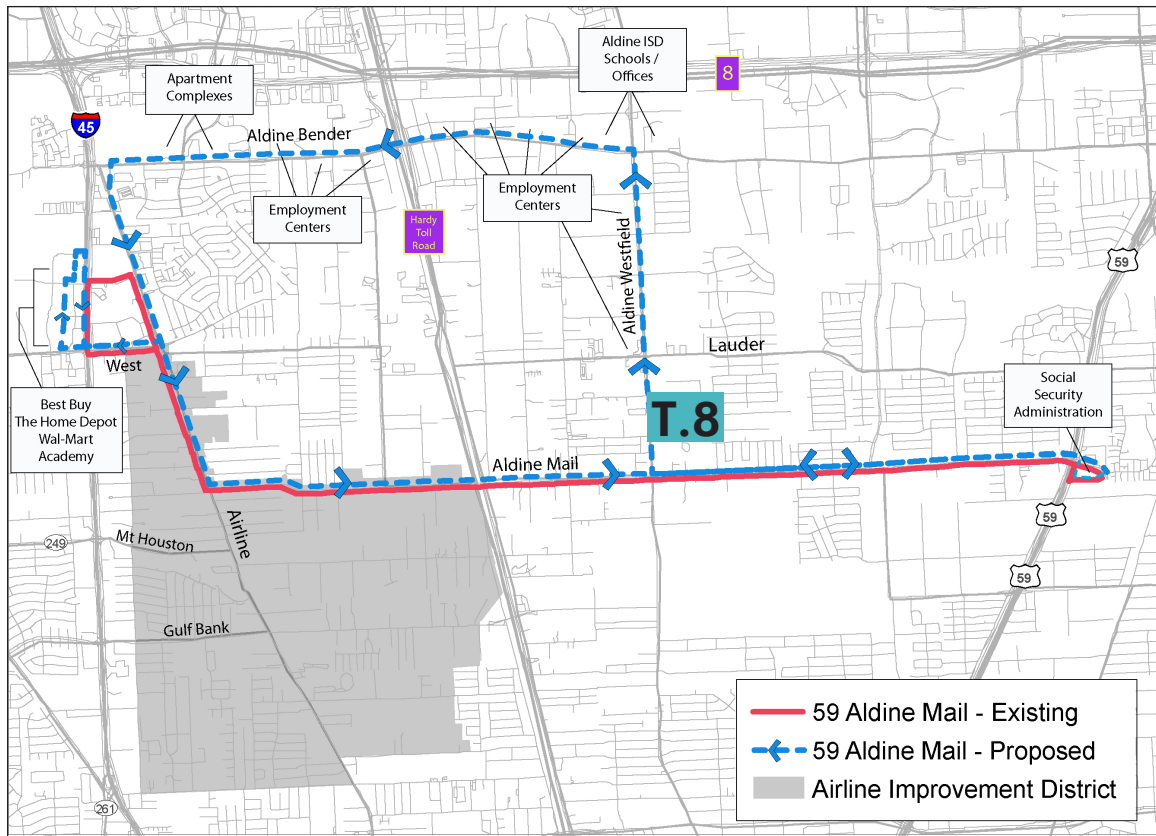
PROJECT FOR IMPLEMENTATION : T.8



Green areas in the Transit differential diagram represent areas with large numbers of private vehicle trips, but no transit trips from the District. An expansion of bus route 59 is proposed which will take the route north along Aldine Westfield to Aldine Bender, south along Airline, detouring to stop at Wal-Mart and other stores east of I-45. These changes may increase ridership, and also increase the chances of that the route will be continued in the future.

Refer to T.8 on the Implementation Matrix.

Transit differential diagram



Proposed new route for metro #59



ADDED DESTINATIONS

Aldine Westfield

Hearts Reaching Out Family Assistance Center
Cooper's Sanitation Service
De Leon Plants
Tony and Arts
Patron Sports Bar and Grill
Emerson Electrical Group
YES Preparatory Academy (North Central Campus)
USA Imports (Automotive)
AG Multi Services (Insurance / Income Tax)
Amigos Used Cars
Jamieson Fence Supply
Great Time Skate
David Tire Shop
Mom's Country Kitchen
Heavy Duty Truck Parts of Houston Inc.
United Structures of America
Huff Portable Buildings
Espresso Food Mart
Apostolic Bible Center / Christian Tabernacle
God's Word in Deliverance Apostle Faith Church
Trugreen Landcare

Within walking distance of the intersection of Aldine Westfield and Aldine Bender

Aldine Middle School
Aldine ISD Tax Office
Lane School

Aldine Bender

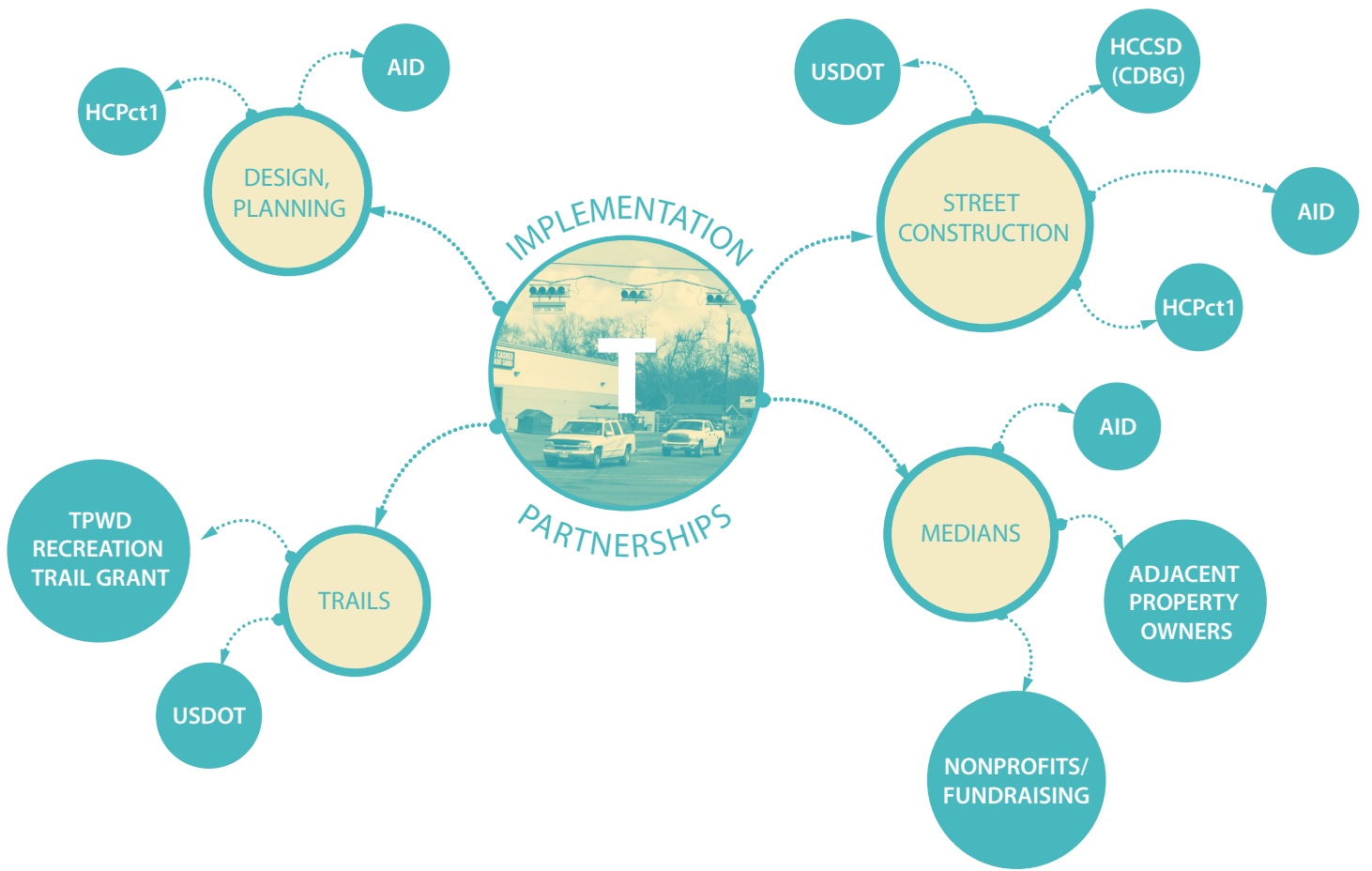
McDonald's
Valero
Tony's Country Kitchen
Prosperity Bank
Pa-Pa's Restaurant and Grill
Lansford Baseball Field
MO Campbell Educational Center / Ww Thorne Stadium
Randy's Tire Shop
La Gala Banquet Hall
Tocayo Restaurant and Catering
Other Shops at La Gala Shops
A&F Texas
Formwork Services
Chevron Station
Conoco Station / Town Country Food Store
Collision Repair
Houston Dictating and Steno Machine Co.
Ability Real Estate

Family Dollar
Aldine Bender Automotive
Donuts and Coffee Shop
Stay and Play – 24 Hour Care
Yorek's Tire Center
Handy Spot Food and Fuel
Bender Tire and Auto Sales
El Papa Scrap Metal
MR Glass and Mirror
A & J's Tire Shop
Used Car Dealer
Aldine Community Fire Department
Taqueria Bejucos
Kwik Chek Grocery
Dimple Liquor
Big Red Rentals (heavy machinery)
Roger Mendoza Dentistry
Northside Saloon
Beauty Salon Diamond
Ruben's Auto Electric
Investex Credit Union
M&M Auto Supply
O'Reilly Auto Parts
Quality Fasteners
Gill Services
McCauley Lumber
Napa Auto Parts
Airgas Southwest
Mamacita's Night Club
City of Houston Fire Station 74
Aldine Animal Hospital
In His Image Covenant Church
Professional Guard and Patrol
Los Campesinos Mexican Restaurant
Dairy Queen
Aldine Mini Market
Nancy's Beauty Salon
Subway
Taqueria Michoacan
El Pollo de Oro
Domino's Pizza
El Papaturo (El Salvadoran Restaurant)
National Dry Cleaners
Papacayo's Classico
Check Cashers Loan Store

West Road

Big box stores like Walmart and Home Depot





Transportation partnerships





PARKS

OPEN SPACE THAT ANCHORS COMMUNITIES,
PROVIDES MIXED AMENITIES AND UTILIZES
STORMWATER MANAGEMENT STRATEGIES



RECREATION FACILITY

1. Yale Youth Center

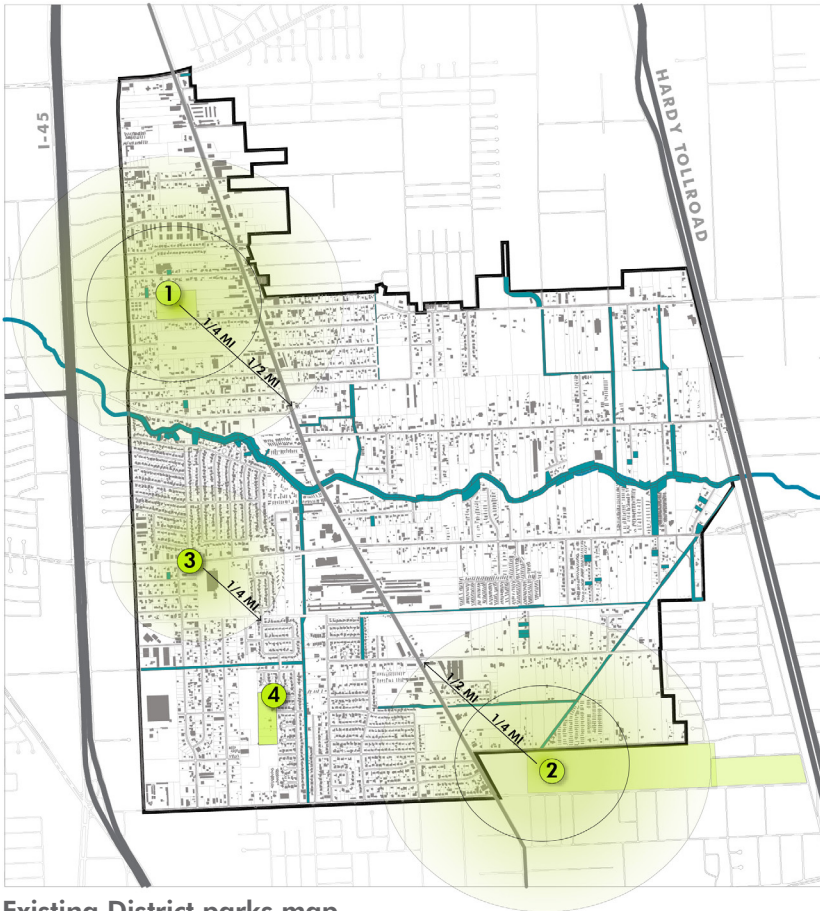
HALLS BAYOU PARK SYSTEM

2. Northline Terrace Pocket Park
3. Esplanade Park
4. Bird Basin Park

PARK STRATEGY

1. Utilize Halls Bayou as a backbone for a park system that provides amenities for local residents and attracts people to the area while contributing to District flood reduction.
2. Expand existing Dow Park II park facilities to add recreation options for youth.

EXISTING DISTRICT PARKS



DISTRICT PARKS

1. Raymac Park 10 Acres
2. Melrose Park 98 Acres
3. Carroll Academy Spark Park < 1 Acre
4. Dow Park II 8.7 Acres
(Reservation Required)

Existing District parks map

Based on needs assessment research as well as feedback from public workshops, additional recreation opportunities are needed in the District. Locations for new parks were evaluated based on existing eco-corridors, vacant land and existing park services which can be leveraged.

On the above Existing District Parks Map, numbers 1 and 2 represent Raymac Park and Melrose Park, respectively. Park #1 is one of the District's projects under construction and is called Raymac Park. This 10-acre park was previously the home of Carroll Academy which had to be relocated due to flooding issues.

Park #2 is Melrose Park and is not within the District's boundaries, it is large and proximate enough to attract the District's population.

Park #3 marks a Spark Park located at Carroll Academy. This park will have restricted hours to the public, but adds to the variety of park options for young children.

Park #4 is called Dow Park II. This park is considered both public and private because it is managed by Precinct 1, but a user reservation is required to use the facility. The park stays gated and locked most of the time. Mostly local softball and baseball leagues utilize Dow Park II.



DISTRICT PARK IMAGES



Raymac Park (under construction)



Carroll Academy Spark Park

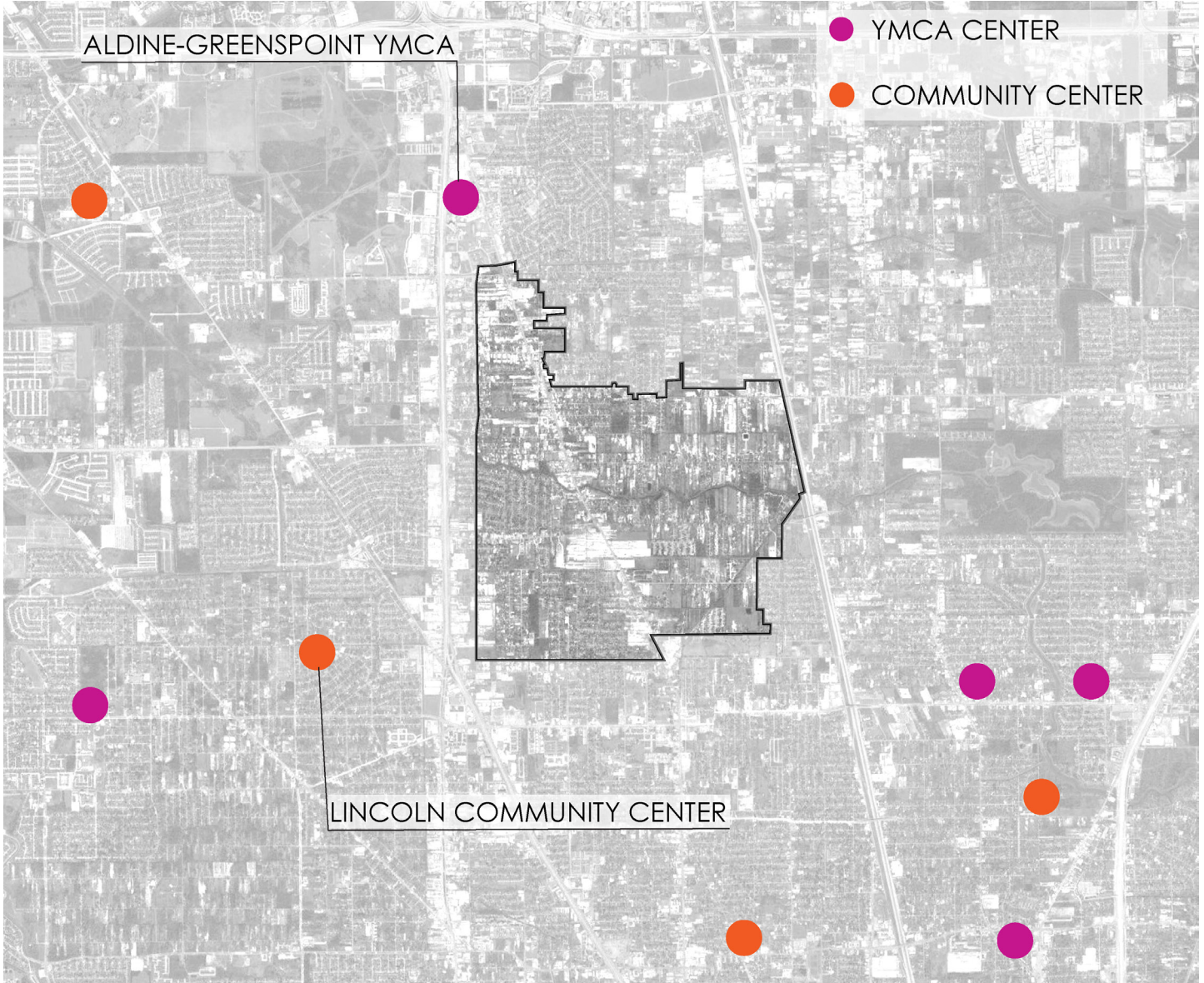


Dow Park II



EXPAND EXISTING DOW PARK II PARK FACILITIES TO ADD RECREATION OPTIONS FOR YOUTH.

RECOMMENDATION 5. YALE YOUTH CENTER



Local programmed recreation resources.

To address the need for more after-school activities and recreation for teens, a recreation center is proposed to accompany the programmed activities already occurring at Dow Park II. Dow Park II has an established relationship with North Houston’s National Little League team and hosts other community baseball and softball leagues.

Currently Dow Park II is only open upon user reservation. While the neighborhood it is located in is one of the denser single family residential areas within the District, the facility is not open to the public limiting its effectiveness as a park amenity.

The closest organized recreation program to the Airline Improvement District is the Aldine-Greenspoint YMCA center. While the YMCA does offer low cost youth camps and sports activities, it is not within the District boundaries. In addition, the Lincoln Community Center is located on the opposite side of I-45 from the District which is a major dividing line, limiting access to the facility from the District.

One of the comments heard numerous times while researching the Airline Improvement District is that young adults currently do not have many places they can go to “hang out”. In some cases, this leads to idleness and misguided behavior. One of the main “hang-out” spots



PROJECT FOR IMPLEMENTATION : P.1



8310 Yale Street
11.63 Acres
Commercial Vacant Property
Total Market Value = \$253,301
Source: Houston GIMS

(Exact park area to be determined.)

currently is a McDonald's near the District. Teenagers who attended the public workshop stated that they need alternative places to go that provide programs and recreation. In particular they said they want "well-maintained" parks with trails, sports fields and a swimming pool. Demographic research shows that the number of young people in the District is projected to rise as part of the trend in household growth. A recreation center located within the District works to empower local youth and provide an example of healthy lifestyle.

Because of the resource intensive nature of this type of project, it is envisioned as a long term project where the first stages begin by coordinating partnerships necessary to build, run and maintain such a facility. The following list of suggested amenities was compiled from the first public workshop.

SUGGESTED AMENITIES

- COMMUNITY POOL
- SKATEPARK
- SPORTS FIELDS
- AFTER SCHOOL ACTIVITIES AND CLASSES
- HEALTH AWARENESS PROGRAMS



Image examples of youth center amenities.

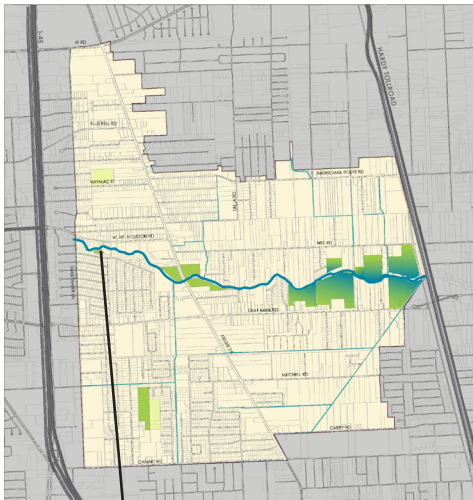
Refer to Project P.1 on the Implementation Matrix.



UTILIZE HALLS BAYOU AS A BACKBONE FOR A PARK SYSTEM THAT ATTRACTS PEOPLE TO THE AREA WHILE CONTRIBUTING TO DISTRICT FLOOD REDUCTION.

RECOMMENDATION 6. HALLS BAYOU NORTHLINE TERRACE POCKET PARK

PROJECT FOR IMPLEMENTATION : P.2



Moving from east to west along Halls Bayou within the boundary of the Airline Improvement District, the first proposed park is a pocket park. There are many opportunities for pocket parks within the District utilizing the vacant land located within residential neighborhoods, however this location offers the ability to tie into a larger bayou park and trail system. In addition, it offers organized open space at a scale relevant to the surrounding neighborhood. The neighborhood of Northline Terrace is one of the denser areas within the District and does not currently have a playground residents can access via a short walk or bike ride. The proposed location is currently owned by the Harris County Flood Control Property Management.

Beaver Bend Court
3/4 Acre
Halls Bayou Right of Way
Source: Houston GIMS

(Exact park area to be determined.)

PROPOSED PARK AMENITIES

- PLAYGROUND
- COMMUNITY GARDEN
- DOG RUN



Image examples of pocket park amenities.

Refer to Project P.2 on the Implementation Matrix.



RECOMMENDATION 7. HALLS BAYOU ESPLANADE PARK

PROJECT FOR IMPLEMENTATION : P.4



A park to serve as a community event space is recommended at the intersection of Halls Bayou and Airline Drive. The auto salvage yards that line the bayou banks in this area would be replaced with a wider Halls Bayou channel that steps down to the water's edge. The steps lead up to an esplanade that lines the bayou and leads into larger event areas where food trucks could gather daily and District events could take place.

This type of open space located at the center of the District provides a geographic marker for residents and visitors as well as a place to celebrate both community culture and the cultivated beauty of the bayou system.

Intersection of Airline Dr and Halls Bayou
25 Acres
Industrial - Auto Salvage Yards
Full Site Total Market Value = \$2,684,772
Source: Houston GIMS

(Exact park area to be determined.)

PROPOSED PARK AMENITIES

- EVENT SPACE
- FOOD TRUCK COURTYARD
- ALTERNATIVE PLAYSPACE
- PUBLIC ART



Image of the Guadalupe River Park in San Jose California, precedent for Halls Bayou Esplanade Park.

Refer to Project P.4 on the Implementation Matrix.



RECOMMENDATION 8. HALLS BAYOU BIRD BASIN PARK

PROJECT FOR IMPLEMENTATION : P.3



Diagram below represents the general areas a basin park could be constructed based on vacant parcels, flood inundation levels and rural qualities of parcels.

(Exact park area to be determined).

The basin park is the most important park to meet current District needs as it functions as a flood reduction measure in addition to park space. Throughout the needs assessment and information gathering public workshop, flood issues were identified as being the most detrimental to District development and quality of life. Residents consistently stated that the flood issues are their number one concern. The 100-year flood plain covers 50% of the District's land mass. A basin park constructed in a similar manner as nearby Keith-Weiss Park is highly recommended for the Airline Improvement District.

PROPOSED PARK AMENITIES

- FLOOD DAMAGE REDUCTION BASINS
- FOREST AND MEADOW TRAILS
- FRISBEE GOLF COURSE
- HORSE TRAILS
- BMX COURSE
- CANOEING
- FISHING

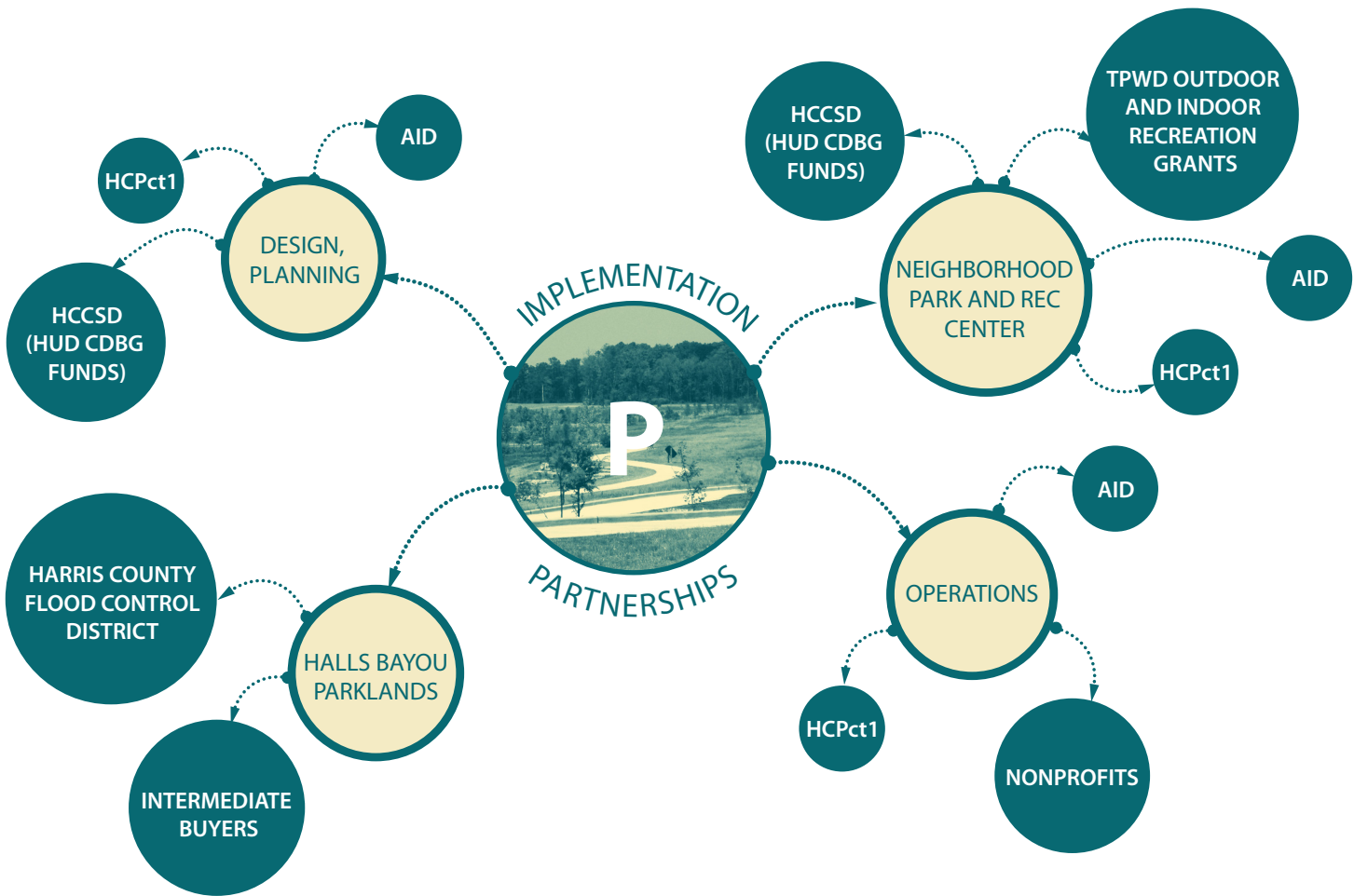


Image of proposed elements for Halls Bayou Bird Basin Park.



Illustration for bird basin park as stormwater management system as well as community amenity.

Refer to Project P.3 on the Implementation Matrix.



Parks partnerships





MARKETING AND ECONOMIC DEVELOPMENT

INITIATE A DISTRICT MARKETING CAMPAIGN THAT SEEKS TO STRENGTHEN THE LOCAL NETWORK OF SMALL BUSINESSES AND BRAND THE DISTRICT AS A WEEKEND DESTINATION FOR HOUSTON.

One of the important aspects of the Livable Centers program that pertains to the Airline Improvement District is economic development. While there is a mixture of income levels present in the District, a high number of people live in poverty. Because the area is not ideal for market rate development, and it is in need of major infrastructure improvements, the priority issue to address in the creation of a livable center is economic development. Constructing a strong business network and coalition is an important step toward future economic and development endeavors.

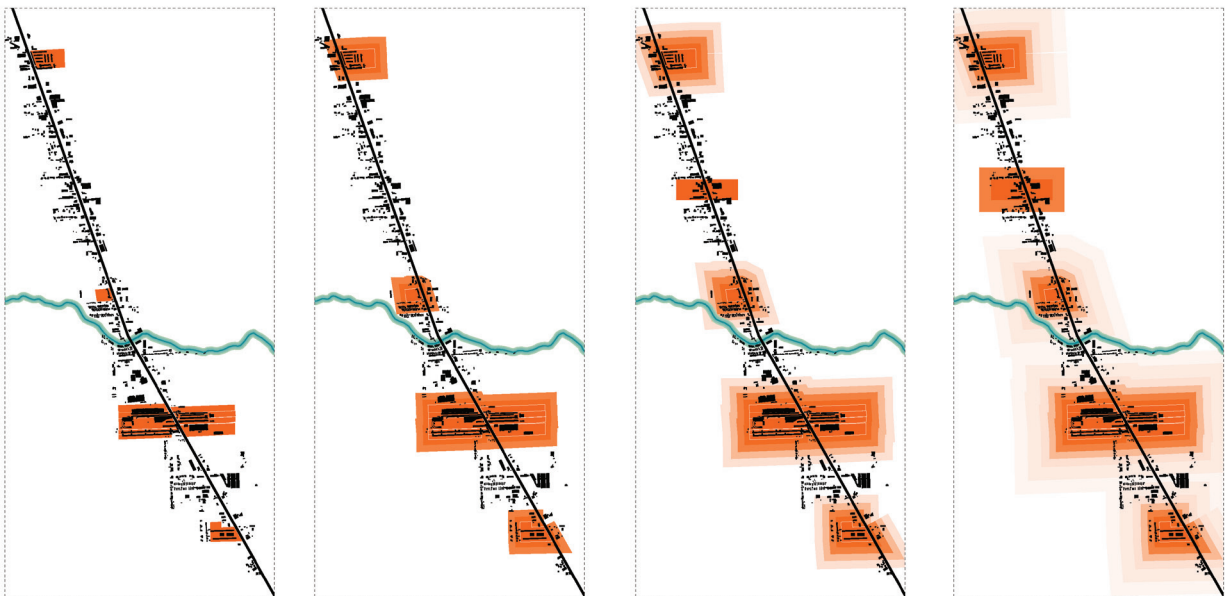
A strong entrepreneurial spirit already exists in the District. It is evident from the handmade signs advertising myriad services along Airline Drive to the weekend flea markets with the hundreds of vendors selling their wares. In fact, the major social and economic destination in the District is the flea markets. Tens of thousands of people descend onto the District each weekend to visit the flea markets during the day and participate in the evening entertainment events. The informal nature of the District allows for small businesses to pop up around the flea markets each weekend to take advantage of the dense crowds. In essence, the flea markets are small business incubators. While the process to sign up for a table is very

simple, the process of building a successful business and becoming a permanent part of the District economy is more difficult.

Through a strategy called the “Market Mile” a two-pronged approach to branding the District and building up the economic base would be initiated by the Airline Improvement District. The diagram on the next page describes the two-pronged strategy.

The District begins by hiring a representative to network with small businesses and cultivate relationships with them. Through these relationships, the District introduces small business owners to existing free business advisors working out of Lone Star College. Businesses who participate become part of the “Market Mile” campaign. They receive free advertising services and the opportunity to become a part of a valuable social and economic network within the District under which the direction of the flea markets and new development is guided. The creation of a formalized business network will help guide growth of the flea markets in a way that resolves some of the negative impacts associated with them.

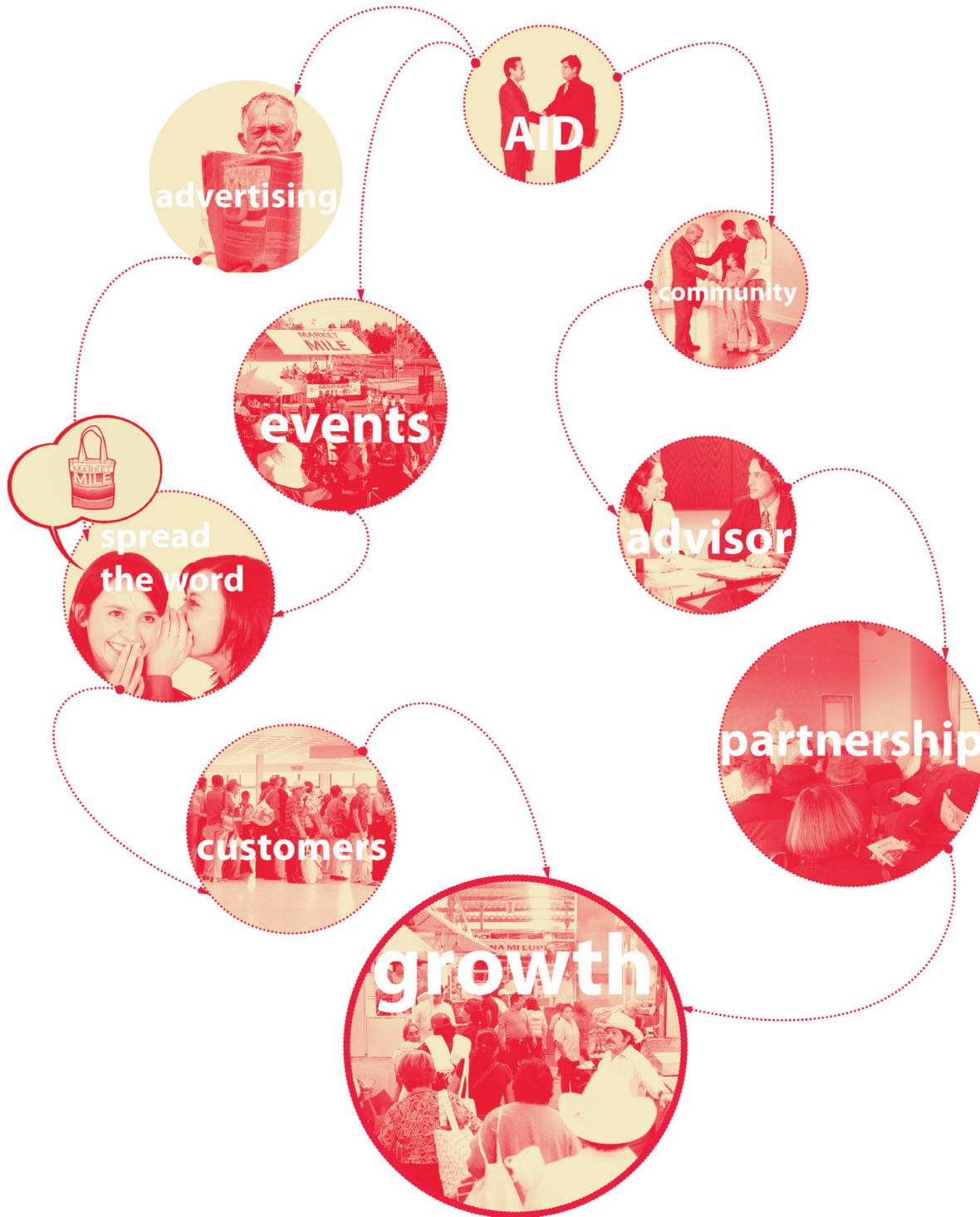
Flea markets on airline as business incubators and sites of economic growth



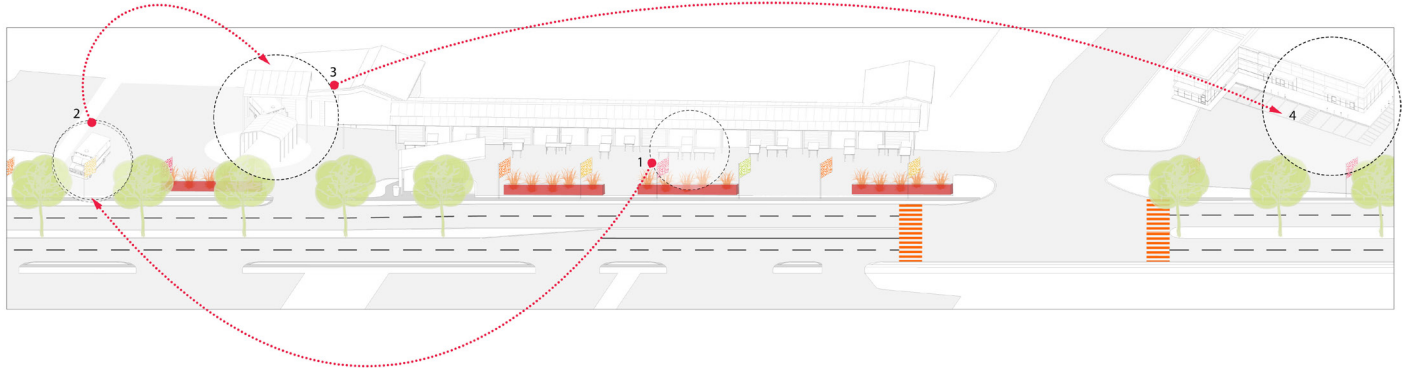
RECOMMENDATION 12. ESTABLISH A MARKETING AND BRANDING CAMPAIGN TO SUPPORT ECONOMIC GROWTH IN THE DISTRICT

PROJECT FOR IMPLEMENTATION : MED.1

Market mile strategy

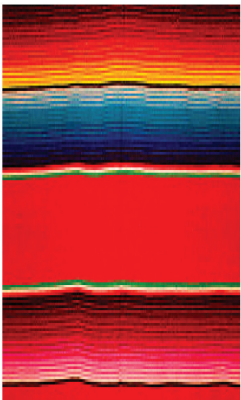


General concept for business growth

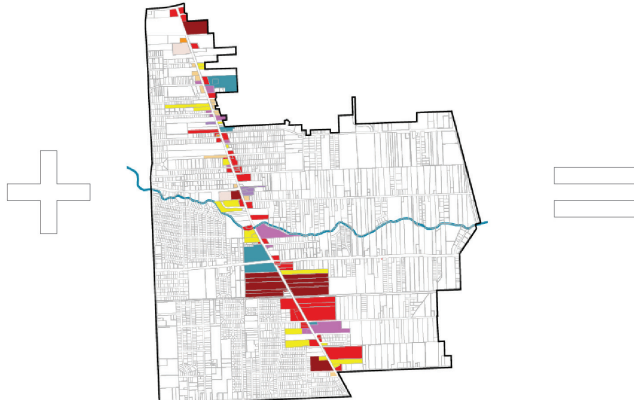


Branding tools

CULTURE AND TEXTILE



AIRLINE DRIVE COMMERCIAL SPINE



MARKET MILE GRAPHIC IDENTITY

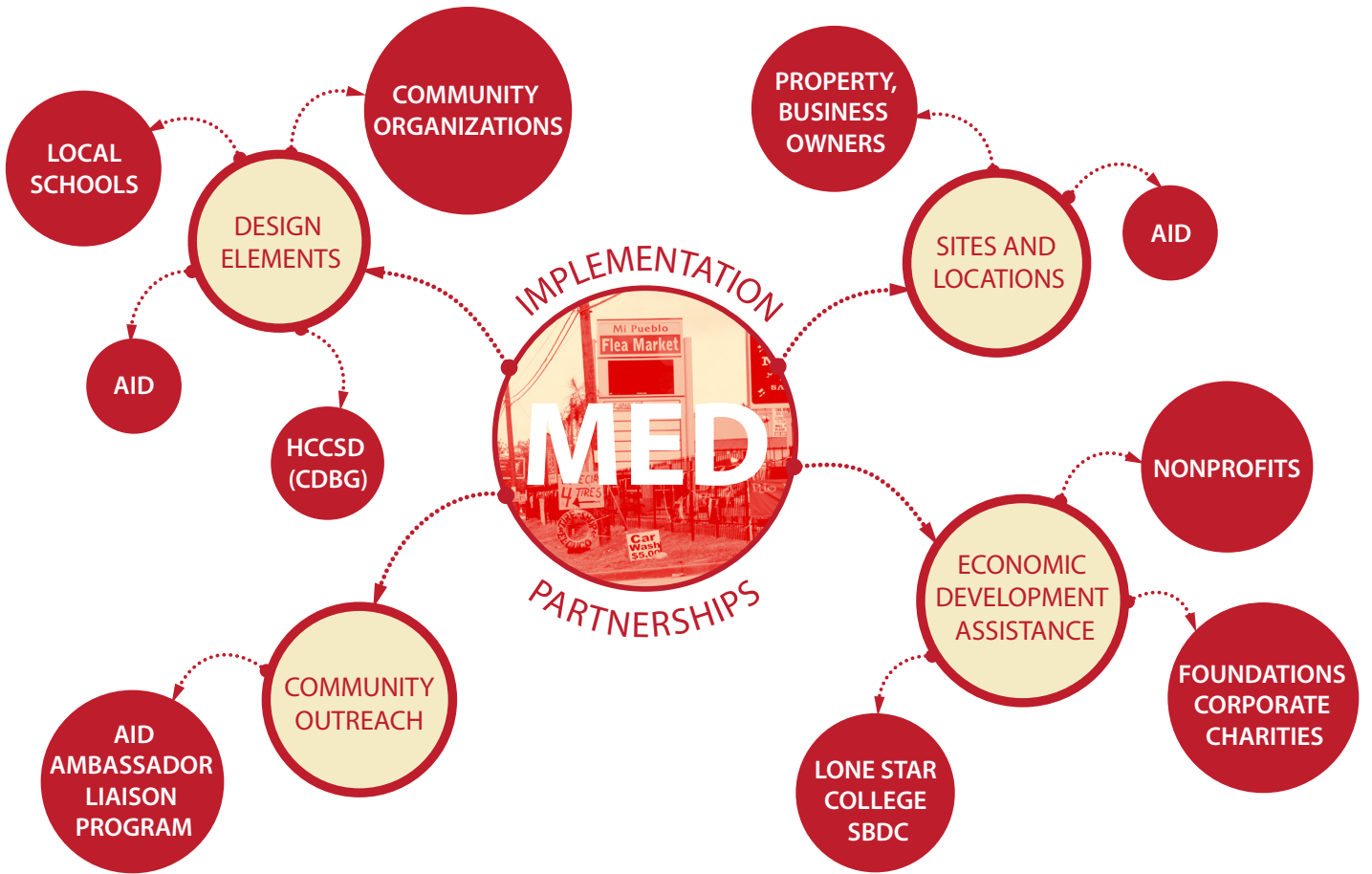


Illustration of the market mile implemented on Airline Drive



The success of the “Market Mile” depends on the amount of commitment given to forming relationships with local business owners, carving out new areas for business to grow, advertising to the Greater Houston Area as well as creating an attractive public realm for the public to utilize. The “Market Mile” becomes the umbrella under which new partnerships can form, business owners can grow and the community can work together to put their tax dollars toward improving the quality of life in the District. This is a long term vision that can begin in the immediate future. The investment of time and energy up front pays off in the long run as a platform for District discussions is created.

Because of the amount of time up front that will be needed to get this project off the ground, the District will need to hire either a full-time or part-time person to begin making the necessary relationships and networks. This person will be most effective if they are bilingual, Spanish and English. To make the most of the advertising efforts a graphic designer can be hired on a contractual basis to create the campaign pieces. The first stepping stone will be to gather a group of people dedicated to the project and take steps to ensure resources are available to support their work.



Refer to Project MED.1 on Implementation Matrix.



URBAN DESIGN

DEFINE DISTRICT IDENTITY THROUGH SITE FURNITURE AND GATEWAYS TO AS WELL AS USE FUTURE DEVELOPMENT TO CONSTRUCT KEY NODES.

The Airline Improvement District is defined by a three mile stretch of Airline Drive, the District's major economic corridor. However, within the District there are no indications that a visitor or resident is within a specific political boundary. There is not a "District experience". District management is in the midst of changing this by installing signage at all of the major intersections, but this study recommends taking these efforts farther. Poor District identity limits community development and the ability to guide it in a meaningful way. Cultivating the look and feel of a place helps unite neighborhoods and perpetuate a shared commitment to improving quality of life.

The streets are the most common element shared among every resident. For this reason, the starting point is locating identity elements along major corridors like Airline Drive. As stated, current District signage is a good beginning, but identity goes beyond signage.

Landscape elements are a subtle yet impactful way to create District identity. Proposed biofiltration medians along Airline Drive and Aldine Mail Route would provide beautification along District corridors in addition to stormwater management functions. In addition, large sculptural gateway elements within the medians along Airline Drive act as significant geographic markers for the District's location along Airline Drive. To address the human element on the street, distinct site furniture and improved bus shelters are proposed to reach out to pedestrians and

transit riders. These elements are proposed as catalyst projects for defining District identity.

While market rate development is unlikely to take place in the near future, there is a possibility that affordable and senior housing developments may be viable by 2020. Such development opportunities should be used to define District nodes. For example, opinions expressed by residents indicate that Gulf Bank Road and Airline Drive is the epi-center of the District. While there is a large church located on this intersection's northwest corner, the other three corners are unremarkable. This intersection should be developed so that visitors to the area understand that they have entered the District's major node of activity. With the flea markets located two blocks south, it is easy to envision new commercial development that includes residential at this intersection.

One of the key District projects currently underway will bring water infrastructure to the northwest quadrant of the District (using Airline Drive and Halls Bayou as the major features that divide the District into four quadrants). Once completed this area will support new residential construction. Using this project and others located nearby, a secondary node can be defined at the intersection of Aldine Mail Route and Airline Drive.



Image of Aldine Mail Route and Airline Drive.



Image of Gulf Bank Road and Airline Drive.

RECOMMENDATION 9. DEFINE PEDESTRIAN AMENITIES THROUGH DISTRICT STREETScape FURNITURE. BEGIN BY IMPROVING METRO BUS STOPS.

PROJECT FOR IMPLEMENTATION : U.1



● Selected bus stops

It is recommended that the District choose a custom bus shelter to mark its place along Airline Drive. These kinds of shelters can be chosen from METRO's existing inventory of custom bus shelters or through a totally unique specialty design.

Bus stops were chosen for their high ridership numbers along Airline Drive, but stops along Aldine Mail Route were chosen for the opposite reason. Improving highly trafficked bus stops on Airline Drive works to define District identity to the highest number of public transit riders as well as for people driving down the street. Whereas, on Aldine Mail Route, improving bus shelters works to increase historically low ridership. By providing more comfortable waiting areas, ridership may increase. This approach to increase ridership is based on studies by METRO that demonstrate improving the comfort of the bus stop, improves ridership. In addition, Aldine Mail Route is facing expansion to a four lane road with new sidewalks. New construction is an opportunity to plan for and install improved bus shelters.



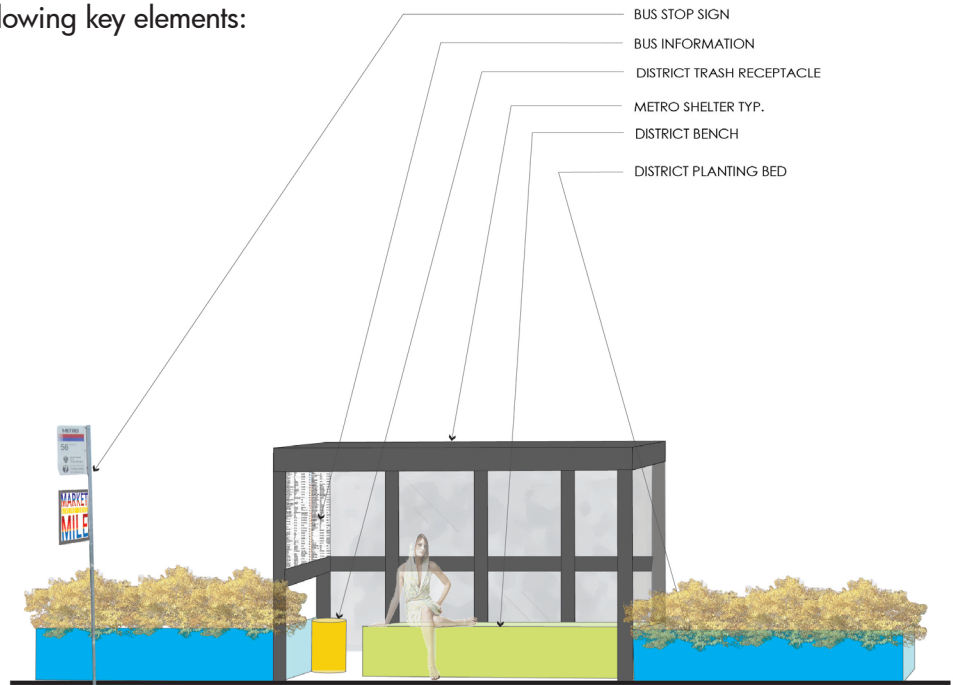
Existing bus stop at Airline Drive and Aldine Mail Route.



The “look and feel” of site furniture and gateways should be simple in material and form, but colorful. Bright colors represent the bold and active entrepreneurial spirit present within the District.

Bus stop elements include the following key elements:

- Sheltered stop
- Benches
- Planter beds
- Trash can



Bus stop diagram with standard metro shelter and District furniture.

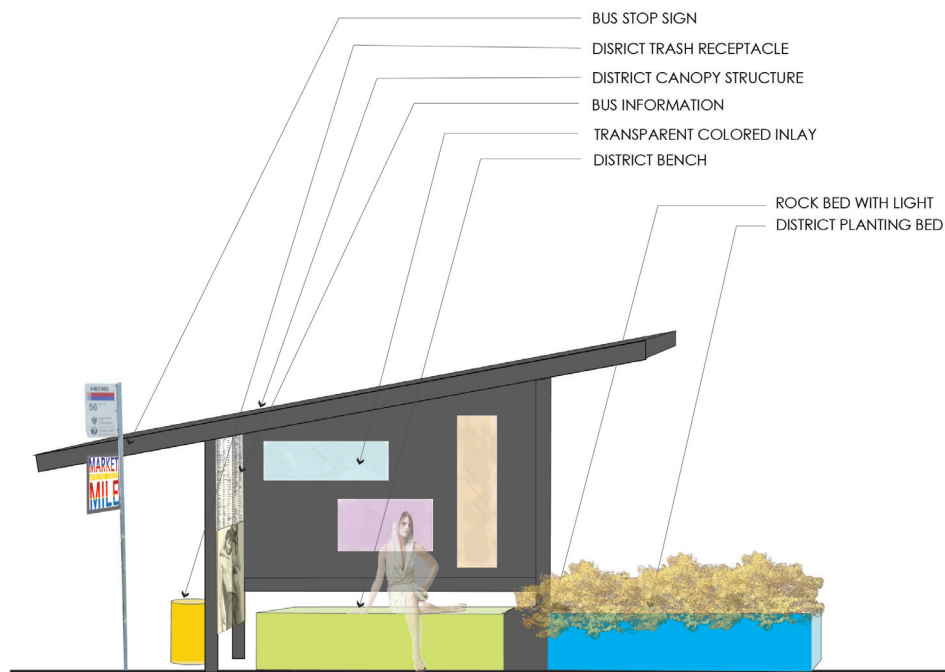


Diagram of custom District metro shelter and District furniture.



Below are examples of the type of bench, planter and waste receptacle envisioned for the District.

Concrete planters and benches can be dyed to represent the District's entrepreneurial and lively spirit.



Refer to Project U.1 on the Implementation Matrix.



RECOMMENDATION 10. GATEWAY ELEMENTS ON AIRLINE DRIVE

PROJECT FOR IMPLEMENTATION : U.2

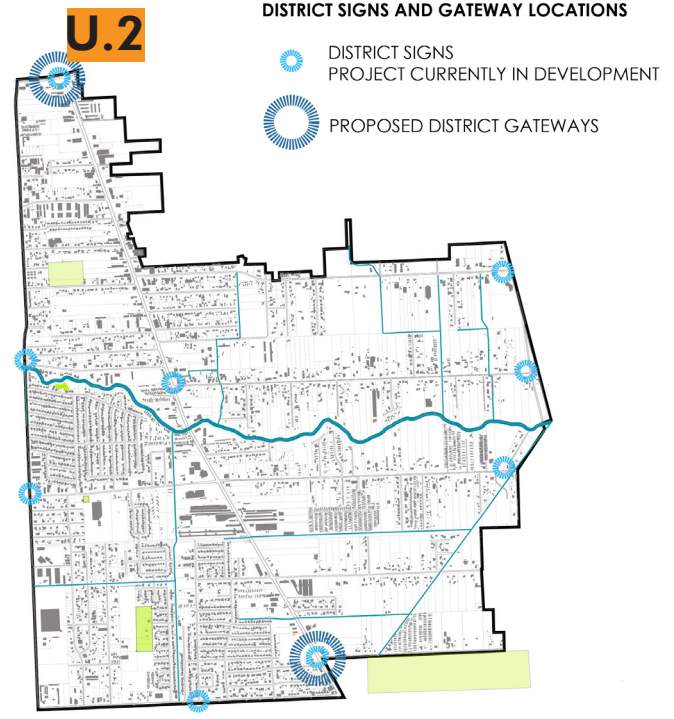
Building upon site furniture as an incremental step to defining District identity, sculptural gateway elements are recommended at the north and south points of Airline Drive. These elements are envisioned as significant markings of District entry and exit.

The Airline Improvement District is currently planning to post signs that display the District name at key road locations, however large sculptural gateway markers at the edges of Airline Drive are also recommended to create a bigger visual impact.

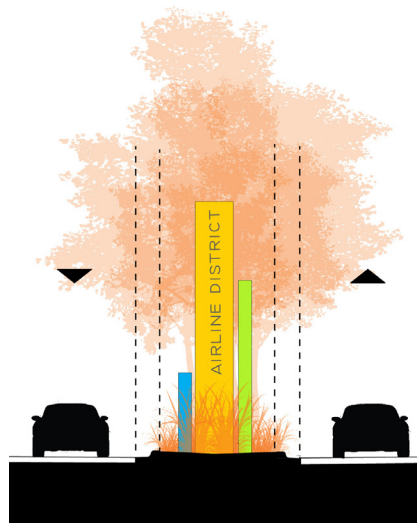
Gateway concepts for Airline Drive includes sculptural metal or colored metal material. This material could possibly be obtained and re-purposed from local auto salvage businesses.

The District name on each gateway removes the word "Improvement" recognizing an evolution away from labeling the area as an "improvement" district.

Currently, there is a median at the intersection of Airline Drive and West Road where a gateway element can be located. The southern sister gateway could be developed and placed as a median and is extended along Airline Drive to Canino Road.



District signage and gateway markers



Gateway concept 1



Gateway concept 2

Refer to Project U.2 on the Implementation Matrix.

FUTURE MARKET POTENTIAL

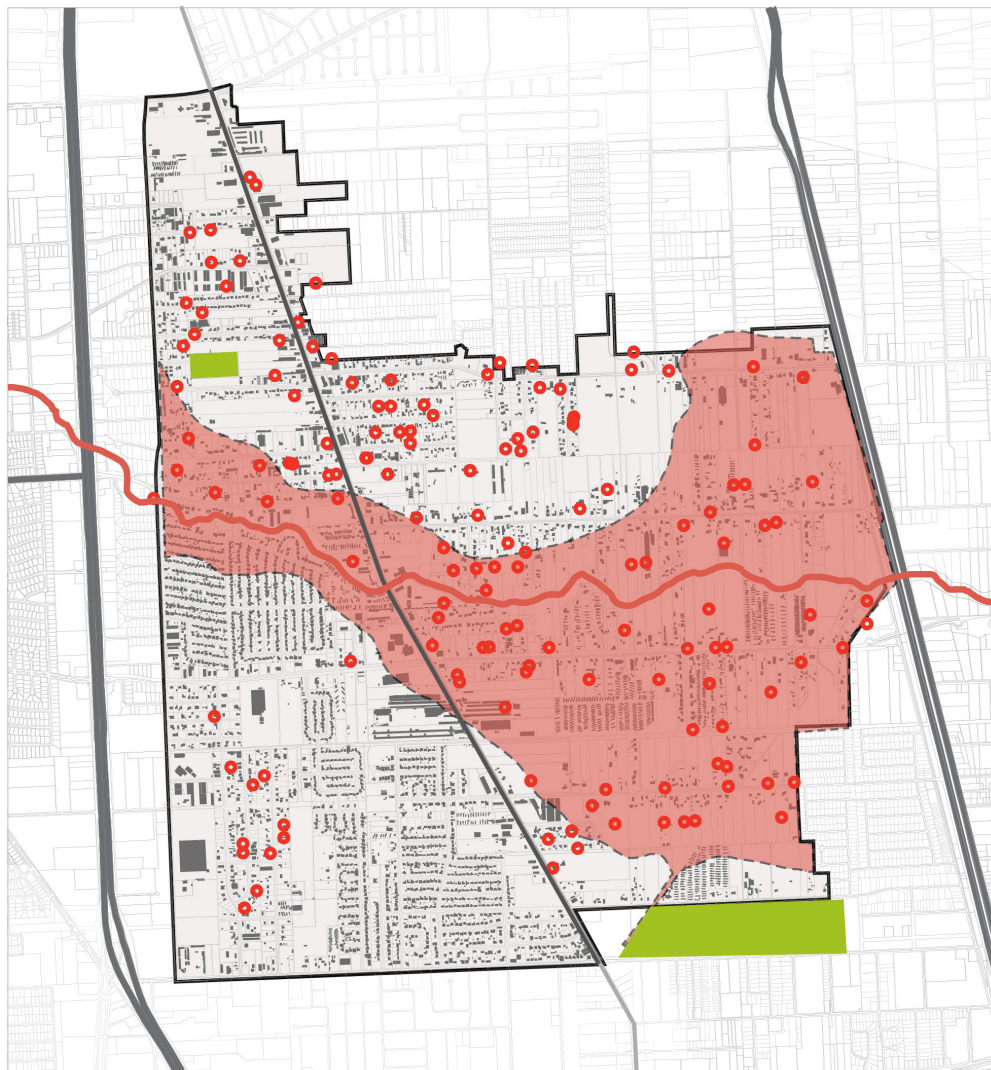
Since the Study Area has vacant land and potential redevelopment sites now occupied by aging retail properties and/or salvage yards, it would be expected to capture some of the potential future housing demand if aesthetic, mobility and livability improvements were implemented.

The Livable Center improvements being proposed will have an impact that increases the attractiveness of the Study Area relative to the remainder of the CMA and thus have a beneficial impact on the Study Area's capture rate of potential new development.

In addition to implementing the livability improvements, new housing is dependent on District ongoing projects to upgrade water infrastructure.

Major constraints to new development are shown in the diagram below.

New development constraints



- ONSITE WATER (SEPTIC AND WELLS)
- 100 YEAR FLOODPLAIN

SUMMARY OF BENEFICIAL IMPACTS ON DEVELOPMENT

The Livable Center improvements will have the following beneficial impacts on the climate for development and redevelopment in the Study Area:

1. The arterial streets will facilitate a more compact live/work/play environment that is increasingly popular with some segments of the market and mostly missing from the District. Multifamily renters, and therefore developers, will find the elements improving walkability and bikeability attractive. These improvements are also necessary to make streetfront retail functionally viable.
2. The branding elements will help draw potential retail customers and tourists into the Airline District. The art and branding elements, combined with streetscape improvements, along Airline will create visual clarity and interest that makes viable retail activity possible. The branding “Market Mile” will help make this a destination that could support restaurants in the future.
3. The effects described in points (1) and (2) will secondarily renew the appeal of the residential areas in the District boundaries. This will reverse today’s situation where these areas receive little or no value benefit from the deteriorating older commercial properties and salvage yards in the area.
4. The Halls Bayou Basin Park and connection to the planned “Market Mile” should increase visitor traffic into the heart of the Study Area, further raising awareness of the Airline District as a visitor destination. It will also have market appeal for potential residents.

SUMMARY OF NEW DEVELOPMENT POTENTIAL

1. The District stands out on the north side of the urbanized area for its lack of multifamily inventory (not including mobile homes). The wide range of employers both north and south of the Study Area, including many industrial and retail establishments, likely generate strong demand for rental housing within and around the Study Area.
 - a. It is estimated that the District could support a multifamily affordable family housing complex with approximately 150 units by 2020.
 - b. The complex would need to be located near bus lines.
 - c. The proposed open space amenities are beneficial and necessary for the success of the property.
2. Based on current population statistics and projections, it is estimated that District can capture the demand over the next 10 year period with one Senior Living (age restricted) property.
 - a. As with conventional apartments in the prior analysis, the Senior Apartments will also be Affordable and/or Tax Credit.
 - b. Approximately 90 units could be absorbed in the District. The unit mix would be 38 one bedroom units and 52 two bedroom units based on current statistics/demographics.

(See Residential Market Forecast in Appendix for more information).



RECOMMENDATION 11. SENIOR LIVING FACILITY AND AFFORDABLE HOUSING COMPLEX

PROJECT FOR IMPLEMENTATION : U.3 AND U.4

Market research performed for the Livable Centers Study determined that in 2020 the District could support housing built with tax incentives. Any new development is contingent on adequate water/sewer infrastructure being in place and livability improvements completed to make the area desirable.

This study has determined that there are two main strategies for locating development within the District.

1. Leverage park investments by constructing housing adjacent to green space.
2. Locate housing in areas where District nodes should be more defined. Major and minor District nodes include:

MAJOR NODE : Airline Drive and Gulf Bank Road

MINOR NODE : Aldine Mail Route and Airline Drive

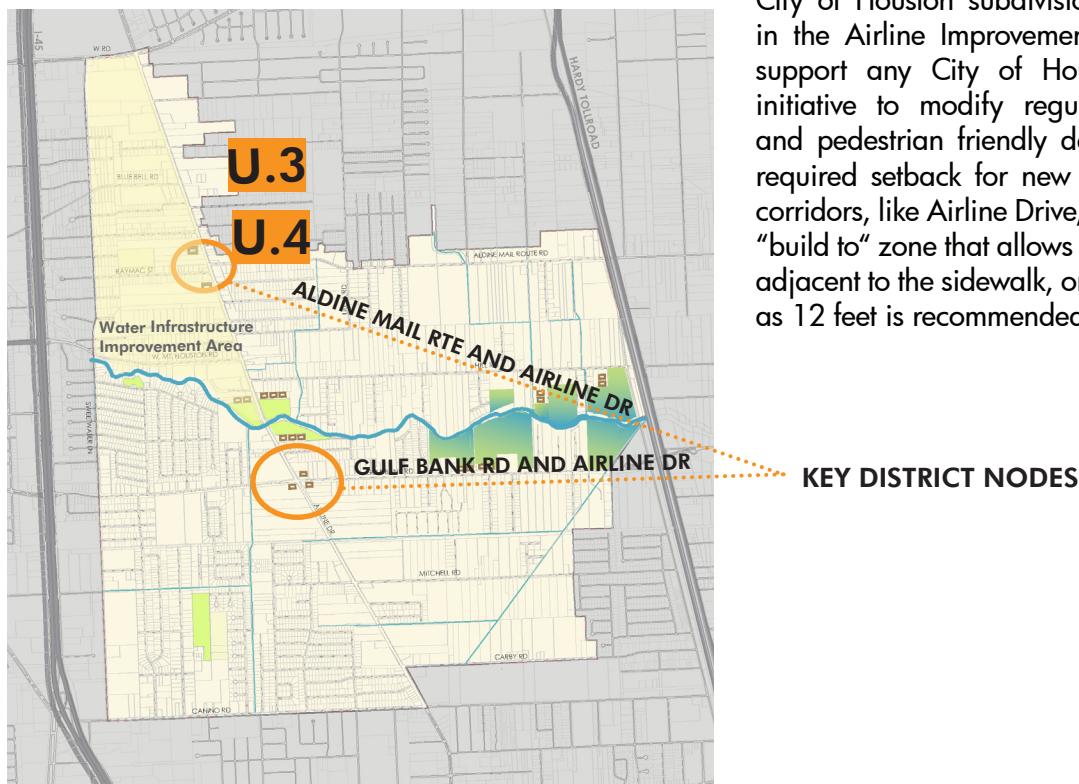
Gulf Bank Road is considered by residents to be the epi-center of the District, however the only point of interest there is St. Matthew's Catholic Church. Future

development should mold this intersection into a major District commercial node.

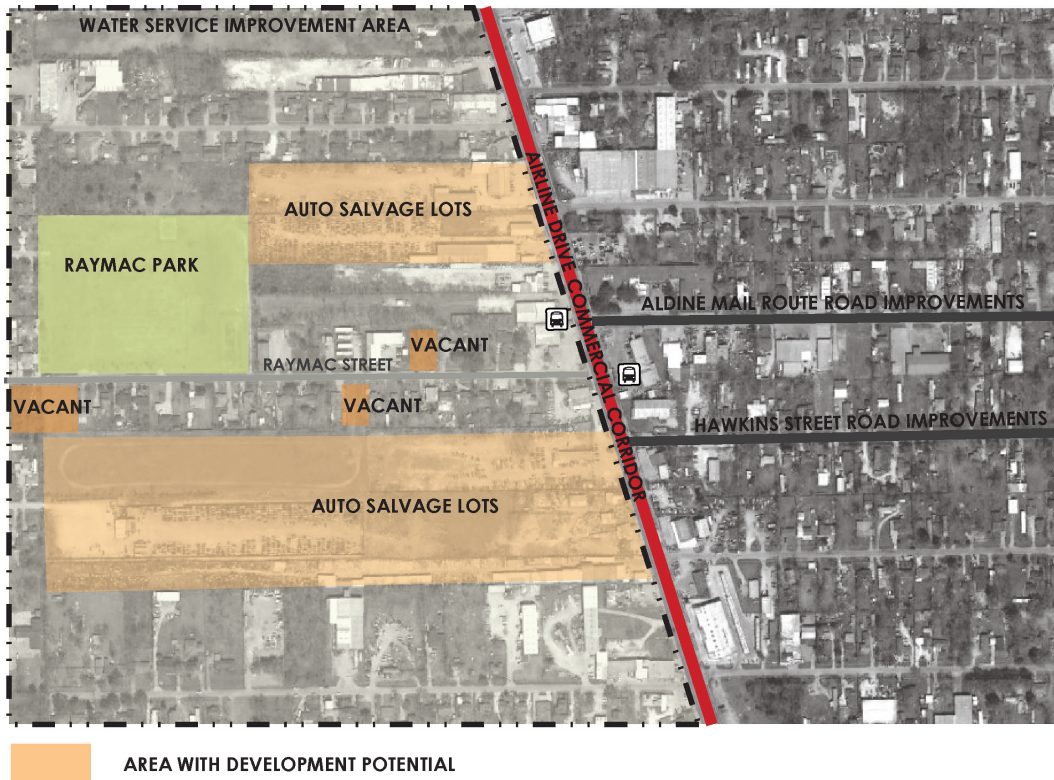
The intersection of Aldine Mail Route and Airline Drive should be considered a secondary District node as it is the junction point of two major corridors. This area is relatively unencumbered by the floodplain, and there are plans to construct new water infrastructure here once funding is secured. Located next to Raymac Park, the District's newest community park, two METRO lines, local restaurants and other services, this intersection can best serve new residents.

Within walking distance of the intersection of Aldine Mail Route and Airline Drive are vacant lots located on Raymac Street. These lots, and the auto salvage yards fronting Airline Drive, should be considered as potential areas for new residential construction. The salvage yards are privately owned, however their industrial use drives down the market value of the adjacent property. These lots are typically very large and offer redevelopment opportunity for housing amenities and land uses such as retail, restaurant and other services that could be coupled with a new housing development.

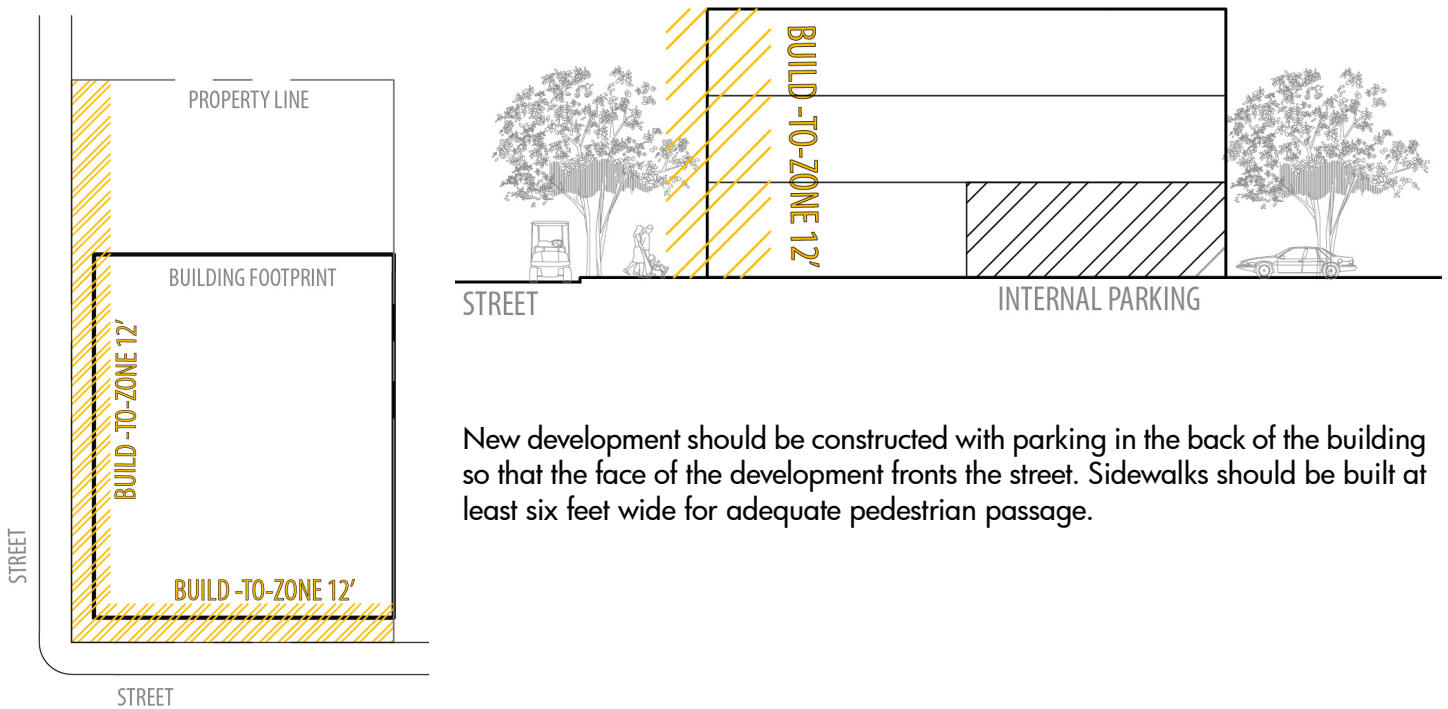
City of Houston subdivision regulations are applicable in the Airline Improvement District. The District should support any City of Houston's Planning Department initiative to modify regulations to build a walkable and pedestrian friendly development. For example, the required setback for new buildings on major vehicular corridors, like Airline Drive, should be less than 25 feet. A "build to" zone that allows the building to be immediately adjacent to the sidewalk, or as far back from the sidewalk as 12 feet is recommended.



Aldine Mail Route node : potential areas for new development



Setbacks, street frontage and parking location for new development



New development should be constructed with parking in the back of the building so that the face of the development fronts the street. Sidewalks should be built at least six feet wide for adequate pedestrian passage.

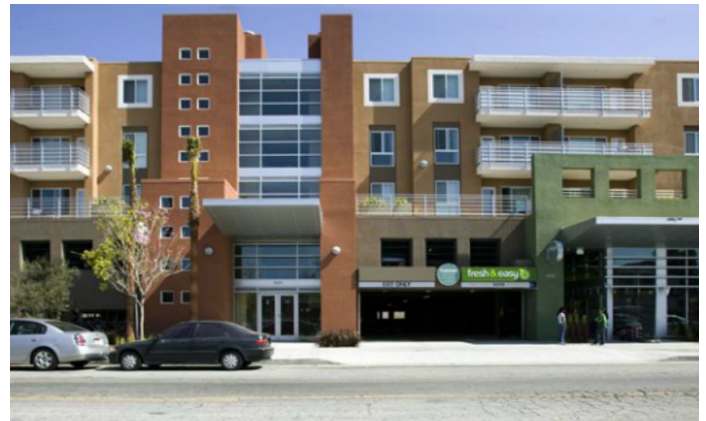


There are many models of affordable and mixed-use housing projects that are also pedestrian friendly existing today. The typical situation involves city regulations requiring a certain amount of affordable housing and mixed uses within a building. However, precedents have shown that this typology can be successful for both the developer and the city when there is a mixture of private and public funding strategies.

In the case of Adams and Central in South Los Angeles, built in 2010, Meta Housing Corporation coordinated with

the Community Redevelopment Agency of Los Angeles to include mixed uses in their building. This project has over 160,000 square feet of residential and commercial space. All 80 rental units are available to people earning 60% or less of the area median income.

The developer secured a grocery store to anchor the project and provide basic necessities to residents. The development eliminated blight, and provided economic revitalization through private development including job creation.



Adams and Central, mixed-use affordable housing project by Meta Housing Corporation. Designed by John Cotton Architects, Inc.



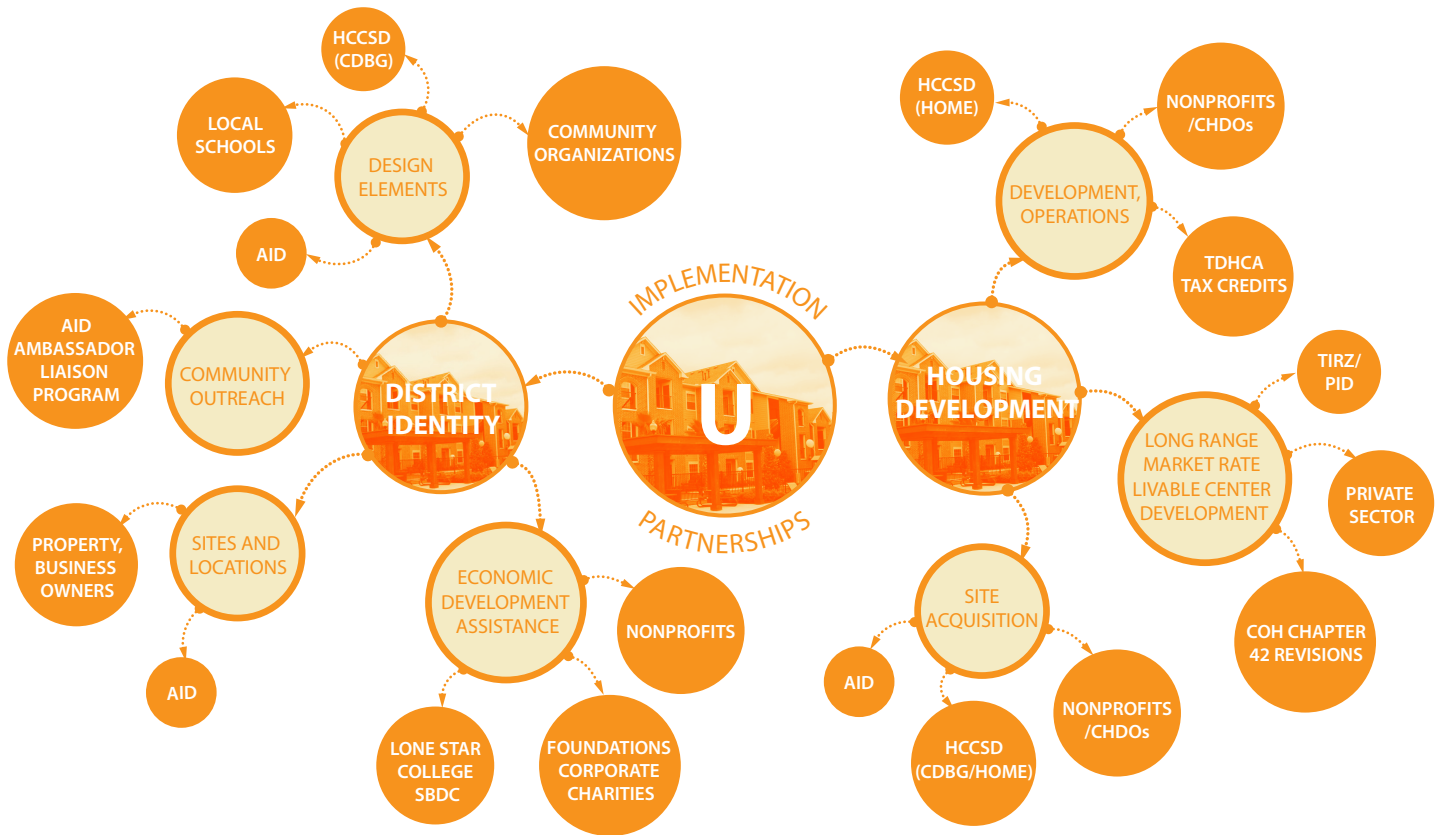
Vision for mixed use development at major district node

The vision for new development along Airline Drive utilizes mixed land use creating a street energy not currently found in the District. The image above is based on the intersection of Airline Drive and Gulf Bank Road. New buildings are constructed at the corners of the intersection introducing a dialogue with the street. Residential units sit on top of small scale retail establishments and areas for public space allow for public gathering and a continuation of the flea market retail typology. The main ideas present are walkability, connectivity and diversity.

This image is a model for how new development can form a sense of place. Detail elements that play large roles are wide sidewalks, planted medians, street trees, street-level retail, street lighting, clearly defined crosswalks, bike lanes and public transportation options. Parallel parking spots are carved out along the retail areas but main parking lots are in the backs of the buildings.



Urban design partnerships



Refer to Project U.3 and U.4 on Implementation Matrix.



AIRLINE DISTRICT ANALYSIS OF POTENTIAL AIR QUALITY BENEFITS

EPA has designated the Houston Metropolitan Area as being in non-attainment of the National Ambient Air Quality Standards due to a failure to meet the 8-hour ozone standard. For this reason the air quality goals of the Livable Centers program are particularly important in the metro area and careful attention has been paid to defining solutions for the Airline District that help to support Houston area attainment goals. In particular, the land use and transportation plans provide a combination of mixed use development and a more complete grid system supported by pedestrian and transit facilities that are designed to work together to reduce the need for motorized travel by providing opportunities for non-motorized trips, and to reduce the length of automobile trips when they do occur. An example of how these improvements work together to improve air quality are provided in the following analysis.

The impact of new trip destinations within the Airline District as a result of implementing mixed use land use combined with the improved accessibility and mobility due to connectivity improvement is shown in the table below. This table shows the potential mobile source emissions reductions achieved by diverting trips that now travel outside of the district to new more accessible locations inside the district. The analysis relies upon travel characteristics for the Houston Metropolitan Area established in other Livable Centers studies including the modeled average trip distance for the Houston area which is approximately 8.6 miles and an average auto occupancy factor of 1.25. The analysis also uses typical EPA Mobile 6 emissions factors for the Houston-Galveston Urbanized Area.

AIRLINE DISTRICT EMISSIONS REDUCTIONS FROM LAND USE AND HIGHWAY IMPROVEMENTS

Type of Emissions	Reduction in Grams per Day	Reduction in Pounds per day	Reduction in Tons per Year
Airline District potential reduction in VMT Due to LU and Hwy Improvements	14,631		
		0.002205	365
NO _x	22,941.32	50.59	9.23
HC	29,661.88	65.40	11.94
CO	192,915.24	425.38	77.63
Total	245,518.45	541.37	98.80

The emissions reductions shown in the table reflect the annual improvement that would be achieved with a 5% increase in economic activity due to potential improvements that would provide additional destinations within the district. The VMT and emissions savings come from the reduced trip length of 1.6 miles within the district as opposed to the longer trip distance of 8.6 miles when residents are forced to meet their travel needs in other parts of the metro area. This estimate is relatively conservative, in that it only accounts for the reduction from reduced trip length. Additional emissions reductions are possible based on the number of trips for which a change to non-motorized trips is feasible.

In addition to the improvements described above, the stakeholder dialogue on improving transit accessibility and mobility within the Airline District resulted in a policy change that halted plans by the transit provider to suspend service on the Aldine Mail Route #59. This continuation of service prevented the displacement of approximately 300 daily riders to automobile trips. Applying the standard trip distance for the Houston area of 8.6 miles, this transit service restoration results in the annual emissions reductions shown in the table below.

AIRLINE DISTRICT EMISSIONS REDUCTIONS FROM CHANGES IN TRANSIT SERVICE

	Reduction in Grams per Day	Reduction in Pounds per day	Reduction in Tons per Year
Airline District reduction in VMT due to transit service changes	2,140		
Type of Emissions		0.002205	365
NOx	3,354.99	7.40	1.35
HC	4,337.82	9.56	1.75
CO	28,212.39	62.21	11.35
Total	35,905.21	79.17	14.45

* Based on an assumed auto occupancy of 1.25 and an average trip distance of 8.6 miles



IMPLEMENTATION

IMPLEMENTATION : PARTNERSHIPS AND FUNDING

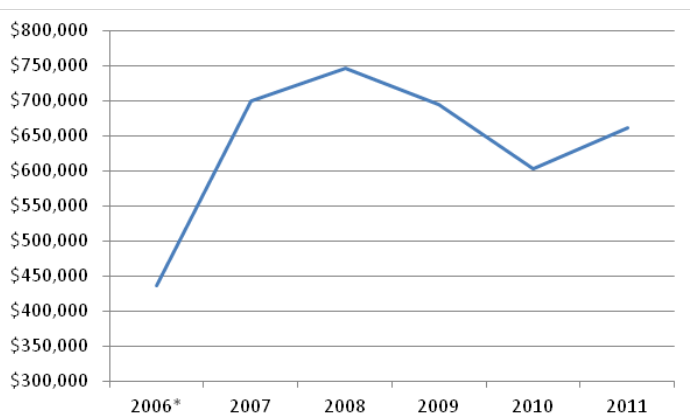
The Airline Improvement District has accomplished a great deal over the course of its existence. This is a credit to the District's success in using fiscal and organizational resources to leverage those of a variety of funding and implementation partners. The same approach will be necessary for carrying the projects envisioned in this plan.

KEY LOCAL AGENCIES

While state and federal funding could play important roles in carrying out certain projects, the most important success factor will be the gathering of local funding and organizational commitments for each element of the plan. In the current and likely future environment of constrained and unpredictable federal and state resources and programs, the surest future of the plan's implementation comes from support from local sources.

AIRLINE IMPROVEMENT DISTRICT

As the agency most closely in touch with the needs of the area and familiar with the projects in this plan, the District will play the central role in the implementation process. With an annual budget currently between \$650,000 and \$700,000 and just one staff person, its capacity to actually bring projects, especially large scale capital projects, to fruition on its own is very limited.



* Partial year; District formation
Source: Texas State Comptroller

HARRIS COUNTY PRECINCT 1

Harris County is the owner and nominal operator of most public infrastructure within the Study Area – streets, parks and water/sewer/drainage. It should be assumed that this will apply to these types of projects implemented

from this plan. Therefore the District's coordination with Precinct 1 on planning, site acquisition, design and engineering, construction and operations/maintenance is crucial. Some projects may be able to be inserted into Precinct 1's own Capital Improvement Program. Cost sharing between the District and Precinct 1 would be needed for some projects or portions of projects.

PROJECT PRIORITIZATION AND TASK SUBDIVISION

A prioritization hierarchy has been recommended for the implementation of the project list. The hierarchy levels are Short Term (estimated one to four years), Mid-Range (5 to 10 years) and Long Term (beyond 10 years). This recommended prioritization reflects the judgment of the Livable Center consultant team. It is recognized that within each level, the limited resources (both funding and organizational/staffing) of the District and Precinct 1 may force a winnowing of the list, with some projects pushed further into the future.

Recognizing that most projects have different stages of implementation that could potentially be funded and managed by different entities, the Livable Center team has segmented each project into different tasks as applicable. For example, construction projects generally have a design and engineering component, site or right of way acquisition, construction and operation/maintenance stages with associated costs. The lead organizations and funding sources could be different for each stage.

A full listing of projects and their component tasks arranged by prioritization level is provided in the Implementation Matrix included with this study.

STREET AND TRANSIT PROJECTS

The plan contains several projects related to street improvements in the District, with either the purpose of increasing street grid connectivity, improving the environmental, safety, aesthetic qualities of roadways and facilitating pedestrian mobility and safety. Some projects may be eligible for inclusion in H-GAC's long term Regional Transportation Plan (RTP) and the short term (four year) Transportation Improvement Program (TIP). Any transportation project receiving federal funding must be included in the TIP.

FEDERAL FUNDING

At the time of this study Congress has yet to pass a new funding authorization for the U.S. Department of Transportation (USDOT). The last authorization, known as SAFETEA-LU, is dated from 2005 and lasted until 2009. Since then, Congress has authorized temporary extensions of existing SAFETEA-LU programs. The current extension expires June 30, 2012. As the negotiations for the new authorization have proceeded, it appears likely that there will be changes to the current lineup of programs that determine project eligibility. Therefore, this report will not dwell on specific federal transportation programs but instead provide general guidance as to how agencies, the District in particular, should approach each street and transit project with regarding to leveraging federal funds through the TIP process.

It should be noted that H-GAC provides its own scoring system for Livable Center-related projects that can aid a project's placement in the TIP. This scoring may be in addition to other evaluation and scoring that may be required for allocation of funding under the specific federally authorized funding programs. Still, the Livable Centers scoring could enhance the chances for the projects in this plan to be included.

Lastly, H-GAC emphasizes that any project seeking inclusion in the TIP need to have achieved a strong level of "readiness." This includes the following:

- Having substantial progress on design and engineering.
- Environmental clearances obtained (per the National Environmental Policy Act – NEPA).
- Right of way largely obtained.
- Utility relocation or adjustments coordinated and funding identified.
- Conformity with the region's air quality planning.
- Local funding commitment (for required local match on most federal programs – usually minimum 20%).

The current administration has placed emphasis on the sustainability and multimodalism in federal spending projects not only in transportation but through the Department of Housing and Urban Development (HUD) and the Environmental Protection Agency (EPA). These three agencies have joined in a partnership for Sustainable Communities. The District and Precinct 1 should emphasize the Livable Centers ideals of sustainability and multimodalism when seeking not only transportation funds but also grants and support through these other agencies.

Lastly, since the national economic recession that occurred in 2008-09, the Department of Transportation has funded Transportation Investments Generation Economic Recovery (TIGER) grants to localities. Multimodalism has been a central criterion for these grants, the latest round of which have required a 20% local match as with other USDOT grant programs. In urban areas the minimum grant size was \$10 million, which is far more than any single near or mid term transportation project in this plan. In theory, the District might have been able to partner with Precinct 1 and pool a set of similar projects together to reach the minimum project cost. Project readiness was paramount for project selection. If nothing else, TIGER has showed that getting projects prepared through design, starting right of way acquisition and having local match set aside can bring significant benefits when these types of non-traditional funding mechanisms occur.

NEW STREETS

The plan envisions a number of new streets to enhance connectivity in the areas east of Airline Drive. Most of these are intended to be local or collector streets, not major thoroughfares. Such streets will likely need to focus on local funding sources, as the traditional measurements of benefit/cost such as congestion reduction, safety improvement and air quality improvement may not be sufficient to rank high enough for inclusion in the TIP. However, the District and/or Precinct 1 should consider such evaluation for collector-level projects if it appears that there may be substantial reductions in congestion and/or improvements in safety.

Since a key component of a Livable Center is safe means for pedestrians and cyclists to travel within the area, the proposed new roads are also associated with adequate sidewalks. Bicycle lanes can be added where right of way allows. Design and construction of these facilities would have a roster of responsibilities and funding sources similar to that for roadways. However, the new federal transportation reauthorization is not certain to provide a programmed funding level for pedestrian and bicycle facilities, so local funding and HUD CDBG grants may be a more realistic source of assistance. However, funding specifically for sidewalk and bicycle lane projects should not be an issue when they are wrapped into a project for an entirely new street; such funding comes into play when those facilities are being "retrofitted" into an existing street right of way.

Airline Improvement District and Precinct 1. For the smaller local and collector streets, the District and Precinct 1 are likely to bear primary responsibility for

preparing and funding the projects. The District would be most appropriate for undertaking and funding the design and engineering plans and working with the property owners who would need to either provide right of way and/or reconfigure property access. This will make it easier for Precinct 1 to include these projects in its Capital Improvement Program.

Adjacent Property Owners and Chapter 381 agreements. The District and/or Precinct 1 should work with the owners of properties adjacent to the proposed streets (which run along property lines) to seek right of way donation. The District should work with the Harris County Community Services Department (HCCSD) which administers economic development agreements for the county, to investigate the possibility of offering Chapter 381 agreements to affected property owners. Structuring Chapter 381 agreements, as defined in the Texas Local Government Code, could partially reimburse property owners for right of way donation or even fronting construction costs. The Chapter 381 agreements will be particularly applicable if the property owners are planning to expand economic activity. Existing and future increases in Harris County property tax can be viewed as a source for obtaining the public revenue equal to the amount to be reimbursed. To date, Harris County has not used Chapter 381 agreements but the need for improving the local road network in the study area could provide an opportunity for their first application.

Federal transportation funds. Projects to improve thoroughfares may meet criteria for federal funding assistance through the TIP. The District and Precinct 1 can take the lead by funding design and engineering and committing local match (usually 20%).

HUD Funds – CDBG. The Community Development Block Grant (CDBG) program of HUD, administered in the study area through the HCCSD, has the flexibility to fund infrastructure projects in lower-income areas. The District has leveraged these funds before. Creating connectivity where none existed due to the area's incomplete street grid so that residents and employees can access destinations by motor vehicle, walking, or bicycle supports the sustainability and multimodalism goals that HUD has espoused. Thus the District could work with HCCSD to seek CDBG funding for these projects as well. Having design and engineering mostly completed will help the District to obtain these funds. CDBG funds can be used for right of way acquisition as well as construction.

TRANSIT

METRO's permanent operation of an adjusted Route 59 is ultimately their responsibility to fund. Initial or demonstration routes have been funded on a temporary basis through certain types of federal grant programs such as Jobs Access Reverse Commute (JARC) and Congestion Mitigation Air Quality (CMAQ). However, continuation of and/or funding levels for these programs is not certain to be included in federal transportation reauthorization. Regarding enhanced bus stops, METRO can fund basic bus shelter designs and amenities. However, implementing enhanced designs generally requires alternate sources of funding. The design plans would likely need to be funded by the District. Construction would likely need to be funded by the District as well, though there is precedent in Houston for METRO to fund enhanced stops using specially designated federal funds; it is unlikely that such funds would be available for a Study Area bus stop program.

MEDIANS

The nature of median landscaping and environmental improvements such as biofiltration is such that the public entity which owns the street (in this case, Harris County) would likely require a partnership agreement with a local entity such as the District and/or adjacent property owners not only for design and construction but also for ongoing maintenance. Recent federal transportation programs have allowed certain types of funds (Transportation Enhancements, for example) to be used for environmental mitigation of runoff from roadways; biofiltration medians would qualify. However, as with other federal programs, these categories of funds may be more restricted or may not exist at all in the new reauthorization.

PARK, TRAIL AND RECREATION PROJECTS

The other major category of large capital projects in this plan are those providing for park space, recreational facilities, and trails. Some of these projects will require extensive effort to create partnerships between the District and other local government agencies, state and federal funding sources, and private sector entities such as nonprofit organizations.

PARKS AND RECREATION FACILITIES

The plan calls for a variety of park sizes and styles. In most cases land acquisition from private interests will be required. Any recreation use along Halls Bayou or other major drainageways will require cooperation with the Harris County Flood Control District (HCFCD). In general, the District should work with Precinct 1 to assess the potential for new parks to be added to the Harris County park system. Because partnerships with Precinct

1 and a variety of other entities are likely to be essential for park implementation, the District should consider the development of those partnerships to be its first implementation task.

Texas Parks and Wildlife grants. The State of Texas Parks and Wildlife Department (TPWD) offers grant programs which fund recreation facilities such as parks. Their Outdoor Recreation Grants and Urban Outdoor Recreation Grants are reimbursement programs, meaning the local agencies receiving the grants must front the entire cost of the park project before being reimbursed by the state, with a match of up to 50%. The Outdoor Recreation Grants program is for local units of government with populations under 500,000, such as the District, and has a grant limit of \$500,000. The other is for government agencies of larger population, such as Harris County, and has a grant limit of \$1,000,000. Most of the Department's grant programs have been suspended due to the current overall funding constraints; however, a current special call for applications under these programs offers grant limits of \$100,000 and \$220,000 respectively (due August 1, 2012). Grant applicants must have local match on hand at the time of application. The value of publicly-owned non-park land can count toward the local match, as can CDBG funds.

Park planning and design. The District will often need to be the agency that is driving and funding the planning and design of new parks, though cooperation may come from Precinct on certain facilities. TPWD grants can reimburse for professional services, such as planning and design work, up to 12% of total project cost.

Site acquisition. The District and Precinct 1 can lead in providing site acquisition funds for small parks that are not already publicly owned, such as the Halls Bayou Esplanade Park. HUD's CDBG funds, as programmed through the HCCSD, can be used for property acquisition. TPWD grants can also reimburse for site acquisition costs.

Nonprofit groups and foundations also contribute to worthy park acquisition efforts. The most well-known example of such a group is the Houston Parks Board. It should be noted that the Parks Board currently has an emphasis on obtaining park lands along bayous across the Houston region for conversion to park space and location of corridor trails; this strategy is known as the Bayou Greenways Initiative.

Larger sites, such as the Halls Bayou Bird Basins Park, would likely be beyond the means of the District or the County to handle easily, because the costs of the land are too high and / or ownership fragmentation makes only

incremental assembly possible. In such cases, the need for other actors to intervene becomes greater. Organizations such as the Parks Board and local foundations also assist in these situations. Sometimes private, for-profit entities also step in as purchasing intermediaries to discreetly assemble the needed property and then sell to the targeted public agency, such as HCFCF.

Construction. Similar funding sources can assist park and recreation facility construction as with site acquisition – charitable foundations, CDBG, and TPWD grants. Construction funds are also the easiest type of funds to raise through targeted charitable fundraising efforts (outside of the major foundations). If the District chooses to conduct a fundraising effort for construction, it should set up a 501c(3) corporation which would offer a way for donors to make tax-deductible contributions.

Operation. The maintenance and operation of park facilities will differ substantially based on the nature of those facilities. Simple open space with benches should require a lower annual operating and maintenance budget than playground equipment or indoor, staffed recreation buildings. The District will need to work with Precinct 1 to allocate operational funding and oversight responsibilities for the new parks.

The Yale Youth Center Park will be a particularly demanding facility in terms of operations because it will have not only high-maintenance facilities but will also require on-site staffing during open hours. In addition to allocating funds annually through their own budgets, the District and Precinct 1 can seek assistance from HUD's CDBG annual allocation which has supported nonprofit organizations whose missions include supporting youth recreation. For example, the District or County could partner with a nonprofit swimming education group, assisted by CDBG funds, to operate the Yale Youth Center pool.

TRAILS

In many respects, potential partners and funding for trails projects are similar to those for parks and recreation facilities. One different concern regarding trails is that it has been important to distinguish between "recreational" trails and "transportation" trails, as the state and federal grant programs to aid implementation are different for each. Recreational trails are designed and built for the pursuit of a recreational activity: mountain biking, hiking, nature viewing, horseback riding and/or ATV/motorcycle trails. Transportation trails are sidewalks or pathways explicitly meant for improving the safety and connectivity of travel on foot or bicycle among local destinations or transit stops.

The TPWD administers Recreational Trail Grants, which are funded by the Federal Highway Administration. Unlike the 50% match Outdoor Recreation Grants, this program requires only a minimum 20% match from the local partner, with a maximum award limit of \$200,000. This has been an annual grant program with a February 1 application deadline. However, it is not known if Congress will reauthorize the program in a new transportation bill, so it is unsure whether it will continue in 2013.

There has also been federal funding for transportation trails through the H-GAC TIP programs. The most well-known of these has been Transportation Enhancements. However, it is not known if this program will continue in the new Congressional reauthorization. TIGER grants have also funded transportation trails; the City of Houston has received a 2012 TIGER grant for trails connecting existing bicycle paths to transit stops. As mentioned previously, TIGER grants have a minimum project size, most recently \$10 million for urban areas.

A similar roster of nonprofit and charitable organizations to those assisting park development can be approached for trails projects as well. It will continue to be incumbent upon the District and Precinct 1 to take the lead on funding for planning and design.

NEW HOUSING

A review of the market conditions indicated that new market-rate housing in the Study Area was not supportable in the near to mid term. However, by 2020, subsidized affordable rental housing for families and/or seniors would be reasonable. The District can help catalyze affordable housing development by helping to identify potential sites and private development partners, either for-profit developers who specialize in affordable housing or nonprofit Community Housing Development Organizations (CHDOs). The District would need to work closely with HCCSD on affordable housing efforts.

Two main sources of public funding assistance are available for affordable housing development:

Tax credits. The one used most often by for-profit developers is the tax credit for affordable housing program administered by the Texas Department of Housing and Community Affairs. The awarding of tax credits to proposed affordable housing projects is competitive and documenting community support for a proposed project is essential to its chances to be selected, so the District would need to advocate for a project it supported. Tax credit projects can be either open to family households or restricted to seniors only. Such projects do not provide rental assistance directly to the household; instead the

project is subject to requirements which cap the income levels of eligible occupant households and the rental rates that can be charged.

HUD funds. The HCCSD administers funds from HUD which can be used to assist the development of affordable housing. The primary “entitlement” funding (funding allocated yearly to the county) is the HOME program. The HCCSD sets aside a portion of its HOME funding annually to assist CHDOs with affordable housing development. Projects using HOME funds are subject to household income limitations on the benefiting occupants – 90% of the rental units would need to be limited to households earning no more than 60% of area median income and no households in a HOME-assisted project could earn above 80% of area median income. There are also rent limitations and per-unit subsidy limitations. HOME funds require a 25% non-federal match; property donation can count toward this match.

In addition to the HOME program, CDBG funds can be used for acquisition of property to be developed into affordable housing, though CDBG cannot be used for vertical housing development.

Development regulations. Since the Study Area is within the City of Houston’s ETJ, the City will likely need to adjust regulations for private redevelopment so that pedestrian-friendly designs do not require variances. Creating a district that allows or encourages site and building design according to the standards provided in the Transit Corridor ordinance (primarily within Chapter 42 of City code) would be an appropriate approach to this issue. This will allow reduced setbacks along Antoine and other major thoroughfares and assure minimum clear sidewalk widths of six feet. Other modifications may be necessary to assure reasonable block lengths and allow smaller lot sizes than currently allowed in the “suburban” area as designated by Chapter 42.

MARKET MILE

The “Market Mile” concept is a recommendation fairly unique among Livable Center studies that responds to the unique economic realities of the Study Area. As such, the community does not have the luxury of having a great deal of ready-made organizational infrastructure or funding sources into which it can tap. However, the District and others can create new forms of partnering and relationship building that can help move the effort forward.

Business relationships and Ambassador program. The creation of a deeper level of relationships with area

businesses and property owners, particularly along Airline Drive, will be critical to “Market Mile” implementation. Experience elsewhere in Houston has shown that getting participation in management district programs by small, independent, Hispanic businesses (especially those that conduct business primarily in Spanish) is difficult. The flea markets, where there are consolidated points of contact between individual businesses and the District via the market owners, provide some level of mitigation to this challenge. However, the “Market Mile” success ultimately depends on a direct relationship between businesses and the District.

Fortunately, a nearby success story illuminates a way forward. The Greater Northside Management District, just to the south of the Airline Improvement District, shares a similar business community profile in many ways. Greater Northside addressed the challenge by hiring an “ambassador” on staff. The ambassador is from the community, fluent in Spanish and is charged with developing direct, personal relationships with business and property owners. This takes multiple visits with businesses over a long period of time, several months at a minimum, often outside the traditional 8:00 a.m. to 5:30 p.m. business hours. Extra effort has been made to minimize the burden of participation by making sure service delivery occurred on site or within the community and providing technical assistance (for example, tutoring in public speaking to address public agencies during hearings). However, this investment in staff and time has paid off – the small businesses now are attuned to the Greater Northside’s efforts and are choosing to bring their participation and commitment. The East Aldine Improvement District is interestingly trying a similar approach with its own ambassador.

A similar recommendation is being made for the Airline Improvement District. A full or part-time, Spanish-speaking ambassador should be brought on staff, ideally someone who is already familiar with the community. Their job responsibility would be to thoroughly understand the District’s activities, including the proposed “Market Mile”, and then visit with the District’s businesses and property owners to communicate these programs and receive feedback. As in Greater Northside, this may take time in order to build trust and openness. The flea market owners can assist in facilitating interaction with the markets’ tenant businesses.

Streetscape and graphic design elements. The creation of a distinctive streetscape with the Study Area, especially along Airline, provides an opportunity for unique forms of community interaction that facilitates project

implementation. The District can contract with marketing and branding firms to develop basic concepts to apply to both outdoor streetscape in front of local businesses and merchandising “swag” to be deployed during these businesses’ sales activities. The District can also work with area schools and community groups to obtain design ideas and increase public awareness at the same time. Because this program is intended to assist business activity in a low and moderate-income community, federal funds such as HUD’s CDBG grants may be applicable. The District should maintain a close relationship with HCCSD to be aware of such funding opportunities and other assistance. HCCSD has not recently programmed CDBG funds for this type of use but could consider the options in the future

Business technical assistance and consulting. “Market Mile”, as an economic development tool, is not just a physical branding of space and place, but also conceived as a way to deliver particular forms of assistance to help business owners and managers to make themselves more successful. The Lone Star College System would be of particular help in this regard. Lone Star already operates a Small Business Development Center (SBDC) funded primarily by the Federal Small Business Administration. The SBDC offers free technical assistance and education to small, independent businesses – how to obtain financing, proper accounting practices and marketing techniques. At present, the SBDC requires businesses to travel to designated locations to obtain this consulting. Experience from other areas of Houston indicates that Hispanic small businesses such as those in the study are not likely to make this trip; getting their participation in such programs necessitates that the programs be brought to the businesses.

Therefore this plan recommends that the District and its ambassador staff person work with the Lone Star SBDC to develop a mobile consulting program, brought to locations and during hours that will be easiest for these businesses. The SBA makes its own grants which could be available to assist this type of effort. Again, HUD’s CDBG program may be able to also provide assistance, so coordination with HCCSD is recommended with this program as with the other “Market Mile” efforts to see if the department might consider using CCDBG funds in this way in the future.

IMPLEMENTATION MATRIX

	B	C	D	E	F
5	Project Number	Project Type and Description	Project Phase	Estimated Cost (Rounded to nearest thousand)	Estimated Annual Operating Cost
7	SHORT TERM TASKS				
8	P.1 (S) - Yale Youth Center Park				
9	Task 1	Gather Funding Partners for acquisition of 11.63 acre parcel located at Yale Street adjacent to Dow Park II.	Phase 1: Coordination	<i>cost dependent upon land value at time of purchase.</i>	N/A
10					
11	P.2 (S) - Halls Bayou Northline Neighborhood Pocket Park (Halls Bayou System)				
12	Task 1	Prepare design plans for and construct a 3/4 acre pocket park along Halls Bayou at Beaver Bend Court containing all planting and irrigation and a chosen mix of play equipment, a dog park with dog run, community garden, half-court basketball, shade structures and picnic tables, and open lawn.	Phase 1: Design Phase 2: Construction	Design: \$84,000 Construction: \$560,000	\$6,400
13					
14					
15					
16	P.3 (S) - Halls Bayou Bird Basins Park				
17	Task 1	Gather Funding Partners for acquisition of +/- 118 acres along Halls Bayou in between Gulf Bank and Hill and coordinate with HCFCO for the Halls Bayou Plan.	Phase 1: Coordination	N/A	N/A
18					
19	Task 2	Acquire +/-118 acres along Halls Bayou in between Gulf Bank and Hill.	Phase 1: Land Acquisition	<i>cost dependent upon land value at time of purchase.</i>	N/A
20					
21	Task 3	Obtain all permitting and contract engineer to prepare plans for flood mitigation and storm water reduction basins.	Phase 2: Permitting	N/A	N/A
22					
23	P.4 (S) - Halls Bayou Esplanade Park (Halls Bayou Park)				
24	Task 1	Gather Funding Partners for acquisition of +/- 25 acres along Halls Bayou located at Airline Drive and Halls Bayou.	Phase 1: Coordination	N/A	N/A
25					
26	Task 2	Acquire +/-25 acres at Airline Drive and Halls Bayou.	Phase 1: Land Acquisition	<i>cost dependent upon land value at time of purchase.</i>	N/A
27					
28	Task 3	Obtain all permitting and contract storm water management Engineer to prepare plans for flood mitigation and storm water reduction basins.	Phase 2: Permitting	\$20,200	N/A
29					
30	Task 4	Prepare design plans for +/- 25 acre park located at Airline Drive and Halls including: food truck courtyard, alternative play space, and cultural art amenities.	Phase 2: Design	\$1,637,000	N/A
31					
32					
33	T.2 (S) - Aldine Mail Route Median Improvement				
34	Task 1	Revise existing plans to upgrade planned concrete median to include a storm water filtration median with planting and pedestrian crossing zones where necessary. Construct upgraded median and storm water filtration system.	Phase 1: Design	Design: \$175,000 Construction: \$1,163,000	\$6,950
35					
36					
37	Task 2	Establish Partnerships for Operations and Maintenance of roadway median.	Phase 3: O&M	N/A	N/A
38					
39	T.3 (S) - New Road Gulf Bank Rd To Louise St				
40	Task 1	Prepare design plans for and construct the north-south and east-west portions of the road behind the flea market as a local street.	Phase 1: Design Phase 2: Construction	Design: \$67,000 Construction: \$443,000	\$200
41					
42	T.4 (S) - Shared Use East-West Path at Utility Easement				
43	Task 1	Obtain pedestrian and bike access on utility easement.	Phase 1: Permitting	Permitting: \$5,000	N/A
44					
45	Task 2	Prepare design plans for and construct a 10' wide concrete shared use path at Exxon Utility Easement including: mile markers, site furnishings, lighting, and planting and irrigation.	Phase 2: Design Phase 3: Construction	Design: \$206,000 Construction: \$1,369,000	\$45,000
46					
47					
48	T.5 (S) - Bellmar Northline Tributary Trail - P118-27-00				
49	Task 1	Obtain approvals from Harris County Flood Control.	Phase 1: Coordination	\$5,000	N/A
50	Task 2	Prepare design plans for and Construct a 10' wide concrete shared use path from Canino Road to Halls Bayou including, way finding, site furnishings, lighting, and planting and irrigation.	Phase 1: Design Phase 2: Construction	Design: \$123,000 Construction: \$820,000	\$18,950.00
51					
52					
53	T.6 (S) - Eversdale Helms Trail				
54	Task 1	Obtain approvals from Harris County Flood Control.	Phase 1: Coordination	\$5,000	N/A
55	Task 2	Prepare Design Plans for and Construct a 10' wide concrete shared use path from Helms Road to Halls Bayou including, bike striping, way finding, site furnishings, lighting, and planting and irrigation.	Phase 1: Design Phase 2: Construction	Design: \$75,000 Construction: \$498,000	\$11,370
56					
57					
58	T.7 (S) - Cheswick Pedestrian Bridge				
59	Task 1	Obtain approvals from Harris County Flood Control.	Phase 1: Coordination	\$15,000	N/A
60	Task 2	Prepare Design Plans for and Construct a pedestrian bridge over Halls Bayou connecting Cheswick Rd. to Cheswick Rd. Including length of 10' wide approach trail on north and south sides of Halls Bayou.	Phase 1: Design Phase 2: Construction	Design: \$60,000 Construction: \$600,000	\$1,400
61					
62					
63	T.8 (S) - METRO Bus 59 Proposal				
64	Task 1	Coordinate with METRO to determine ridership of proposed Route #1.	Phase 1: Coordination	N/A	N/A
65	Task 3	Implement new METRO Route #59 including adding additional bus stop signage, and community messaging.	Phase 2: Implementation	<i>Cost to be determined by METRO based on further route analysis.</i>	Operating costs based on capital planning.
66	U.1 (S) - District Bus Shelters and Site Furniture				
67	Task 1	Prepare a memo of understanding with METRO.	Phase 1: Coordination	N/A	N/A
68	Task 2	Conduct engineering study to determine ADA conditions of bus stop upgrade locations.	Phase 2: Design	\$15,000	N/A
69					
70	Task 3	Prepare design plans for District bus shelter or choose shelter from METRO list.	Phase 1: Design	Design: \$15,000	
71					

	G	H	I
	Implementing Agency	Approvals Required	Funding Sources and Partners
5			
7	SHORT TERM TASKS		
8	P.1 (S) - Yale Youth Center Park		
9	Airline Improvement District	N/A	
10			
11	P.2 (S) - Halls Bayou Northline Neighborhood Pocket Park (Halls Bayou System)		
12	Harris County Flood Control,	Harris County Flood Control	TX Parks and Wildlife
13	Precinct 1		Assumes that an easement is granted for park footprint.
14			
15			
16	P.3 (S) - Halls Bayou Bird Basins Park		
17	Airline Improvement District,	N/A	TX Parks and Wildlife; Precinct 1;
18	HCFCFD		foundations; purchasing intermediaries
19	HCFCFD	Harris County Flood Control	TX Parks and Wildlife; Precinct 1;
20			foundations; purchasing intermediaries
21	Precinct 1; HCFCFD	Harris County Flood Control and other	Precinct 1; Airline Improvement District
22		Inter-agency coordination	
23	P.4 (S) - Halls Bayou Esplanade Park (Halls Bayou Park)		
24	Airline Improvement District,	N/A	TX Parks and Wildlife; Precinct 1;
25	foundations / Houston Parks Board		foundations; purchasing intermediaries
26	Airline Improvement District,	Airline Improvement District, Precinct 1	TX Parks and Wildlife; Precinct 1;
27	Harris County, Private Owners		foundations; purchasing intermediaries
28	Precinct 1; HCFCFD	Harris County Flood Control and other	Precinct 1; Airline Improvement District
29		Inter-agency coordination	
30	Airline Improvement District,	Harris County Flood Control	Airline Improvement District; Precinct 1;
31	Precinct 1		Texas Parks and Wildlife; HCCSD (CDBG)*;
32			foundations / fundraising
33	T.2 (S) - Aldine Mail Route Median Improvement		
34	Airline Improvement District,	Harris County, adjacent property owners	Airline Improvement District; Precinct 1;
35	Precinct 1		foundations; H-GAC TIP
36			
37	Airline Improvement District	Harris County	Airline Improvement District, adjacent
38			property owners, community associations
39	T.3 (S) - New Road Gulf Bank Rd To Louise St		
40	Airline Improvement District,	Harris County; adjacent property owners	Airline Improvement District; Precinct 1;
41	Precinct 1		adjacent property owners; HCCSD (Chapter 381)*
42	T.4 (S) - Shared Use East-West Path at Utility Easement		
43	Airline Improvement District,	Exxon; underlying fee owners	Airline Improvement District; National Park
44	Exxon		Service
45	Airline Improvement District	Harris County; Exxon	Airline Improvement District; Precinct 1;
46			National Park Service; HCCSD (CDBG)*;
47			Exxon; foundations; H-GAC TIP
48	T.5 (S) - Bellmar Northline Tributary Trail - P118-27-00		
49	Airline Approval District	HCFCFD	Airline Improvement District; National Park
50	Airline Improvement District,	HCFCFD	Service
51	HCFCFD	underlying fee owner	Airline Improvement District; Precinct 1;
52			National Park Service; HCCSD (CDBG)*;
53			foundations; H-GAC TIP
53	T.6 (S) - Eversdale Helms Trail		
54	Airline Approval District	HCFCFD	Airline Improvement District; National Park
55	Airline Improvement District,	HCFCFD	Service
56	HCFCFD	underlying fee owner	Airline Improvement District; Precinct 1;
57			National Park Service; HCCSD (CDBG)*;
58			foundations; H-GAC TIP
58	T.7 (S) - Cheswick Pedestrian Bridge		
59	Airline Approval District	Harris County Flood Control	Airline Improvement District
60	Airline Improvement District	Harris County Flood Control	Airline Improvement District; Precinct 1;
61			foundations
62			
63	T.8 (S) - METRO Bus 59 Proposal		
64	METRO, Airline Improvement District	METRO, Airline Improvement District	METRO; Airline Improvement District
65	METRO, Airline Improvement District	METRO, Airline Improvement District	METRO; H-GAC TIP; HCCSD (CDBG)*; Airline Improvement District
66	U.1 (S) - District Bus Shelters and Site Furniture		
67	Airline Improvement District	METRO	Airline Improvement District
68	Airline Improvement District	METRO	METRO; H-GAC TIP; HCCSD (CDBG)*; Airline
69			Improvement District
70	METRO, Airline Improvement	METRO, Airline Improvement District	
71	District		Improvement District; Adope-a-Stop Program

Implementation Matrix continued..

	B	C	D	E	F
5	Project Number	Project Type and Description	Project Phase	Estimated Cost (Rounded to nearest thousand)	Estimated Annual Operating Cost
72	Task 4	Install new shelters at proposed 9 Tier 1 bus stops:	Phase 1: Site Construction and Install	9 Custom Shelters with Amenities: \$291,620.00 Installation: \$9000 Site Construction cost vary widely depending on engineer study of site.	\$6,500
73	U.2 (M) - Airline District Gateway Elements				
74	Task 1	Install gateway elements at District boundaries along Airline Drive.	Phase 1: Design	Design: \$12,000	\$3,020
75		See appendix for boundary locations.	Phase 1: Construction	Construction: \$80,000	
76	MED.1 (S) - District Branding and Economic Development Campaign - Market Mile				
77	Task 1	Hire full-time or part-time personnel to work with small businesses.	Phase 1: Logistics	\$45,000 - Full time salary	\$45,000 -Full time salary
78					
79					
80	Task 2	Consult with marketing and branding designer to develop outreach and marketing strategy.	Phase 1: Logistics	\$6,000	N/A
81					
82					
83	Task 3	Network with local businesses including flea market vendors.	Phase 2: Action	<i>Included in salaried position</i>	N/A - included in salaried position
84					
85					
86	Task 4	Coordinate small business groups with Lone Star College Small Business Development Center.	Phase 2: Action	<i>Included in salaried position</i>	N/A - included in salaried position
87					
88					
89	Task 5	Produce promotional merchandise and initiate sales and / or gifting promotional merchandise pertaining to Market Mile Campaign.	Phase 3: Immersion	\$150,000	Dependent upon quantity produced
90					
91	MID-RANGE TASKS				
92	T.1 (S) - Airline Drive Median Improvements				
93	Task 1	Prepare plans to existing roadway to construct a storm water filtration median with planting in between Gulf Bank Road and Canino Road, linking into medians being developed for the area in between the two major flea markets.	Phase 1: Design Phase 2: Construction	Design: \$135,000 Construction: \$899,000	\$5,720
94					
95	Task 2	Establish Partnerships for Operations and Maintenance of roadway median .	Phase 3: O&M	N/A	N/A
96					
97	P.1 (M) - Yale Youth Center Park (Recreation Center)				
98	Task 1	Acquire 11.63 acre property, located at Yale Street adjacent to Dow Park II.	Phase 2: Acquisition	<i>cost dependent upon land value at time of purchase.</i>	N/A
99					
100	Task 2	Prepare design plans for +/-11 acre park, located at Yale Street and adjacent to Dow Park II. The park should contain an outdoor swimming facility, sports fields, internal trail, planting and irrigation, play equipment, and site furnishings	Phase 2: Design	\$502,000	N/A
101					
102					
103	Task 3	Construct all improvements associated with the +/-11 acre Park located at Yale Street as outlined in P.1 (M)Task 2.	Phase 3: Construction	\$3,347,000	\$183,075
104					
105					
106	P.3 (M) - Halls Bayou Bird Basin Park				
107	Task 1	Prepare design plans for +/- 118 acre Basin Park including all planting and irrigation, forest and meadow trails, Frisbee Golf Course, horse trails, BMX Course, canoe dock, fishing pier, and bird watching. <i>Divide project into 3 bid packages.</i>	Phase 3: Design	\$3,465,000 <i>Divide cost into three bid packages of roughly 1.2 million each)</i>	N/A
108	P.4 (M) - Bayou Esplanade Park (Halls Bayou System)				
109	Task 1	Construct +/- 25 acre park located at Airline Drive and Halls community garden, food truck courtyard, alternative play space, and cultural art amenities (murals, mosaics).	Phase 2: Construction	\$10,913,000	\$278,775
110					
111					
112	T.9 (M) - Halls Bayou Pedestrian Crossings (2)				
113	Task 1	Obtain approvals from Harris County Flood Control.	Phase 1: Coordination	\$15,000	N/A
114	Task 2	Prepare design plans for and construct two pedestrian bridges over Halls Bayou at Robertsvale Rd. and Woodmoss Dr. including length of 10' wide approach trail on north and south sides of bridges and on-street crosswalks.	Phase 2: Design Phase 2: Construction	Design: \$120,000 Construction: \$1,200,000	\$2,800
115					
116					
117	T.10 (M) - Halls Bayou Hike and Bike Trail				
118	Task 1	From Bellmar Northline Tributary Trail to Pine Vale Ln (North side of Bayou): Prepare design plans for 10' wide concrete trail including way finding signage, site furnishings, lighting, planting and irrigation.	Phase 1: Design	Design: \$142,000	N/A
119					
120					
121	Task 2	From Bellmar Northline Tributary Trail to Pine Vale Ln (South side of Bayou): Prepare design plans for 10' wide concrete trail including way finding signage, site furnishings, lighting, planting and irrigation.	Phase 1: Design	Design: \$142,000	N/A
122					
123					
124	Task 3	Construct all site amenities, planting and irrigation associated with the new 10' wide concrete trail (North) as outlined in T.10 (M) Task 1.	Phase 2: Construction	Construction: \$948,000	\$17,765
125					
126	Task 4	Construct all site amenities, planting and irrigation associated with the new 10' wide concrete trail (South) as outlined in T.10 (M) Task 2.	Phase 2: Construction	Construction: \$948,000	\$17,765
127					
128	U.3 (M) - Senior Living Facility				
129	Task 1	Acquire land for future 90-unit Senior Living Facility Complex.	Phase 1: Acquisition	<i>cost dependent upon land value at time of purchase.</i>	N/A
130	U.4 (M) - Affordable Housing Complex				
131	Task 1	Obtain approval for land purchase from necessary agencies for future affordable housing complex.	Phase 1: Permitting	\$20,000	N/A
132					

	G	H	I
	Implementing Agency	Approvals Required	Funding Sources and Partners
5			
72			
73	U.2 (M) - Airline District Gateway Elements		
74	Airline Improvement District	Airline Improvement District	Airline Improvement District; fundraising
75			
76	MED.1 (S) -District Branding and Economic Development Campaign - Market Mile		
77	Airline Improvement District	Airline Improvement District	Airline Improvement District
78	Harris County Community	Harris County Community	Harris County Community
79	Services Department	Services Department	Services Department
80	Airline Improvement District and	Airline Improvement District	Airline Improvement District and
81	Harris County Community	Harris County Community	Harris County Community
82	Services Department	Services Department	Services Department
83	Airline Improvement District and	Airline Improvement District and	Airline Improvement District and
84	Harris County Community	Harris County Community	Harris County Community
85	Services Department	Services Department	Services Department
86	Airline Improvement District and	Airline Improvement District and	Airline Improvement District; Lone Star
87	Harris County Community	Harris County Community	College Small Business Development Center;
88	Services Department	Services Department	SBA
89	Airline Improvement District	Airline Improvement District	Airline Improvement District; HCCSD (CDBG)*
90			
91	MID-RANGE TASKS		
92	T.1 (S) - Airline Drive Median Improvements		
93	Airline Improvement District,	Harris County, adjacent property owners	Airline Improvement District; Precinct 1;
94	Precinct 1		foundations; H-GAC TIP
95			
96	Airline Improvement District	Harris County	Airline Improvement District, adjacent property owners, community associations
97	P.1 (M) - Yale Youth Center Park (Recreation Center)		
98	Airline Improvement District;	N/A	Airline Improvement District; Texas Parks
99	Precinct 1		and Wildlife; purchasing intermediaries
100	Airline Improvement District,	Harris County	Airline Improvement District; Precinct 1;
101	Precinct 1		Texas Parks and Wildlife; HCCSD (CDBG)*;
102			
103	Airline Improvement District,	Harris County Flood Control	Airline Improvement District; Precinct 1;
104	Precinct 1, Private Entities		Texas Parks and Wildlife; HCCSD (CDBG)*;
105			foundations / fundraising
106	P.3 (M) - Halls Bayou Bird Basin Park		
107	Airline Improvement District, Precinct 1, Private Entities	Harris County Flood Control; Park comes after flood damage reduction basins construction project by HCFCD.	Airline Improvement District; Precinct 1; Texas Parks and Wildlife; HCCSD (CDBG)*; foundations / fundraising
108	P.4 (M) - Bayou Esplanade Park (Halls Bayou System)		
109	Airline Improvement District,	Harris County Flood Control	Airline Improvement District; Precinct 1;
110	Precinct 1		Texas Parks and Wildlife; HCCSD (CDBG)*;
111			foundations / fundraising
112	T.9 (M) - Halls Bayou Pedestrian Crossings (2)		
113	Airline Approval District	Harris County Flood Control	Airline Improvement District; Precinct 1
114	Harris County Flood Control	Harris County Flood Control	Airline Improvement District; Precinct 1;
115		Dependent Upon Halls Bayou Improvements	H-GAC TIP
116			
117	T.10 (M) - Halls Bayou Hike and Bike Trail		
118	HCFCD	HCFCD	Precinct 1; Airline Improvement District;
119		underlying fee owner	Texas Parks & Wildlife; foundations /
120			fundraising, H-GAC TIP
121	HCFCD	HCFCD	Precinct 1; Airline Improvement District;
122		underlying fee owner	Texas Parks & Wildlife; foundations /
123			fundraising, H-GAC TIP
124	HCFCD	HCFCD	Precinct 1; Airline Improvement District;
125		underlying fee owner	Texas Parks & Wildlife; foundations / fundraising;
126			HCCSD (CDBG)*; H-GAC TIP
127	HCFCD	HCFCD	Precinct 1; Airline Improvement District;
128		underlying fee owner	Texas Parks & Wildlife; foundations / fundraising;
129			HCCSD (CDBG)*; H-GAC TIP
128	U.3 (M) - Senior Living Facility		
129	HCCSD; private / nonprofits / CHDOs		HCCSD (HOME); private or nonprofit developers and CHDOs
130	U.4 (M) - Affordable/Senior Housing Complex		
131	Private or nonprofit developers /	Harris County; Airline Improvement District	Private or nonprofit developers /
132	CHDOs		CHDOs

Implementation Matrix continued..

	B	C	D	E	F
5	Project Number	Project Type and Description	Project Phase	Estimated Cost (Rounded to nearest thousand)	Estimated Annual Operating Cost
133	Task 2	Acquire land for future 150-unit Affordable Housing apartment complex along	Phase 1: Acquisition	<i>cost dependent upon</i>	N/A
134		Raymac Rd.		<i>land value at time of purchase.</i>	
135	LONG TERM TASKS				
136	U.3 (L) - Senior Living Facility				
137	Task 1	Prepare design plans for and construct a 90 unit Senior Living facility complex.	Phase 2: Design	Design: \$1,728,000	Operating costs
138			Phase 2: Construction	Construction: \$5,760,000	subject to detailed design and local conditions.
139	U.4 (L) - Affordable Housing Complex				
140	Task 1	Prepare design plans for and implement 150 unit apartment complex near	Phase 2: Design	Design: \$3,465,000	Operating costs
141		Airline Drive	Phase 2: Construction	Construction: \$11,500,000	subject to detailed design and local conditions.
142	P.1 (L) Yale Youth Center				
143	Task 1	Prepare design plans for the Rec Center.	Phase 4: Design	\$625,000	N/A
144					
145	Task 2	Construct all components associated with the Rec Center as outlined in Task 1 P.1 (L).	Phase 5: Construction	\$2,500,000	\$100,000
146	Task 3	Yale Youth Center annual programming and operations.			\$150,000
147	P.3 (L) Halls Bayou Bird Basin Park				
148	Task 1	Construct amenities associated with Bird Basin Park as outlined in P.3 (M) Task 1.	Phase 3: Construction	Construction: \$23,097,000	\$350,000
149				Divide into 3, 7.7 million packages.	
150	LONG TERM TASKS - VISION IMPLEMENTATION				
151	T.11 (L) Trails Vision				
152	Task 1	Cost for 1/4 mile of 10' wide trail including all trail amenities as listed in project T.4.	Phase 3: Construction	Construction: \$330,000	\$6,000
153					
154	T.12 (L) Arterial Street Vision				
155	Task 1	Typical local street.	Phase 3: Construction	Construction: \$308,000 Per 1/4 mile	\$50.00
156					
157	Task 2	Typical collector street.	Phase 3: Construction	Construction: \$438,000 Per 1/4 mile	\$200
158					
159	Task 3	Typical arterial street.	Phase 3: Construction	Construction: \$506,000 Per 1/4 mile	\$600
160					

	G	H	I
5	Implementing Agency	Approvals Required	Funding Sources and Partners
133	Private or nonprofit developers /	Harris County; Airline Improvement District	Private or nonprofit developers /
134	CHDOs		CHDOs
135	LONG TERM TASKS		
136	U.3 (L) - Senior Living Facility		
137	HCCSD; private / nonprofits /		HCCSD (HOME); private or nonprofit
138	CHDOs		developers and CHDOs
139	U.4 (L) - Affordable/Senior Housing Complex		
140	Private or nonprofit developers /	Harris County; Airline Improvement District	Private or nonprofit developers /
141	CHDOs		CHDOs
142	P.1 (L) Yale Youth Center		
143	Precinct 1; Airline Improvement	Harris County	Precinct 1; Airline Improvement District;
144	District		Texas Parks & Wildlife; HCCSD (CDBG)*;
145	Precinct 1; Airline Improvement District	Harris County	foundations / nonprofits
146	Precinct 1; Airline Improvement District	Harris County	Precinct 1; Airline Improvement District; Texas
147	Precinct 1; Airline Improvement District	Harris County	Parks & Wildlife; HCCSD (CDBG)*; foundations
148	Precinct 1; Airline Improvement	Harris County; HCFCD	Precinct 1; Airline Improvement District;
149	District		Texas Parks & Wildlife; HCCSD (CDBG)*;
150	LONG TERM TASKS - VISION IMPLEMENTATION		
151	T.11 (L) Trails Vision		
152	Airline Improvement District	Harris County	Precinct 1; Airline Improvement District;
153			Texas Parks & Wildlife; foundations / fundraising;
154			HCCSD (CDBG)*; H-GAC TIP
155	Airline Improvement District	Harris County	Airline Improvement District; Precinct 1;
156			adjacent property owners; HCCSD (Chapter 381,
157	Airline Improvement District	Harris County	CDBG)*
158			Airline Improvement District; Precinct 1;
159	Airline Improvement District	Harris County	adjacent property owners; HCCSD (Chapter 381,
160			CDBG)*; H-GAC TIP

* The Harris County Community Services Department (HCCSD) is not a funding source itself but channels federal funds such as Community Development Block Grants (CDBG) and structures and administers economic development agreements such as Chapter 381. HCCSD has not necessarily used these strategies and funds for like purposes in the past but could consider doing so in the future.

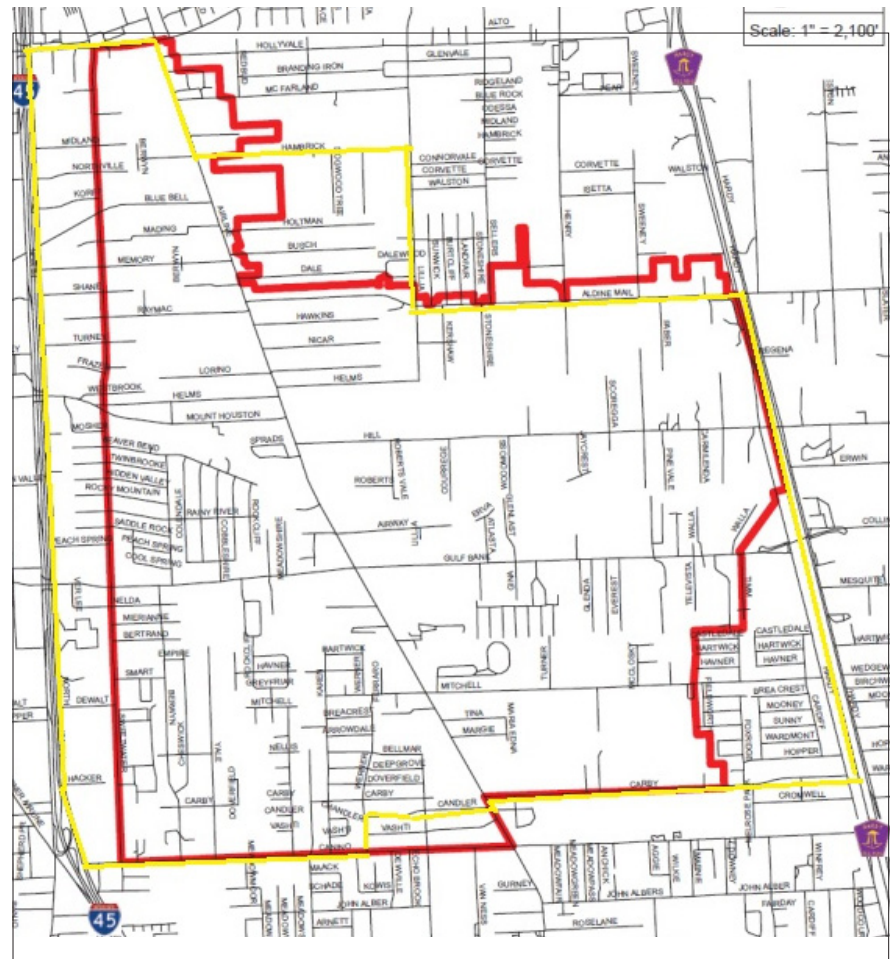


APPENDIX

DEMOGRAPHIC/ECONOMIC TRENDS

The demographic and economic trends in and around the Study Area are both a reflection and a driver of the residential and retail uses. Characteristics of the population indicate the nature of the market demand for the single family and multifamily homes. The population size and income levels, along with daytime population, determine the support for retail uses.

For purposes of analysis, the demographics will be illustrated by District Boundaries and Census Tracts. Based on information from the Airline Improvement District, the population is approximately 16,000; CDS has found that Census tract data closely aligns to the District's boundaries, therefore we will consider the Study Area to be that area formed by Census Tracts (see map).



Airline improvement district boundary (red)
Census tracts (yellow)

POPULATION/HOUSEHOLDS

The most basic measurements of the Study Area's demographic characteristics are its population and household levels. Changes in population, coupled with trends in household size, determine the number of households, which translates into the demand for both housing and commercial land uses including retail. The tables on the next page present historical, current and projected future population and household data in the Study Area. (Please note: data was obtained prior to release of 2010 Census and therefore represent third-party estimates).

According to the 2010 U.S. Census, the populations of the district Census tract area are 19,157 and 2,099,451 for the City of Houston. The population for the Study Area by Census tracts is significantly greater than the 2011 estimate and the 2016 projection.

From 1990 to 2000, the Study Area enjoyed a period of significant population growth. Since that period, pace of population growth has stagnated. Households have not grown at the same historical rate as the population. In fact for the past two decades the growth has been negative. This indicates a significant increase in the household size within the Study Area that has continued to increase over time. The 2010 Census information indicates that there are 4,969 households in the Study Area by Census tracts and 782,643 in the City of Houston. This would indicate that households have grown in the Study Area by 249 over the past 10 years which is positive (5.3%) yet slower than the City of Houston at 9%.

Study area population trends

Population	District Boundary	Census Tracts/ Study Area	City of Houston
2016 Projection	13,358	16,927	2,490,971
2011 Estimate	13,067	16,520	2,306,821
2000 Census	13,122	16,511	1,953,631
1990 Census	10,271	12,833	1,697,610
Growth 2011-2016	2.23%	2.46%	7.98%
Growth 2000-2011	-0.42%	0.06%	18.08%
Growth 1990-2000	27.75%	28.66%	15.08%

Sources: PCensus; CDS | Spillette;

There is a strong presence (32.92%) of children, under the age of 18 within the Study Area, slightly higher than that of the City of Houston overall (27.89%). The Study Area's 2011 median age of 29.82 years, lower than the citywide figure of 32.49, reflects the high youth population. More than half of the population is married (56.9%).

Not surprisingly, within the Study Area there is a higher share of households who are estimated to have at least one child under the age of 18 currently living at home when compared to the city. Data for the Study Area and the city is illustrated in the table below and to the right.

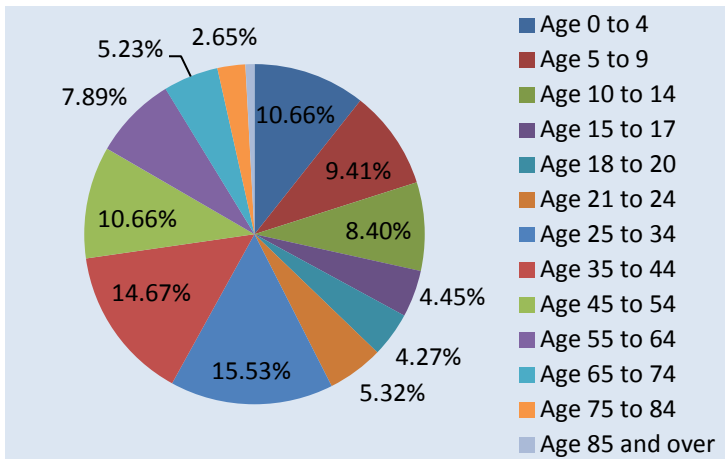
The second "Household Trends" table on the next page provides information comparing the two areas by the duration of residence. This is defined by the average length of time that residents have lived in their current location. As the table shows the Study Area has a longer duration for both owners and renters over the City of Houston. This is a positive sign as lower figures in these categories would have indicated a large share of transient population that can hurt community cohesion.

Study area household trends

Households	District Boundary	Census Tracts	City of Houston
2016 Projection	3,665	4,558	893,425
2010 Estimate	3,674	4,561	837,877
2000 Census	3,818	4,720	717,945
1990 Census	3,391	4,165	641,561
Growth 2010-2015	-0.25%	-0.07%	6.63%
Growth 2000-2010	-3.78%	-3.37%	16.70%
Growth 1990-2000	12.59%	13.34%	11.91%

Sources: PCensus; CDS | Spillette

2011 Study area population age distribution



Source: PCensus for MapInfo, 2011 Tetrad Computer Applications, CDS | Spillette

2011 Population by marital status

2011 Estimated Population Age 15 and Over by Marital Status	11,816	
Total, Never Married	3,633	30.75%
Married	6,725	56.92%
Widowed and or Divorced	1,458	12.34%

Source: PCensus for MapInfo, 2011 Tetrad Computer Applications, CDS | Spillette

Study area household trends

As shown in the Household Trends Table, the Study Area has a significantly lower number of one person households; this likely correlates with the high percentage of married persons in the area. Approximately 85% of the households in the Study Area have two or more persons while the City reports 70%. The number of households with five or more persons is 29% in the Study Area which is twice as many as the City of Houston overall, at 14%.

Households By Size	Census Tracts		City of Houston	
	4,561		837,877	
1-person household	664	14.56%	247,023	29.48%
2-person household	1,025	22.47%	228,997	27.33%
3-person household	770	16.87%	131,137	15.65%
4-person household	768	16.83%	106,744	12.74%
5-person household	605	13.28%	63,269	7.55%
6-person household	357	7.83%	31,881	3.80%
7 or more person household	372	8.16%	28,826	3.44%
Avg. Household Size	3.59		2.71	

Sources: PCensus; CDS | Spillette

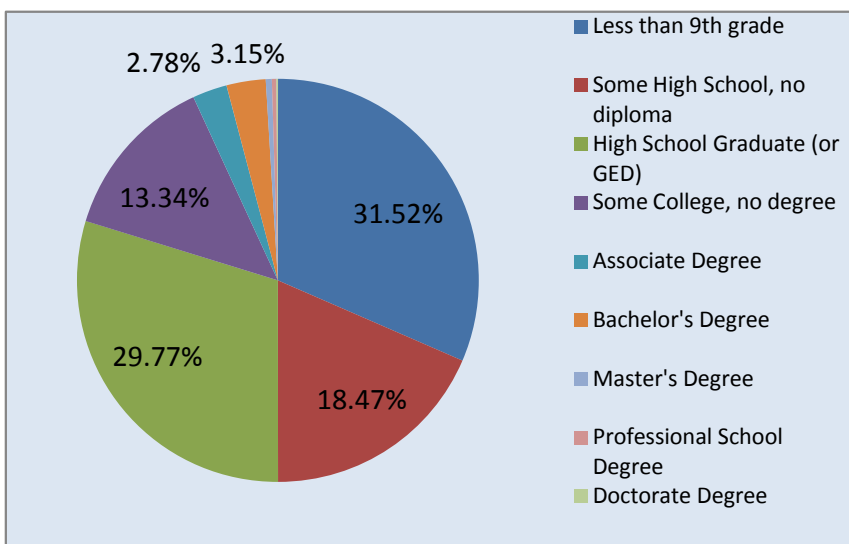
EDUCATIONAL ATTAINMENT

Educational attainment for resident population over age 25 within the Study Area is illustrated in the pie chart below. The Study Area population has a relatively high share of population without education past high school. The largest single classification of educational achievement within the Study Area is the less than 9th Grade segment which represents 31.52%. This is significantly higher than the City of Houston (15.55% not shown).

Study area household trends

	Census Tracts		City of Houston	
	Count	Share	Count	Share
Children in Household	2,255	49.4%	301,473	35.9%
	Owned	Rented	Owned	Rented
Duration of Residence	21 years	9 years	15 years	7 years

Study area 2011 educational attainment



Approximately 93% of the residents do not have a degree (8,842). Of these, 13% or 1,267 have some college.

In contrast, the share of population with a college degree or higher is significantly lower in the Study Area (4.12%) than for the City overall (27.42% not shown).

Source: PCensus for MapInfo, Tetrad Computer Applications, 2011, CDS | Spillette

Study area ethnicity

ETHNICITY

Currently Hispanics or Latinos comprise a significantly larger share of population in the Study Area than of the City of Houston overall. Hispanics represent approximately 77% of the Study Area's population, up from 62% in 2000; growth of 2,561 or approximately 256 annually. The ethnic categories that show a significantly smaller share in the Study Area than the city include Black/African Americans and Asians. The count and share of total population represented by each ethnicity is presented in the table below.

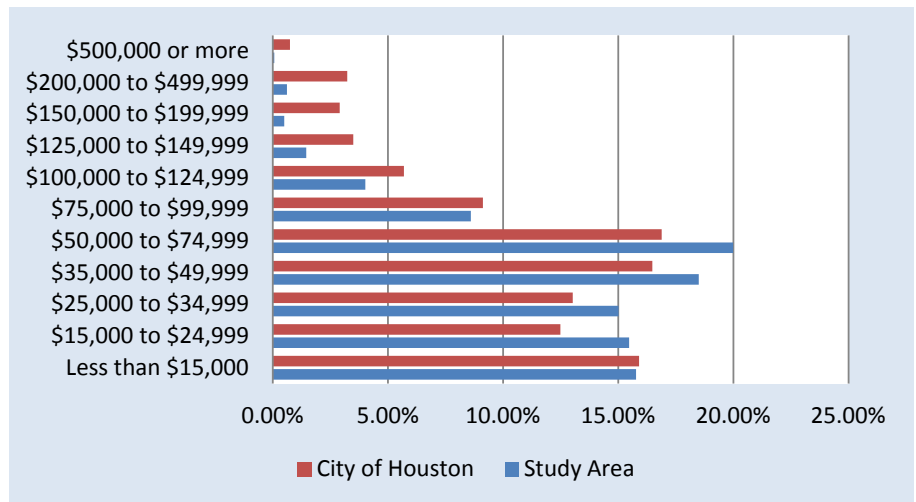
2011 Estimated Population by Single Race	Census Tracts		City of Houston	
	Count	Share	Count	Share
White	10,037	60.7%	1,082,186	46.9%
Black or African American	524	3.1%	542,676	23.5%
American Indian and Alaska Native	95	0.6%	12,527	0.5%
Asian	372	2.2%	129,267	5.6%
Native Hawaiian and Other Pacific Islander	19	0.1%	2,188	0.1%
Some Other Race	4,766	28.8%	449,502	19.5%
Two or More Races	707	4.3%	88,475	3.8%
Population Hispanic or Latino by Origin				
Not Hispanic or Latino	3,700	22.4%	1,268,419	54.9%
Hispanic or Latino	12,820	77.6%	1,038,402	45.0%

Sources: PCensus for MapInfo; CDS | Spillette

HOUSEHOLD INCOME

The estimated 2011 household income distribution for the Study Area and the City of Houston have been provided in the adjacent chart. The income distribution for the Study Area was more heavily weighted toward lower ranges than the distribution for the City overall. The estimated 2011 median income in the Study Area is \$38,026, lower than the citywide estimate of \$42,804.

Study area income distribution



Sources: PCensus for Map Info; CDS | Spillette

EMPLOYMENT

The Retail Trade and Healthcare Services categories are the top two job classifications currently in the Study Area. These two employment classifications make up roughly 31% of the jobs within the Study Area, as seen in the chart to the right. Wholesale Trade and Other Services make up another 22% of the jobs. The largest portion of retail positions are in motor vehicle and parts, while the majority of the other service oriented positions are in the Repair and Maintenance field.

Overall there is a fairly lower mix of white collar (34%) jobs as compared to blue collar (47%) jobs within the H-GAC Study Area. Also, there is an estimated employee population of nearly 4,200 that can help support Study Area businesses.

MARKET ANALYSIS - RESIDENTIAL

HOUSING UNIT MIX

The 2011 estimated housing unit mix for the H-GAC Study Area and the City of Houston are organized by unit type in the table to the right. This table illustrates the lower proportion of multifamily units with the H-GAC Study Area than exists within the City of Houston. The total Share of multifamily units citywide is 47.3%, compared to only 7.4% for the Study Area.

OWNER VS. RENTER

As expected based on unit mix, a comparison of owner versus renter occupied housing units reveals that the Study Area has a higher portion of owner occupied housing units than the city. However, these figures include only occupied housing units. Furthermore, there is likely a significant portion of single family homes that are renter-occupied.

SINGLE FAMILY EXISTING CONDITIONS

HOUSING VALUES

A comparison of home values between the City of Houston with those in the H-GAC Study Area reveals that on a median basis the Study Area is significantly lower. Notable differences can

Study area employment

SIC Job Category	2010
Retail Trade	713
<i>Motor Vehicle and Parts</i>	433
Healthcare and Social Assistance	588
Wholesale Trade	471
Other Services	453
<i>Repair and Maintenance</i>	304
Construction	432
Manufacturing	395
Food Services	230
Finance, Insurance, Real Estate	207
Professional, Scientific, Technical	165
Educational Services	149
Transportation, Utilities	112
Admin., Support, Waste Mgmt	84
Arts, Entertainment, Recreation	37
Public Administration	33
Information	25
Total	4,178

Source: PCensus for ArcGIS; CDS | Spillette

Study area housing units by type

Housing Units by Type	2011 Estimate			
	Market Area		City of Houston	
	Number	Shares	Number	Shares
1 Unit Attached	93	1.87%	47,345	5.01%
1 Unit Detached	3,737	75.13%	441,252	46.65%
2 Units	134	2.69%	17,471	1.85%
3 or 4 Units	0	0.00%	36,167	3.82%
5 to 19 Units	121	2.43%	232,583	24.59%
20 to 49 Units	97	1.95%	63,715	6.74%
50 or More Units	18	0.36%	98,275	10.39%
<i>All Multifamily</i>	<i>370</i>	<i>7.44%</i>	<i>448,211</i>	<i>47.38%</i>
Mobile Home or Trailer	774	15.57%	8,638	0.91%
Boat, RV, Van, etc.	0	0.00%	486	0.05%
Total	4,974		945,932	

Source: PCensus for MapInfo, Tetrad Computer Applications, 2011, CDS | Spillette

be found in the distribution of home sales prices. The Study Area has nearly twice the share of housing units within the Less than \$20,000 to \$59,999 range when compared to the City of Houston. This lack of diversity in home value is a bit of a challenge for the Study Area because it limits the types of potential buyers and is a potential indicator of a stagnant housing market that does not have a large share of new, higher value units replacing older, lower value, units.

Occupied Study Area housing units by tenure

	2011 Estimate			
	Market Area		City of Houston	
	Number	Shares	Number	Shares
Owner-Occupied	3,540	77.61%	385,866	46.05%
Renter-Occupied	1,021	22.39%	452,011	53.95%
Total	4,561		837,877	

Source: PCensus for MapInfo, Tetrad Computer Applications, 2011, CDS | Spillette

Value of Study Area single family housing units

All Owner-Occupied Housing Units by Value	2010 Estimate			
	Market Area		City of Houston	
	Number	Shares	Number	Shares
Less than \$20,000	288	8.14%	6,416	1.66%
\$20,000 to \$39,999	280	7.92%	16,831	4.36%
\$40,000 to \$59,999	357	10.09%	34,915	9.05%
\$60,000 to \$79,999	571	16.13%	43,195	11.19%
\$80,000 to \$99,999	645	18.23%	45,611	11.82%
\$100,000 to \$149,999	1,141	32.23%	96,718	25.07%
\$150,000 to \$199,999	172	4.87%	41,592	10.78%
\$200,000 to \$299,999	39	1.10%	45,500	11.79%
\$300,000 to \$399,999	21	0.60%	20,683	5.36%
\$400,000 to \$499,999	15	0.42%	12,056	3.12%
\$500,000 to \$749,999	9	0.25%	13,499	3.50%
\$750,000 to \$999,999	0	0.00%	4,284	1.11%
\$1,000,000 or more	0	0.00%	4,566	1.18%
Median House Value	\$88,464		\$123,762	

Source: PCensus for MapInfo, Tetrad Computer Applications, 2011, CDS | Spillette

AGE OF HOUSING

Current estimates of housing age for the City and the Study Area are presented in the table on the following page. This data further illustrates the previously mentioned lack of recent home construction in the Study Area. Although the median year built is more recent in the City of Houston, 23.3% of all homes within the Study Area were built within the period from 1970 to 1979. This is almost exactly the same as the share of homes within Houston that were built in the same time period. This means that other than the challenge previously mentioned as a lack of price diversity, there is also an overly large portion of homes in the Study Area that are simultaneously aging. If there is no reason for an increase in land value which would encourage replacement or significant remodeling/rehabilitation there is an inherent potential for these home to begin appearing more aged and to be left in disrepair by some property owners if market conditions do not create financial incentives for reinvestments and upgrades. As seen on the above table, approximately 3% of the homes in the Study Area were built in the past 10 years.

Age of housing in Study Area

Housing Units by Year Structure Built	2011 Estimate			
	Market Area		City of Houston	
	Number	Shares	Number	Shares
2000 to 2010	142	2.86%	170,683	18.04%
1990 to 1999	307	6.18%	82,499	8.72%
1980 to 1989	537	10.79%	138,785	14.67%
1970 to 1979	1,163	23.38%	216,897	22.93%
1960 to 1969	1,688	33.94%	144,674	15.29%
1950 to 1959	667	13.41%	105,000	11.10%
1940 to 1949	308	6.20%	46,768	4.94%
1939 or Earlier	161	3.24%	40,626	4.29%
Total	4,974		945,932	
Median Year Built	1968		1976	

Source: PCensus for MapInfo, Tetrad Computer Applications, 2010, CDS | Spillette

Historic performance for single family

Year	Total Sales	Median Sq Ft	Median Beds	Median Full Baths	Median SP/Sq Ft	Median Sale Price	Median SP/LP %	Median CDOM	Median Year Built
2002	106	1,296	3	1	\$64.69	\$79,405	99%	42.5	1965
2003	118	1,374	3	1	\$64.96	\$87,850	99.5%	59	1965
2004	133	1,338	3	1	\$68.71	\$90,000	100%	74	1965
2005	112	1,380	3	1	\$71.87	\$92,500	100%	61	1965
2006	95	1,315	3	1	\$72.77	\$95,000	100%	45	1965
2007	72	1,348	3	1	\$64.74	\$91,750	98%	59	1965
2008	56	1,386	3	2	\$63.86	\$85,000	99%	98	1965
2009	52	1,477	3	1.5	\$57.34	\$78,000	96%	115	1966
2010	40	1,427	3	1	\$51.19	\$72,500	95%	83	1965
2011	32	1,505	3	2	\$46.80	\$69,500	97%	73.5	1965
Total/Median	816	1,359	3	1	\$65.62	\$87,950	99%	62	1965

Source: Multiple Listing Service, CDS | Spillette

SINGLE FAMILY SALES PERFORMANCE

Due to the nature of single family development and neighborhood cohesion, the single family sales data and statistics have been compiled using the H-GAC Study Area key map pages. This allows for more data points and a more accurate representation of the true single family market in the Study Area.

Historical sales statistics for the area's single family residences are highlighted in the table on the previous page. Overall trends for the market have been mostly positive since 2002. Sales volume and pricing fluctuations track closely with the City of Houston and the entire Houston MSA over the same period. The median Consecutive Days on Market (CDOM) tracked fairly close over the historical period as well.

The most noteworthy comparison between the historical performance of single family in the Study Area and the City of Houston is in the price per square foot for homes sold. This measure allows a comparison of market-established value. These price trends track relatively close over the past 10 years, as seen in the graph to the right. However, the Study Area subdivisions have been consistently lower priced than the median values for the City of Houston since 2007.

The most recent single family development includes Aldine Village Section 2 with homes built from 2005 to 2007 and sold from \$70 to \$79psf. This subdivision is located off Lillja, north of Aldine Mail Rt. The original development (sec. 1) is approximately 30 years old now with the majority of homes built in 1979. These homes ranged from 1,100 to 1,500 square feet.

Other recent development includes in-fill of vacant lots in the Study Area. One unique feature of the Study Area is that its unrestricted, larger-sized parcels, primarily east of Airline, are an opportunity for small business entrepreneurs to have a live-work arrangement with their home and business on the same property. Hispanic business owners, especially those whose business is automobile-related, have been taking advantage of this opportunity in recent years. One real estate agent who has worked in the area reports that these buyers, while not fitting into a conventional home buyer profile, often have access to substantial capital sources in the U.S. or Mexico to make these personal investments.

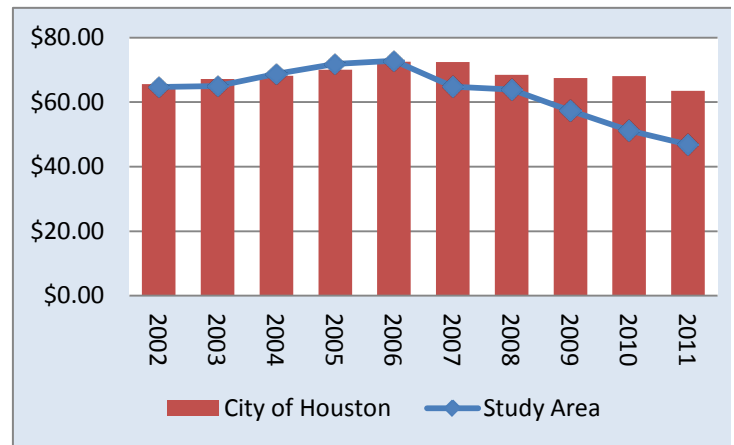
MULTIFAMILY EXISTING CONDITIONS

In order to fully understand the multifamily residential market the analysis uses the Northline/Airline submarket to gauge overall market conditions for the Airline Improvement District Livable Centers Area. The area highlighted in yellow on the Houston submarkets map to the right indicates the boundaries of the submarket which are basically the Sam Houston Toll Way to the north, Aldine Westfield to the east, Loop 610 to the south, and Interstate 45 to the west.

The Commercial Submarket Area boundary includes 63 properties. Given that the H-GAC Study Area includes two multifamily properties, the inclusion of the submarket properties allows for a better understanding of the multifamily market affecting the Study Area. It should be noted that slightly less than 50% of the properties are either tax credit, section 8, or subsidized housing.

One of the two multifamily structures in the District is

Historic home sales price / sq.Ft. Trends



Sources: Multiple Listing Service; CDS |Spillette



Houston submarkets map

called Country Living. It is a Class D property with rents at \$0.48, which is significantly lower than the average rent of \$0.72 in the overall market. However, the occupancy is above the weighted market average at 90%.

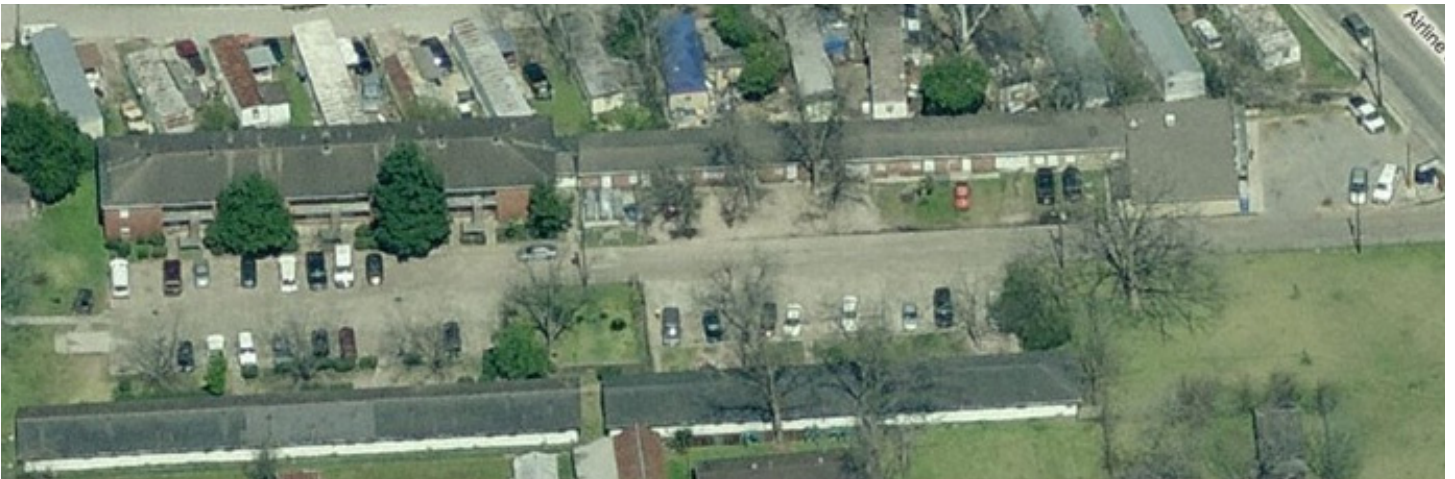
Located at 9135 Airline is an unconventional five building, 33 unit property built in 1950 and 1958. The property includes efficiencies, one bedroom, two bedroom and three bedroom units. The buildings are considered Class C by HCAD records. Four of the buildings are one-story quad type dwellings while the fifth building is a two-story garden type building. No other information was available regarding this property.

Multifamily housing in the district



Country Living

Multifamily housing in the District



9135 Airline Drive

Market area multifamily inventory

c	Class	Total Units	Occ	Avg Rent/	Avg Rent/	Avg	Built	Renov	Prop
				SF	Unit	SF			Type
Aldine	B	96	95.00%	\$0.99	\$730	742	1963	1993	Conventional
Blue Bell Crossing	C	195	99.00%	\$0.60	\$475	809	1978	N/A	Conventional
Capewood	C	179	80.00%	\$0.61	\$508	846	1977	2003	Conventional
Casa Real	C	176	87.50%	\$0.62	\$538	883	1974	1997	Conventional
Concord at Little York	B	276	80.00%	\$0.64	\$742	1162	2001	2009	Subsidized Housing
Concord Green	C	188	98.00%	\$0.79	\$561	718	1978	N/A	Conventional
Coppertree Village	C	324	97.00%	\$0.83	\$663	808	1968	N/A	Project-Based Section 8
Costa Rialto	B	216	95.00%	\$0.73	\$818	1125	2009	N/A	Tax Credit
Country Living*	D	30	90.00%	\$0.48	\$580	1200	1979	N/A	Conventional
Fallbrook Ranch	B	196	91.00%	\$0.78	\$801	1034	2004	N/A	Tax Credit
Graceland Terrace	C	37	80.00%	\$0.69	\$506	745	1962	N/A	Affordable Housing
Heatherbrook	B	176	97.00%	\$0.76	\$869	1146	2004	N/A	Tax Credit
Hollwale	C	34	80.00%	\$0.61	\$457	747	1972	N/A	Conventional
House of Kent	C	66	90.00%	\$0.76	\$579	770	1968	N/A	Conventional
Independence Hall	C	292	93.00%	\$0.85	\$399	472	1974	2002	Project-Based Section 8
La Casita Ph I	C	346	88.00%	\$0.68	\$514	776	1965	2001	Tax Credit
La Casita Ph II	C	278	88.00%	\$0.69	\$538	787	1965	2001	Conventional
Las Brisas	D	148	100.00%	\$0.63	\$544	885	1976	N/A	Affordable Housing
Las Palmas	D	146	87.00%	\$0.87	\$687	800	1970	1993	Conventional
Lincoln Park	D	264	0.00%	\$0.52	\$591	1143	1970	1992	Tax Credit
Lincoln Park Apartments	B	264	100.00%	\$0.73	\$773	1083	2008	N/A	Tax Credit
Little York Villas	B	128	95.00%	\$0.60	\$647	1090	2005	N/A	Tax Credit
Magnolia Regency II	C	124	72.00%	\$0.69	\$641	924	1972	2000	Affordable Housing
Mayfair Park	B	178	89.00%	\$0.86	\$837	980	2005	N/A	Tax Credit
Meadow Lea	C	46	75.00%	\$0.81	\$633	796	1962	1989	Conventional
Meadowbrook Plaza	B	220	94.00%	\$0.77	\$671	875	1998	N/A	Tax Credit
Meadows on Blue Bell	C	236	100.00%	\$0.66	\$503	782	1982	2006	Conventional
Mission Falls	B	228	91.00%	\$0.64	\$669	1057	1996	N/A	Tax Credit
Monterrey Villa	D	36	91.00%	\$0.57	\$340	600	1963	1993	Conventional
Monterrey Vista	D	28	70.00%	\$0.64	\$574	900	1959	N/A	Affordable Housing
Nordling Chateau	C	160	90.00%	\$0.67	\$576	866	1972	1991	Conventional
Northline Apartment Homes	B	172	90.00%	\$0.84	\$796	960	2011	N/A	Tax Credit
Northline Colonial	C	84	98.00%	\$0.94	\$750	795	1964	1993	Conventional
Northline Point	C	200	95.00%	\$0.89	\$814	925	1972	N/A	Project-Based

Market area multifamily inventory continued

c	Class	Total Units	Occ	Avg Rent/	Avg Rent/	Avg	Built	Renov	Prop
				SF	Unit	SF			Type
									Section 8
Northline Terrace	B	52	97.00%	\$0.84	\$586	696	1962	N/A	Conventional
Northpoint	C	102	100.00%	\$0.79	\$615	801	1971	2000	Conventional
Northwood Villas	U	325	N/A	\$0.64	\$600	961	1974	N/A	Tax Credit
Oak Arbor Town Homes	B	94	97.00%	\$0.70	\$717	1047	2003	N/A	Tax Credit
Oakdale Manor	D	65	94.00%	\$0.77	\$575	796	1966	2001	Conventional
Oxford Place	B	250	98.00%	\$0.45	\$489	1115	2006	N/A	Tax Credit
Oxford Square	D	60	99.00%	\$0.46	\$400	876	1970	N/A	Conventional
Parker Square	C	175	88.00%	\$0.96	\$800	842	1973	N/A	Conventional
Parkway Plaza	C	140	95.00%	\$0.95	\$707	759	1972	2001	Conventional
Pecan Shadows	C	121	98.00%	\$0.72	\$658	943	1973	1993	Project-Based Section 8
Pine Village North	U	125	50.00%	\$0.51	\$690	1354	1974	N/A	Conventional
Pinewood North	C	128	70.00%	\$0.64	\$525	833	1979	2001	Conventional
Primrose Casabella	B	280	90.00%	\$0.72	\$646	895	2005	N/A	Senior Tax Credit
Redstone Apts	C	N/A	81.00%	N/A	N/A	N/A	1960	N/A	Conventional
Redwood Village Ph I	D	68	75.00%	\$0.66	\$444	679	1963	N/A	Conventional
Redwood Village Ph II	D	36	75.00%	\$0.42	\$450	1070	1971	N/A	Conventional
Rockwood Landing	C	192	90.00%	\$0.65	\$546	848	1980	N/A	Conventional
Shoreham, The	B	120	97.00%	\$0.73	\$726	997	2001	N/A	Tax Credit
Skylane North	U	84	60.00%	\$0.47	\$632	1370	1961	1992	Conventional
Tidwell Park	C	129	99.20%	\$0.79	\$589	763	1972	N/A	Conventional
Versailles	C	292	15.00%	\$0.65	\$474	731	1969	1992	Conventional
Victoria Manor	C	86	85.00%	\$0.66	\$452	711	1973	N/A	Conventional
Villa del Sol Apts.	C	31	100.00%	\$0.50	\$311	623	1963	N/A	Conventional
Villa Provincial Apts.	B	63	96.00%	\$0.79	\$482	615	1964	1993	Conventional
Village Park North	C	100	85.00%	\$0.79	\$673	854	1965	2008	Tax Credit
Vista Villa	C	79	87.00%	\$0.80	\$646	814	1964	1993	Tax Credit
Walnut Creek	C	280	80.00%	\$0.71	\$480	682	1984	2002	Conventional
Waterside Court	B	118	95.00%	\$0.71	\$1,017	1432	2007	N/A	Tax Credit
Yale Court	D	250	82.00%	\$0.89	\$687	777	1971	N/A	Conventional
Yale Village	C	250	98.00%	\$0.88	\$728	838	1972	N/A	Project-Based Section 8
TOTAL/AVERAGES		9862	82.60%	\$0.72	\$614	888	1978		

Source: O'Connor & Associates, CDS | Spillette

*Property located within H-GAC Livable Centers Study Area

EXISTING PROPERTY PERFORMANCE

There is a large concentration of multifamily complexes in the commercial submarket area. The analysis identified a total of 9,862 units in the 60 conventional complexes. Of this total there is an overall weighted-average occupancy rate of 82.6% compared to the Houston area of 88%.

Rental rates, according to O'Connor and Associates data, are also somewhat low. Quoted rents range from \$0.42 to \$0.96 per square foot with an overall weighted average of \$0.72 per square foot compared to the Houston overall \$0.89psf.

Historical multifamily absorption has fluctuated significantly over time. The submarket area has gained occupancy of 192 units within the last two year period and has increased 549 units over the last five year period ending in December of 2011. The trend in the submarket area is of positive absorption.

Occupancy has remained steady in the market with averages around 90%. 2010 showed an increase in occupancy to 91% which is the highest in five years.

Rents in the submarket area have been steadily increasing over the past 10 years. However, these rent levels by themselves do not typically allow for the owners' investments in property upkeep and upgrades in a profitable fashion.

AGE OF PROPERTIES

A total of 69.2% of the units in the Market Area were built in the 1960s and 1970's. Although some complexes have been renovated, as mentioned in the previous inventory table, most properties in the area are becoming aged and are likely to deteriorate unless the market improves enough to justify capital expenditure by property owners or there is funding for remodeling and rehabilitation from other sources. The effects of physical deterioration are clearly visible at some properties.

Interestingly, the most recent construction in the area from 2000 to 2011 has been tax credit, senior housing (1) or Section 8 properties.

RECENT APARTMENT DEVELOPMENT

StoneArch Development & Construction recently completed construction of Northline Apartment Homes, a 172-unit, Class B Tax Credit apartment community located at 7211 Northline Drive in the Northline/Aldine submarket (413W). The community features one, two and three bedroom units with an average size of 960 square feet and average rental rates of \$0.84 per square foot. The property is currently 90% occupied. Common area amenities include a swimming pool, fitness room, business center and picnic areas. Unit amenities include private balconies, energy efficient appliances, high speed internet and washer/dryer connections.

Market area historical multifamily absorption

Year	Overall	Class			
	Total	A	B	C	D
2011	56	N/A	63	-8	2
2010	146	N/A	32	129	-16
2009	296	N/A	274	-11	33
2008	180	N/A	-30	231	-21
2007	-129	N/A	-6	-80	-42
2006	-183	N/A	14	-217	19
2005	691	N/A	509	111	71
2004	21	N/A	228	-185	-23
2003	22	N/A	63	-61	19
2002	-49	N/A	9	-51	-7
2001	-4	N/A	64	23	-90

Source: O'Connor & Associates, CDS | Spillette

Market area historical multifamily occupancy

Year	Overall	Class			
	Total	A	B	C	D
2010	91.2%	N/A	93.95%	90.36%	87.42%
2009	89.4%	N/A	92.81%	87.86%	88.09%
2008	90.1%	N/A	88.18%	91.48%	88.88%
2007	89.5%	N/A	92.47%	87.76%	91.35%
2006	90.8%	N/A	92.38%	89.09%	96.39%
2005	92.1%	N/A	91.65%	91.94%	94.07%
2004	88.5%	N/A	88.24%	89.59%	82.28%
2003	92.7%	N/A	92.74%	93.86%	85.55%
2002	93.4%	N/A	93.22%	95.26%	82.74%
2001	94.2%	N/A	92.37%	96.43%	83.74%

Source: O'Connor & Associates, CDS | Spillette

Market area historical multifamily rent/sf

Year	Overall	Class			
	Total	A	B	C	D
2010	\$0.73	N/A	\$0.69	\$0.75	\$0.72
2009	\$0.71	N/A	\$0.66	\$0.74	\$0.72
2008	\$0.68	N/A	\$0.62	\$0.71	\$0.73
2007	\$0.68	N/A	\$0.64	\$0.70	\$0.72
2006	\$0.69	N/A	\$0.67	\$0.70	\$0.71
2005	\$0.67	N/A	\$0.67	\$0.67	\$0.69
2004	\$0.64	N/A	\$0.66	\$0.65	\$0.58
2003	\$0.64	N/A	\$0.65	\$0.65	\$0.58
2002	\$0.63	N/A	\$0.70	\$0.63	\$0.58
2001	\$0.60	N/A	\$0.69	\$0.59	\$0.55

Source: O'Connor & Associates, CDS | Spillette

OUTLOOK

The District stands out on the north side of the urbanized area for its lack of multifamily inventory (not including mobile homes). Most recently built properties in the Market Area just south of the Study Area are well-occupied. The wide range of employers both north and south of the Study Area, including many industrial and retail establishments, likely generate strong demand for rental housing within and around the Study Area. However, supportable rent levels are not currently sufficient to warrant unsubsidized new construction. It is notable that recently built properties in the nearby area have had some form of subsidy such as tax credits. Such is likely to be the case in the near to middle terms in the Study Area.

MARKET ANALYSIS - COMMERCIAL/RETAIL EXISTING PROPERTY PERFORMANCE

The primary retail area for the H-GAC Study Area is the 77037 zip code area (shown in the map to the right). Located in this zip code there are 1,104,275 square feet of retail space in 23 retail centers. The Airline Improvement District makes up a large part of this zip code, however it also includes retail and commercial along Little York Road and I-45 which is not part of the Airline ID.

Within the Airline Improvement District boundaries there are five operating retail centers which are included in the submarket area.

Recently there has been an additional 10,500 square feet of space constructed in the market as shown in the table below. As seen, the majority of the space (sf) has been built since 1990 which signifies growth in the market. Two of these were single tenant including Academy and Walgreens.

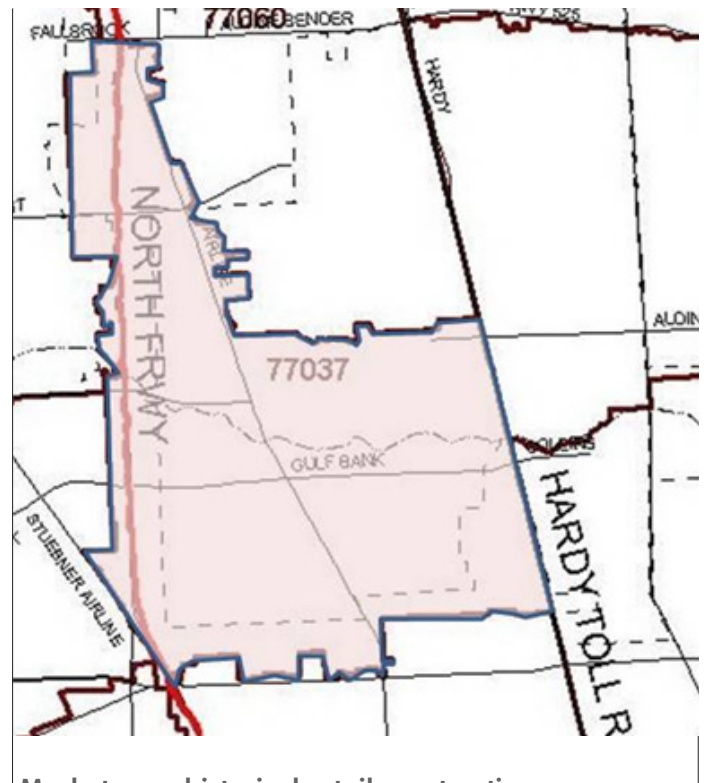
Retail space is typically classified and compared by class or type. The following two tables highlight the historical absorption and correlated occupancy of retail by both class and type for a 10 year period. Although there have been significant swings in occupied space throughout the period, the overall total space has a loss of 318,735 square feet. This represents an overall average occupancy of 80.1%. The ability for the market to sustain support for a somewhat consistent quantity of retail is a positive. However, higher levels of occupancy near 85% to 90% would be much more ideal and would indicate a healthy market that has community support. The best performing space by class has been unanchored, while strip centers have outperformed the neighborhood and community retail when categorized by type.

Market area historical Multifamily construction

Decade	Complexes
1960's	18
1970's	26
1980's	3
1990's	2
2000's	13
Total	63

Source: O'Connor & Associates, CDS | Spillette

Map of retail/commercial area - zip code 77037



Market area historical retail construction

Decade	Centers	SF	Occupancy
1950's	2	36,596	100.0%
1970's	9	300,353	84.9%
1980's	3	101,978	80.8%
1990's	3	515,784	100.0%
2000's	5	139,064	95.5%
2011	1	10,500	0.0%
Total	23	1,104,275	90.0%

Source: O'Connor & Associates, CDS | Spillette

Retail within 77037 zip code

Building Name	Occupancy %	Gross SF	Rent Avg	STMT	Building Type Name	Year Built	Yr Renov
North 45 Plaza	76.16	132,239	\$2.98	Multi Tenant	Neighborhood	1975	
Northgate	100	43,244	\$0.92	Multi Tenant	Neighborhood	1972	
West Road Plaza	100	450,000	\$1.83	Multi Tenant	Community	1992	2006
520 Gulf Bank Rd	100	21,730	\$0.49	Multi Tenant	Strip Center	1983	
Mclendon Plaza	100	16,000	\$0.00	Multi Tenant	Strip Center	2002	
Conn's	100	41,314	\$0.00	Single Tenant	Single Tenant	1988	
525 Plaza	90.51	17,120	\$1.00	Multi Tenant	Strip Center	1978	
10998 North Frwy	100	14,172	\$1.25	Multi Tenant	Strip Center	1977	
Dyna Shopping Cntr	62.98	32,200	\$1.00	Multi Tenant	Neighborhood	1976	
Airline & Buckboard	100	21,000	\$1.00	Multi Tenant	Strip Center	1976	
9000 Airline Dr	100	10,380	\$1.50	Single Tenant	Single Tenant	1956	1970
Academy Sports	100	52,500	\$0.00	Single Tenant	Single Tenant	1996	
North Freeway Cntr	100	16,500	\$1.30	Multi Tenant	Strip Center	1970	
West Road Collection	90.52	65,853	\$1.75	Multi Tenant	Neighborhood	2006	
TRS Furniture	49.92	38,934	\$0.65	Multi Tenant	Neighborhood	1982	
8505 Airline Dr	100	19,500	\$0.98	Multi Tenant	Strip Center	2003	
Airline Plaza	100	27,245	\$0.00	Multi Tenant	Neighborhood	2005	
Anita Retail Center	100	10,466	\$1.50	Multi Tenant	Strip Center	2002	
Walgreens	100	13,284	\$0.00	Single Tenant	Single Tenant	1994	
8720 Airline Dr	100	26,216	\$0.00	Multi Tenant	Neighborhood	1950	2002
9820 North Fwy	100	11,478	\$0.00	Multi Tenant	Strip Center	1970	
Airline Plaza	0	10,500	\$0.00	Multi Tenant	Strip Center	2011	
8100 N Fwy	100	12,400	\$0.00	Single Tenant	Single Tenant	1979	
TOTAL/AVERAGES	90.30%	1,104,275	\$1.30			1984	

Source: O'Connor and Assoc; CDS | Spillette yellow=within District boundaries *includes properties over 10,000sf

Market area historical retail absorption

Year	Overall	Class			Type				
	Total	Anchored	Un-Anchored	Grocery Anchored	Single Tenant	Strip Center	Neighborhood	Community	Regional
2011	-26,871	0	-31,711	4,840			-26,871		
2010	-89,915	-24,629	-58,989	-6,297	38,129	19,536	32,250	0	0
2009	12,128	0	4,428	7,700	-9,280	-7,305	28,714	0	0
2008	-229,016	-187,392	-33,924	-7,700	0	0	-41,625	-187,392	0
2007	-23,572	-11,709	-11,661	-202	-13,284	-20,425	8,562	1,575	0
2006	-94,527	-27,809	-8,767	-57,951	0	-4	-66,713	-27,809	0
2005	-164	0	-164	0	0	-5,453	5,290	0	0
2004	-115,224	-135,568	20,344	0	38,934	-13,300	-5,290	-135,568	0
2003	129,191	69,859	59,332	0	0	-19,122	9,269	139,044	0
2002	119,235	107,759	11,476	0	0	-425	11,902	107,759	0
TOTAL	-318,735	-209,489	-49,636	-59,610	54,499	-46,498	-44,512	-102,391	0

Source: O'Connor & Associates, CDS | Spillette

Market area historical retail occupancy

Year	Overall	Class			Type				
	Total	Anchored	Un-Anchored	Grocery Anchored	Single Tenant	Strip Center	Neighborhood	Community	Regional
2011	92.6%	100.0%	84.3%	90.4%	N/A	92.2%	81.0%	100.0%	N/A
2010	89.9%	100.0%	76.6%	97.8%	N/A	91.7%	73.7%	100.0%	N/A
2009	92.8%	100.0%	84.5%	88.3%	N/A	96.3%	87.3%	100.0%	N/A
2008	80.0%	80.2%	78.1%	99.9%	N/A	93.6%	87.4%	75.5%	N/A
2007	77.4%	80.2%	74.3%	88.2%	N/A	93.6%	82.1%	75.5%	N/A
2006	79.5%	79.9%	77.5%	87.9%	N/A	92.5%	85.2%	76.0%	N/A
2005	74.0%	73.3%	74.8%	0	N/A	91.6%	80.2%	68.0%	N/A
2004	74.1%	73.3%	75.1%	0	N/A	87.7%	82.7%	68.0%	N/A
2003	59.6%	40.7%	82.9%	0	N/A	81.9%	80.2%	29.0%	N/A
2002	81.4%	69.0%	92.6%	0	N/A	86.1%	91.0%	69.0%	N/A
AVERAGE	80.13%	77.40%	80.46%	50.52%		90.61%	84.12%	73.44%	

Source: O'Connor & Associates, CDS | Spillette, 4th Quarter

Market area historical retail rent/sF

Year	Overall	Class			Type				
	Total	Anchored	Un-Anchored	Grocery Anchored	Single Tenant	Strip Center	Neighborhood	Community	Regional
2011	\$1.76	\$1.83	\$1.67	\$1.75	N/A	\$1.02	\$1.94	\$1.83	N/A
2010	\$1.76	\$1.83	\$1.67	\$1.75	N/A	\$1.02	\$1.94	\$1.83	N/A
2009	\$1.75	\$1.83	\$1.66	\$1.75	N/A	\$0.93	\$2.15	\$1.83	N/A
2008	\$1.74	\$1.83	\$1.67	\$1.75	N/A	\$0.93	\$1.96	\$1.83	N/A
2007	\$1.80	\$1.83	\$1.81	\$1.75	N/A	\$0.93	\$2.15	\$1.83	N/A
2006	\$1.75	\$1.83	\$1.84	\$1.66	N/A	\$0.87	\$2.12	\$1.83	N/A
2005	\$1.43	\$1.83	\$0.91	\$1.66	N/A	\$0.80	\$1.13	\$1.83	N/A
2004	\$1.43	\$1.83	\$0.92	\$1.66	N/A	\$0.82	\$1.13	\$1.83	N/A
2003	\$1.41	\$1.83	\$0.92	N/A	N/A	\$0.77	\$0.98	\$1.83	N/A
2002	\$1.43	\$1.83	\$0.93	N/A	N/A	\$0.79	\$0.98	\$1.83	N/A

Source: O'Connor & Associates, CDS | Spillette

Rent levels by class and type are presented in the table below. Overall rents have increased slightly over the last 10 years. Occupancy was strong and rent levels have increased in anchored, unanchored and grocery anchored space. Rent levels have increased overall by type however, community centers have remained constant for the past 10 years. This is somewhat counter intuitive to expectations of a healthy market and has some indication that retailers in the area are not concerned as much with location and affiliation with name brand anchors as they are with the affordability of the space.

ADDITIONAL RETAIL WITHIN THE DISTRICT

Upon drive-by inspections of the Airline District, CDS Market Research was able to capture additional retail which was not included in the O'Connor market report due to size (under 10,000 sf) or type.

Upon drive-by inspection all appeared to be 100% occupied. The table below is a list of additional retail.

District retail

Building Name	Address		Gross SF	Building Type	Year Built
Retail Ctr	10504-08	Airline	13,476	Retail Strip	1995/2003
O'Reilly Auto Parts	10310	Airline	7,200	Retail Single Tenant	2009
Retail Ctr	10402	Airline	9,000	Retail Strip	1962
Cash America Pawn	9801	Airline	6,484	Retail Single Tenant	1975
Auto Zone	10701	Airline	6,890	Retail Single Tenant	1997
Retail ctr	10030	Airline	6,840	Retail Strip	1967
All Foreign Auto Parts	9300	Airline	17,743	Retail Single Tenant	1960/1980
Mi Pueblo Retail	8103	Airline	46520	Flea Market	2010
Hungry Farmer Rest.	8220	Airline	10,332	Restaurant	1979
Plaza Del Sol	8443	Airline	17,037	Retail Ctr and Nightclub	1975/1991
Mercado SabaDomingo	8712	Airline	86,775	Flea Market	1979/2000
Sin Ta	8813	Airline	23,948	Flea Market	1960/1999
Sunny	8705	Airline	8,897	Flea Market	1991
Tia Pancha	8801	Airline	18,816	Flea Market	1962/2001
Lula's Mex Rest	111	Memory	2,460	Restaurant	1971
Dee Dee's Pie Shop	301	W Gulfbank	7,460	Restaurant	1970
El Sabor Rest.	111	E Canino	4,961	Restaurant	1961
Fonda San Angel	8504	Airline	8,851	Restaurant	1935
Tacos Del Julio	10719	Airline	8,872	Restaurant	1963/1991
TOTAL			312,562		

AIRLINE FLEA MARKETS

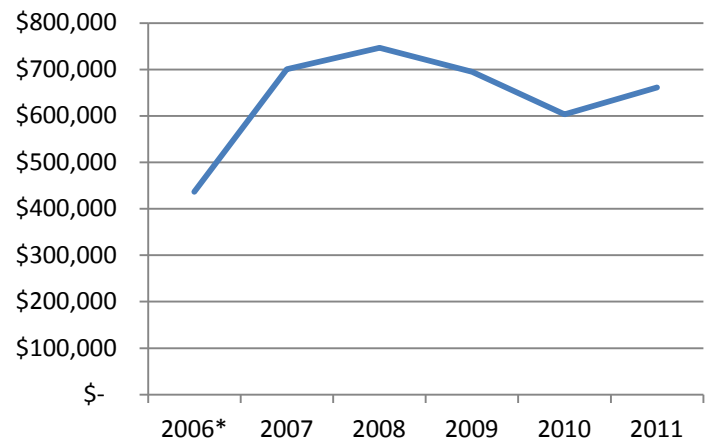
Airline Improvement District is home to five flea markets including 185,000 square feet of space. Approximately 50,000 people visit the area on any given weekend to shop. There are six major markets including Mi Pueblo, De Buey Y Vaca, Mercado SabaDomingo, Sin Ta, Sunny and Tia Pancha. A survey compiled in January 2009 indicated that 52% of the visitors frequent the market weekly, 46% stay two to four hours each visit, and 41% visit other businesses in the area while at the market. Approximately 52% drive themselves to the market and 1% bike and another 1% walk. 98% of the patrons are Hispanic.

As seen in the employment section of this study, retail trade is the top employment in the Market Area. The flea markets are a major source of revenue for the Airline Improvement District.

TAXABLE SALES TRENDS

Because the Airline Improvement District collects 1% sales tax on transactions within its boundaries, its distributions from the State of Texas provides an indicator of taxable sales trends in the Study Area. The chart at right shows that sales tax revenue rose from 2006 to 2008, followed by a decrease as the local economy entered recession. However, there appears to be a rebound since 2010. One interesting finding in the monthly distribution data is that distributions do not appear to be heavily dependent upon end-of-calendar-year activity. This may be due to non-retail taxable transactions (business to business) generating a large share of sales tax rather than more traditional retail activity.

Airline improvement district
Historical annual sales tax distribution



* District began receiving distributions in March 2006.
Source: State of Texas Comptroller, CDS | Spillette

GENERAL ASSESSMENT

Overall, the retail market is functioning moderately well from an occupancy and absorption standpoint. A visual assessment of the area shows that physical conditions vary widely from property to property. Some older properties are in need of renovation; however, occupancy remains steady. There are several factors retailers analyze when choosing a location. Of these, traffic counts and local demographics/income base are both very important. With the well traveled major thoroughfares that intersect throughout the area and connections to freeways, traffic counts are strong for a Market Area that doesn't actually include freeway frontage. The physical condition of commercial properties along the Airline Corridor can be seen as a deterrent for more risk-averse tenants. Another factor affecting the market is the presence of competitive, more strongly anchored retail properties along Interstate 45 that have comparison goods stores and popular restaurants. One owner of a multi-tenant retail property commented that it is difficult to get credit tenants; mom-and-pop stores are more willing to locate in the Airline Corridor. Apparently, incidences of burglary and theft have also been troubling enough to drive some tenants away. However, the details of these incidences are unclear.

Given the market size, it is not expected that the corridor would attract many more stores. A realistic scenario would be the refurbishment or quite possibly redevelopment of existing strip retail. Small amounts of retail space in mixed-use projects could be feasible in the long term if rents are affordable and parking accommodations acceptable.

MARKET ANALYSIS - INDUSTRIAL

EXISTING PROPERTY PERFORMANCE

As mentioned earlier, the primary retail Market Area that includes the Airline Improvement District is the 77037 zip code area. Within the entire zip code there are 1,356,929 square feet of retail space in 35 industrial properties. Within the Airline Improvement District boundaries there are 14 operating industrial properties.

As shown in the table below, the majority of the space (sf) was built in the 70's and 80's. The two most recently constructed buildings are 50% occupied.

Market area historical
Industrial construction

Decade	# of Buildings	SF	Occupancy
Pre-1960	1	10,060	100%
1960	1	35,500	100%
1970	16	637,818	91.9%
1980	13	585,769	88.7%
1990	2	38,670	100%
2000	2	49,112	50%
Total	35	1,356,929	88.64%

Source: O'Connor & Associates, CDS | Spillette

The entire Market Area currently has a 90% occupancy rate which is slightly below the Houston area 5.6% vacancy. Vacancy has continued to increase over the past few years while the Houston market has steadily decreased, outperforming all other commercial real estate sectors. The service center sector continues to maintain occupancy levels well below the other sectors in the area.

Market area historical industrial occupancy

Year	Overall	Type				
	Total	Warehouse	Office Whse	Mini Warehouse	Service Ctr	R&D
2011	90.20%	90.00%	96.10%	97.50%	68.80%	N/A
2010	91.10%	87.50%	94.2%	99.1%	87.5%	N/A
2009	95.30%	93.00%	96.10%	99.20%	91.60%	100.00%
2008	94.70%	95.80%	96.80%	98.20%	79.00%	100.00%
2007	94.50%	95.80%	96.20%	99.10%	79.00%	100.00%
2006	95.30%	100.00%	94.20%	100.00%	79.00%	100.00%
2005	95.50%	100.00%	94.50%	100.00%	79.00%	100.00%
2004	96.70%	100.00%	99.10%	N/A	79.00%	100.00%
2003	96.30%	99.00%	99.10%	N/A	79.00%	100.00%
2002	96.10%	100.00%	100.00%	N/A	79.00%	N/A
AVERAGE	94.57%	96.11%	96.90%	99.00%	79.27%	100.00%

Source: O'Connor & Associates, CDS | Spillette, 4th Quarter

Market area historical industrial rent

Year	Overall	Type				
	Total	Warehouse	Office Whse	Mini Warehouse	Service Ctr	R&D
2011	\$0.41	\$0.45	\$0.32	\$0.41	\$0.36	N/A
2010	\$0.41	\$0.45	\$0.35	\$0.41	\$0.34	N/A
2009	\$0.36	\$0.31	\$0.39	\$0.41	\$0.34	N/A
2008	\$0.38	\$0.47	\$0.39	\$0.20	\$0.30	N/A
2007	\$0.36	\$0.47	\$0.37	\$0.20	\$0.30	N/A
2006	\$0.36	\$0.47	\$0.37	\$0.20	\$0.30	N/A
2005	\$0.35	\$0.47	\$0.35	\$0.20	\$0.30	N/A
2004	\$0.36	\$0.47	\$0.38	\$0.20	\$0.30	N/A
2003	\$0.38	\$0.47	\$0.40	\$0.20	\$0.30	N/A
2002	\$0.35	\$0.47	\$0.36	\$0.20	\$0.30	N/A
AVERAGE	\$0.37	\$0.45	\$0.37	\$0.26	\$0.31	N/A

Source: O'Connor & Associates, CDS | Spillette, 4th Quarter

The overall rents are at \$0.41 while Houston reports \$0.45. However, the market rents continue to increase in most sectors, up from \$0.38 overall in 2008.

The industrial properties within the District boundaries are performing below market on rents with occupancy levels above market. Based on rents and occupancy, the industrial market appears to be healthy. However, one industrial broker reports that Study Area industrial space has a somewhat limited potential market compared to areas west of I-45. He commented after marketing a crane-served property along Airline that was unable to sell that credit tenants such as oil and gas manufacturers are less willing to locate east of the freeway, partly for corporate image reasons and partly because the physical characteristics of the properties are not as appealing.

Market area industrial inventory

Building Name	Occupancy %	Gross SF	Rent Avg	Year Built	Yr Renov	STMT
10115 Sweetwater Ln	100	16,040		1987	2000	Multi Tenant
1020 Northville	100	28,800	\$0.25	1982		Multi Tenant
Arrow Services	100	57,489	\$0.35	1973	1982	Multi Tenant
401 Blue Bell Rd	100	17,280		1977		Single Tenant
514 Blue Bell Rd		15,750	\$0.24	1983		Single Tenant
10034 North Frwy	100	16,000		1971		Single Tenant
409 Northville St	100	13,350	\$0.22	1971	1978	Multi Tenant
9034 Sweetwater Ln	100	40,800		1975		Multi Tenant
8245 North Frwy	79.67	49,174	\$0.49	1982	1983	Multi Tenant
8404 North Frwy	100	20,000		1980		Multi Tenant
222 Little York Rd W	100	20,770		1984		Multi Tenant
228 Lorino W	100	13,740		1985		Multi Tenant
United Rentals Inc	100	35,500		1965	1997	Single Tenant
13531 W Hardy Rd	100	15,000		1979	2003	Multi Tenant
Craig Mechanical Inc	100	33,000		1980	2000	Multi Tenant
204 & 210 W Helms Rd		21,200	\$0.33	1975	1992	Single Tenant
7600 Airline Dr	100	12,474		1973		Multi Tenant
110 Little York Rd W	100	10,060		1954	1979	Multi Tenant
8231 Yale St	100	10,000		1984		Multi Tenant
North Fwy Business Center	95.14	138,148		1984		Multi Tenant
Blue Bell Ind Park	79.39	123,750	\$0.32	1983	2003	Multi Tenant
9030 North Frwy	100	50,560		1975		Multi Tenant
Arrowhead North Boat Storage	100	15,365	\$0.21	1979		Multi Tenant
Sweetwater Business Park	92.16	102,870	\$0.32	1980		Multi Tenant
7676 North Frwy	100	99,000	\$0.50	1979		Multi Tenant
1030 Aldine Mail Rd,	100	13,727		1981		Single Tenant
8400 North Frwy	100	24,000	\$0.75	1975		Multi Tenant
8224 North Frwy	100	12,500		1979	2009	Multi Tenant
510 Mid lane Dr	50%	30,020	\$0.60	2006		Single Tenant
American Office Park	100	112,450	\$0.44	1970		Multi Tenant
505 Canino Rd		19,092	\$0.63	2005		Multi Tenant
7530 North Freeway	100	20,000		1977	1999	Multi Tenant
7700 North Freeway	72.81	110,350	\$0.44	1972		Multi Tenant
10501 Airline Dr	100	12,390	\$0.70	1992	1995	Single Tenant
10205 Sweetwater Ln	100	26,280	\$0.00	1997		Single Tenant
TOTAL/AVERAGE	94.3%	1,356,929	\$0.40	1980	1994	

RESIDENTIAL MARKET FORECAST

BASIC GROWTH FORECASTS

A way to define the Market Area is through Regional Analysis Zones (RAZ) as defined by H-GAC. An aggregation (60%) of their regional analysis zone RAZ 109 was used which closely resemble the District boundaries. This information will provide the basis for population, employment and housing unit projections.

According to the 2010 U.S. Census, the population of the district Census tract area was 19,157.

The first table uses projections from by Claritas, a re-seller of PCensus for MapInfo, for the zip codes in the Market Area. These forecasts are for the period 2011 to 2016 only and demonstrate a decrease of households.

Comparatively, the following table is data from the Houston Galveston Area Council Forecast to 2035. Followed by a recently completed MSA wide forecast by CDS Market Research. Both of these forecasts use the RAZ zones defined above. Part of the differences in these projections is and Claritas is due to some differences in the boundaries of the Market Area and the census data which has not been incorporated.

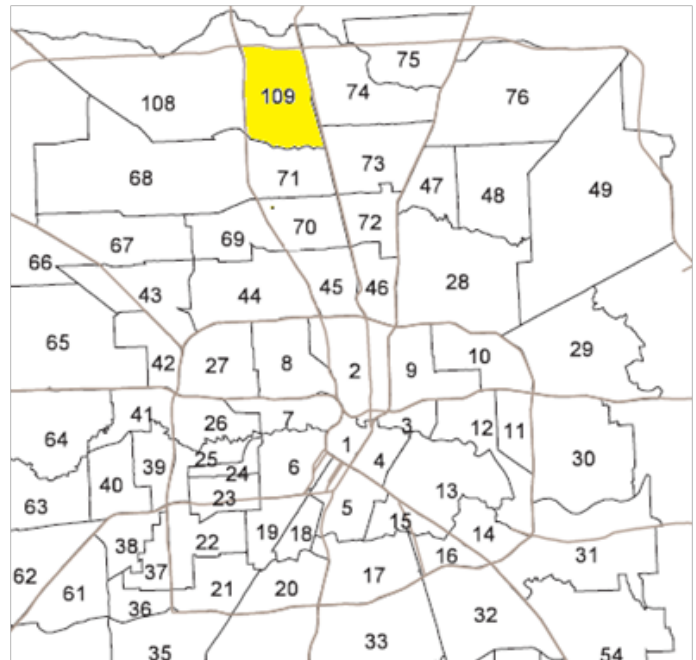
The population and household growth estimates from CDS are higher than H-GAC, while H-GAC estimates more total employment than CDS. However, the key finding is that all of the forecasts are predicting a significant net gain in population, households and employment within the CMA in the coming years.

Over the next five years, Claritas projects an decrease in households in the Market Area. H-GAC forecasts an increase of 388 while the CDS forecast is slightly lower at 334.

The longer term, five year gain (2015-2020) in the H-GAC and CDS forecasts predict 436 and 598 net household growth respectively. In the much longer term, 2020 to 2035, continued household growth is projected.

Using an average of the expected growth from the three sources, the Market Area should be expected to add about 72 new households each year over the 2010 to 2015 period and 103 over the longer term.

Regional analysis zones (RAZ)



Source: H-GAC

PROJECTIONS FROM PCENSUS

	District Census Tracts				Annual Increase
	2000	2011	2016	Increase 11 – '16	
Population	16,511	16,520	16,927	407	81.4
Households	4,720	4,561	4,558	-3	-0.6

Source: PCensus for MapInfo, Tetrad Computer Applications

Projections from raz zone 109 (60%)

H-GAC Forecasts

Market Area	2005	2010	2015	2020	2035
Households	5,366	5,731	6,119	6,555	7,603
Population	18,598	19,249	20,064	20,970	23,391
Employment	21,136	22,053	23,739	25,179	29,826

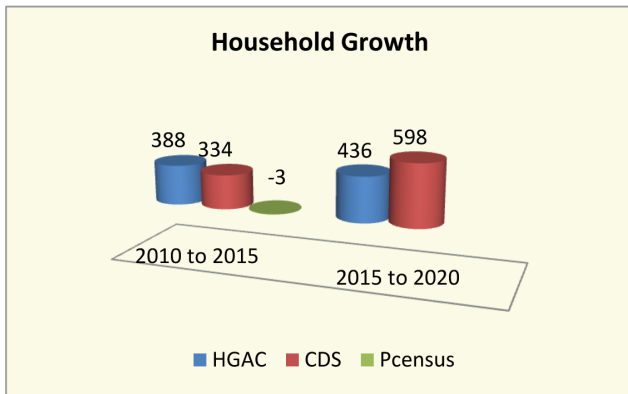
Source: Houston-Galveston Area Council

Cds market research forecasts

Market Area	2005	2010	2015	2020	2035
Housing Units	6,154	6,198	6,532	7,130	8,336
Population	18,816	18,756	19,780	21,551	25,163
Employment	19,555	19,154	20,024	22,497	28,957

Source: CDS Market Research, 2011

Comparison of household growth projections



Sources: PCensus for MapInfo, Tetrad Computer Applications; Houston-Galveston Area Council and CDS Market Research, 2012

PROJECTED FUTURE DEMAND MULTIFAMILY MARKET

Demand for new construction of apartment units is primarily rooted in the need to house additional population in an area. Therefore, we will quantify demand for new apartment units within the Market Area/Study Area based on the previously mentioned CDS Market Research forecasts that have been prepared for the Houston MSA as well as market performance.

Housing unit forecasts from CDS previously illustrated are the basis for the apartment demand calculations below and area illustrated on the first row of the table on the following page. This housing unit forecast is tied directly to the population forecast in the same table referenced on the previous page. The second row of the table represents the incremental increase in housing units that are expected for each five year period in the future based on the forecast.

In the third row of each table, on the following page, a figure of 15% has been applied to the incremental housing unit growth projections. The current share of housing units in the District that are made up of apartment units is 7.4%. However, given that little raw land is left in the CMA suitable for large quantities of new single family homes, it is likely that housing growth will shift toward multifamily. Furthermore, current conditions in the financing and capital markets will favor multifamily development. Therefore it is projected that the multifamily share of housing unit growth will be more in line with that seen for the City of Houston between 2000 and 2010, which was 53.8%. Multiplication of the projected 15% share by the number of anticipated growth in housing units in each period arrives at a total number of anticipated apartments units for the CMA for each incremental period.

The final line in each table presents the cumulative apartment

demand for the entire period illustrated. The 50 estimate for the first period is lower than the 12 plus year historical absorption average for apartments (90 units per year in the larger Houston area submarket known as Northline/Airline), but illustrates current economic realities in the housing market.

Given that the H-GAC Study Area includes two multifamily properties (total 63 units), the inclusion of the Northline/Airline submarket allows for a better understanding of the multifamily market affecting the Study Area.

The District stands out on the north side of the urbanized area for its lack of multifamily inventory (not including mobile homes). Most recently built properties in the Market Area just south of the Study Area are well occupied. The wide range of employers both north and south of the Study Area, including many industrial and retail establishments, likely generate strong demand for rental housing within and around the Study Area. However, supportable rent levels are not currently sufficient to warrant unsubsidized new construction. It is notable that recently built properties in the nearby area have had some form of subsidy such as tax credits - 48% of the units in the submarket are either tax credit, section 8, or subsidized housing.

There are currently no Class A properties within the submarket Northline/Airline of which the District is included. Therefore, based on the projections in the table on page 6 and the current multifamily offerings, CDS | Spillette estimates the District can capture the future demand in each five year increments with a Class B development.

The most recent development in the submarket was tax credit based. Given the income levels in the Study Area, CDS | Spillette foresees an opportunity for the District to provide housing to its residents with government assistance. The occupancy levels are on average 95% with rents at \$0.77psf.

Cma apartment demand projections
Demand based on cds market research forecasts

	2010	2015	2020
Total CMA Housing Units	6,198	6,532	7,130
5 yr. Incremental CMA Housing Unit Growth		334	598
5 yr. Incremental District Apartment Unit Demand (15% of housing demand)		50	89

Sources: For multifamily unit count, PCensus for Map Info, Copyright 2011 Tetrad Corporation, CDS Market Research 2012

Tax credit recent development

Complex	Class	Total Units	Occ	Avg Rent/	Avg Rent/	Avg	Built	Renov	Prop
				SF	Unit	SF			Type
Costa Rialto	B	216	95.0%	\$0.73	\$818	1125	2009	N/A	Tax Credit
Lincoln Park Apartments	B	264	100.0%	\$0.73	\$773	1083	2008	N/A	Tax Credit
Northline Apt. Homes	B	172	95.0%	\$0.84	\$796	960	2011	N/A	Tax Credit
AVERAGES			95.0%	\$0.77	\$796	1056			

Source: O'Connor and Associates; CDS Market Research

Costa Rialto located at 5015 Aldine Bender was developed by The NRP Group, LLC. Mr. Brad Knolle with NRP reported that working with the local economic development corporation or management district is what makes these projects successful.

This property offers one, two, three and four bedroom units ranging in size from 750sf (\$689) to 1489sf (\$1,068).

Amenities include fitness center, business center, laundry facility, clubhouse, children's activity center, swimming pool, playground, picnic area, gated community and washers/dryers in each unit.

StoneArch Development & Construction recently completed construction of Northline Apartment Homes, a 172-unit, Class B Tax Credit apartment community located at 7211 Northline Drive in the Northline/Aldine submarket (413W).

Built in 2011 the community has rents on average of

\$0.84psf which is more closely comparable to any new development that might occur in the District. The units range from 700 (1/1) to 1,145 sf (3/2) with rents from \$656 to \$896 per month.

Amenities include washer/dryer connections, balconies, garages, swimming pool, picnic area, gazebo, gated access, fitness room, laundry, business center and playground.

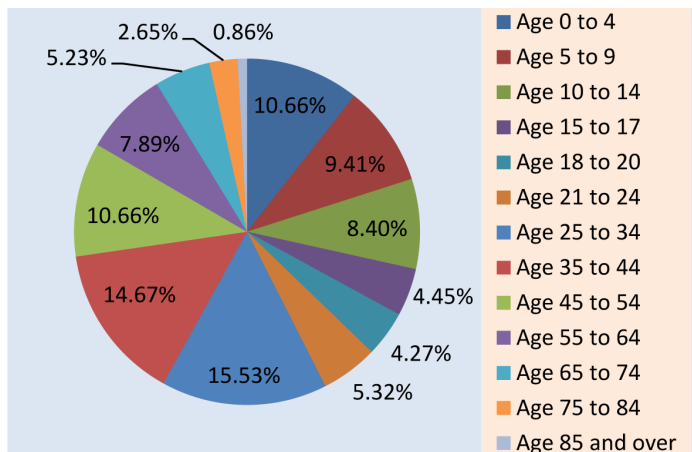


Costa rialto housing development

SENIOR ADULT LIVING APARTMENT DEMAND (AGE RESTRICTED +55)

As illustrated in the following table, 16.6% of the Study Area population is 55 or over. The median age is 29.8 in the Study Area.

2011 STUDY AREA POPULATION AGE DISTRIBUTION



Source: PCensus for MapInfo, 2011 Tetrad Computer Applications, CDS | Spillette

Using the same analysis as the previous illustration, we have derived the demand for Senior Living Apartment units based on population growth in the CMA over the next 10 years. By 2015, there will be an additional 169 persons in the CMA age 55 and over based on the current 16.6% in this age range. By 2020 there will be an additional 293 persons.

CMA SENIOR APARTMENT DEMAND PROJECTIONS DEMAND BASED ON CDS MARKET RESEARCH FORECASTS

	2010	2015	2020
Total District Population	18,756	19,780	21,551
5 yr. Incremental District population Growth		1,024	1,771
5 yr. Incremental Growth +55 Units (16.6%) +Age 55 (16%) Growth		169	293
Annual 55+ Apartment Demand		33	58

Sources: For multifamily unit count, PCensus for Map Info, Copyright 2011 Tetrad Corporation, CDS Market Research 2012

Based on current population statistics of 30% single, 57% married and 12% widowed or divorced. CDS | Spillette estimates that, the projections in the above table, the District can capture the demand over the 10 year period with one Senior Living (age restricted) property with approximately 90 units. The unit mix would be 38 one bedroom units and 52 two bedroom units.

As with conventional apartments in the prior analysis, the Senior Apartments could also be Senior Tax Credit. Currently there is only one Senior Credit Property within the Northline/Airline submarket known as Primrose Casabella. This property was constructed in 2005, therefore higher rents should be attainable for newer construction. Once again, Class B development will suffice in this marketplace.

Amenities include washer/dryer connections, clubhouse, covered parking, door to door trash pick-up, exercise and water aerobics, fitness center, transportation, full time resident activities coordinator, heated swimming pool, balconies, prescription program, 24 hr. emergency maintenance, elevators and health screenings. One and two bedroom apartments are available ranging from 750 sf (\$553.00/month) to 975 sf at \$669.00 per month.

PRIMROSE CASSABELLA



Senior tax credit apartments

Complex	Class	Total Units	Occ	Avg Rent/ SF	Avg Rent/ Unit	Avg SF	Built	Renov	Prop
									Type
Primrose Casabella	B	280	90.00%	\$0.72	\$646	895	2005	N/A	Senior Tax Credit

STUDY AREA CAPTURE OF CMA DEMAND

Since the Study Area has some vacant land and potential redevelopment sites now occupied by aging retail properties and/or salvage yards, it would be expected to capture some of the potential demand if aesthetic, mobility and livability improvements were implemented. The Livable Center improvements being proposed will have an impact that increases the attractiveness of the Study Area relative to the remainder of the CMA and thus have a beneficial impact on the Study Area’s capture rate of potential new development.

TRANSPORTATION CONDITIONS & GROWTH TRENDS

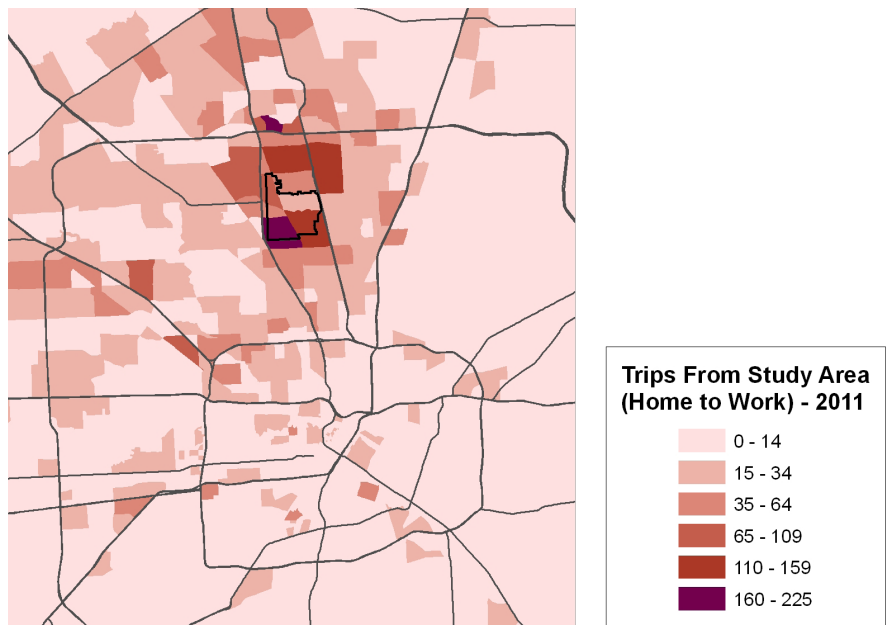
This section presents the analyses that were conducted to determine the existing conditions and future growth trends within the Study Area. Together, these analyses provide a complete picture of the transportation conditions within the Study Area.

MOBILITY ANALYSIS

A mobility analysis was conducted to determine where residents of the Airline Improvement District travel on a regular basis within the Houston region. H-GAC maintains a computer-based travel demand model that is used to project the movement of people on roadways and transit lines within the Houston Region. The model was used to obtain data to conduct the analysis of the travel patterns of the residents of the Airline Improvement District. The model provided data from the current year of 2011 as well as the future year of 2035.

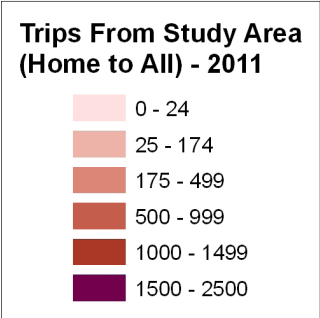
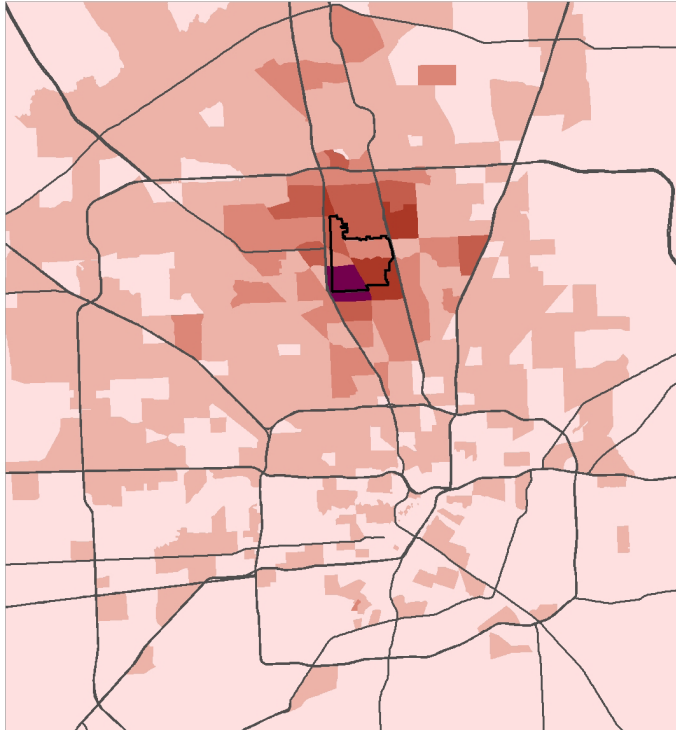
The H-GAC travel demand model divides the region into units called Traffic Analysis Zones, or TAZs. The Study Area is comprised of six TAZs, which were analyzed as a separate unit to determine travel patterns of the residents of the Study Area. The analysis emphasized residents’ travel when leaving home, rather than non-residents’ travel within the Study Area. Therefore, the focus was on home-based trips- meaning trips starting at a home origin and going to another destination. Trips were further separated into home-based work trips, and home-based non-work trips. Figure 1 and Figure 2 depict trips for current travel (2011) and Figure 3 depicts the trips for the future year (2035).

Trips from study area (home to work) : 2011



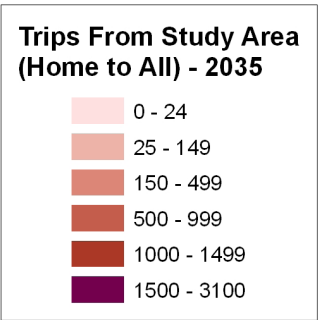
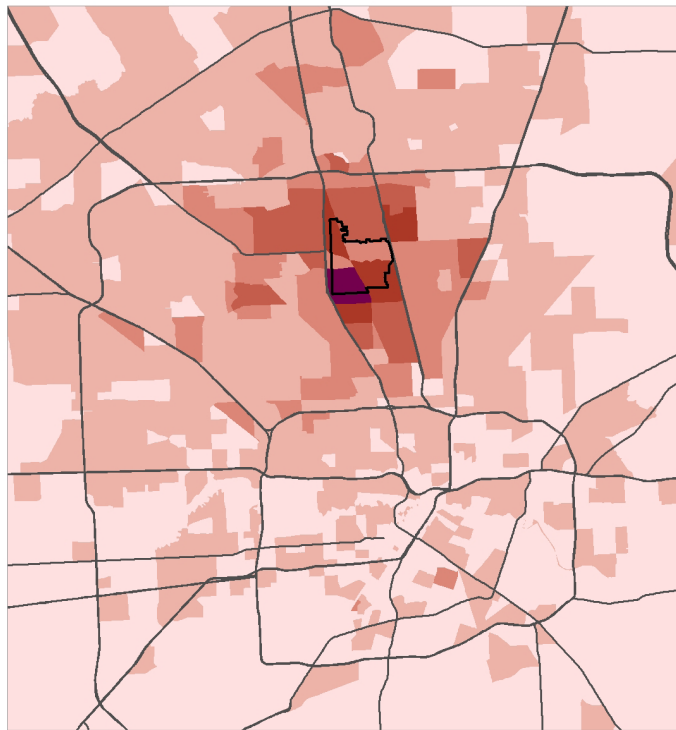
Source: H-GAC travel demand model

**Trips from Study Area (Home to All)
2011**



Source: H-GAC Travel Demand Model

**Trips from Study Area (Home to All)
2035**



Source: H-GAC Travel Demand Model

The following conclusions were drawn from the analysis of home-based trips:

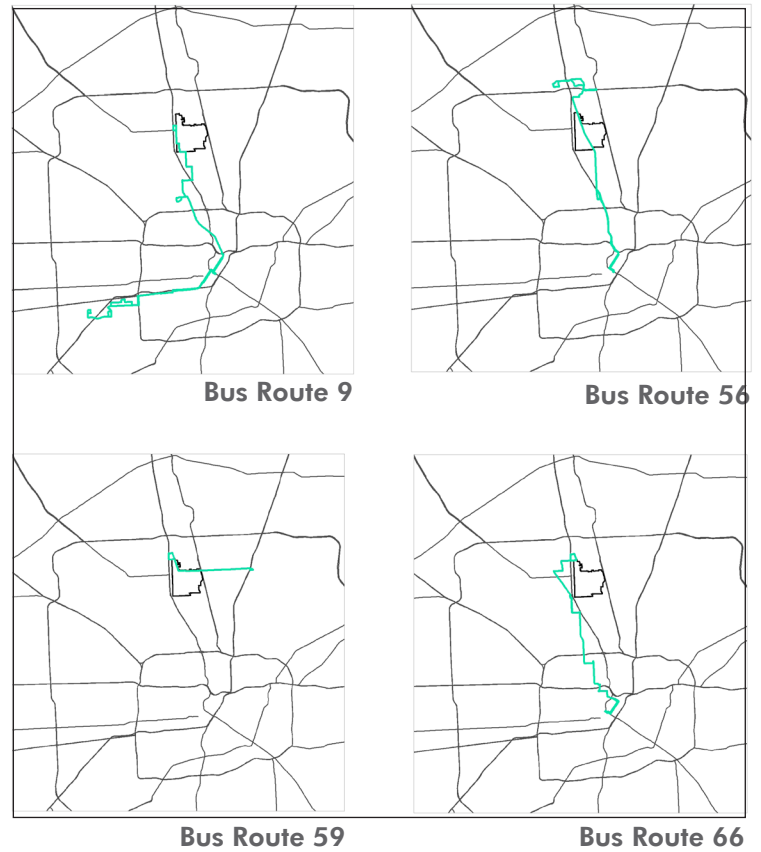
- The top tiers of destination zones were all within a four mile radius of the Study Area.
- The zones with the two highest numbers for home-based trips were both inside the Study Area, predominantly south of Gulf Bank Road.
- The top work destination zone was just east of Greenspoint Mall, a zone which contains a major office center.
- Home-based trip patterns for 2035 are projected to be similar to current year patterns. However, the total number of trips is projected to increase at a rate roughly proportional to population increase.

TRANSIT ANALYSIS

Currently, three METRO bus lines serve the Study Area: 9 North Main, 56 Airline and 66 Yale. A fourth route – 59 Aldine Mail– exists at the time of this writing, but service is scheduled to be discontinued in February of 2012 due to low ridership. Transit trip data were obtained from the H-GAC travel demand model. Metro provided ridership numbers at the bus stop level, so that riders getting on to buses and getting off of buses in the Study Area could be isolated. Average daily riders getting on to or off of buses are listed below for the four lines within the Study Area. The following maps depict routes that are within the Study Area.

The following table shows the average daily number of passengers getting on and getting off of the buses in the Study Area during the fourth quarter of 2011.

METRO Bus Routes Located in the District



Average Number of Persons Entering and Exiting in the Fourth Quarter of 2011

Line	Direction	Weekday		Saturday		Sunday	
		On	Off	On	Off	On	Off
9 - North Main	Southbound	36	2	-	-	-	-
	Northbound	1	42	-	-	-	-
56 - Airline	Northbound	161	322	285	450	368	562
	Southbound	314	201	375	309	563	402
59 - Aldine Mail	Eastbound/Southbound	48	17	-	-	-	-
	Westbound/Northbound	5	61	-	-	-	-
66 - Yale	Southbound	34	1	23	6	18	4
	Northbound	4	10	0	5	0	9

Source: Houston METRO

The 56 Airline bus had one of the top ridership figures in the Metro system in 2011, with an average daily ridership of 5005 during weekdays, 3910 on Saturdays and 3589 on Sundays. For the 56 line, entering and exiting figures in the Study Area are higher on the weekends than on weekdays. In contrast, ridership for the 56 line overall is higher during the week and lower on weekends.

On Sundays, 562 people exit from the 56 line northbound and 202 of them at Louise Road just south of Gulf Bank. 563 people enter the 56 line southbound; 259 of them at Gulf Bank. These high numbers are most likely associated with the flea market, which has its busiest day on Sunday.

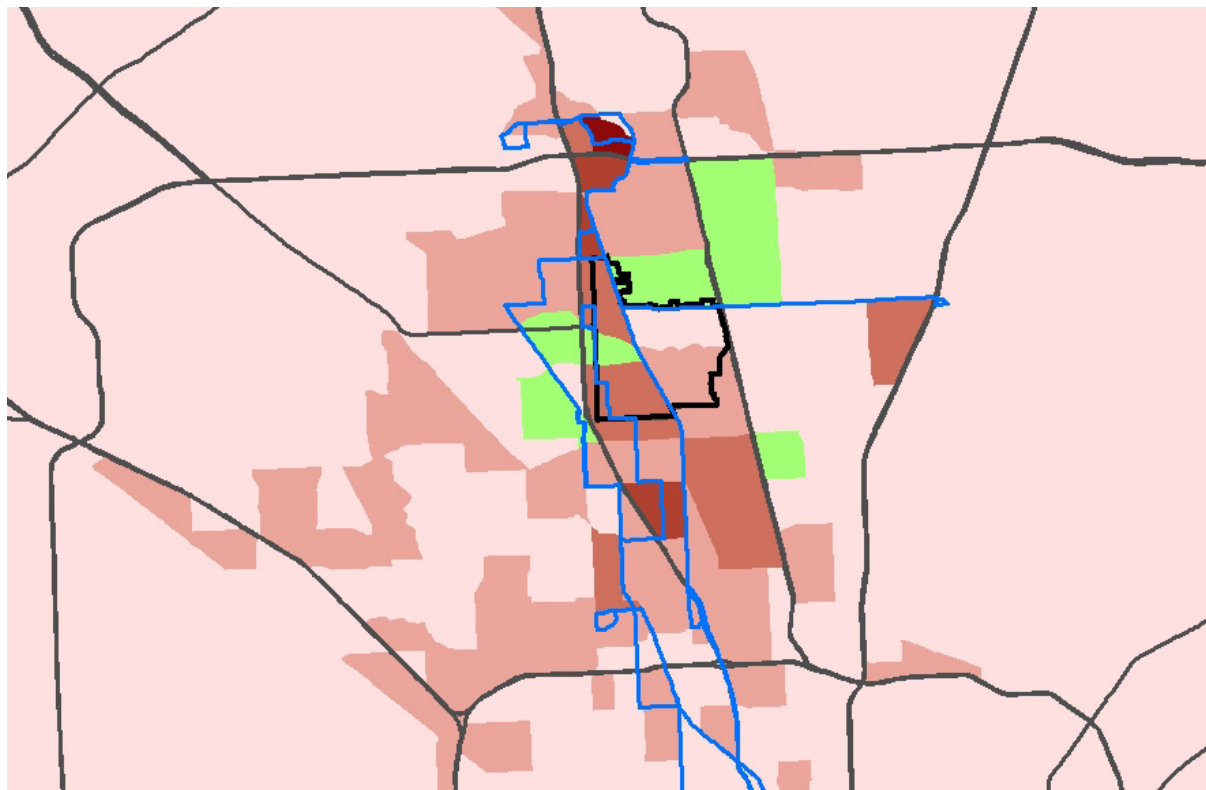
Although Metro’s plans for light rail line extensions do not enter the Study Area, they are coming closer. Metro has a planned extension of the North Line light rail to the Northline Transit Center. The Northline Transit Center is approximately three miles from the Study Area and will be accessible by the 56 Airline route.

To test whether there are areas that are underserved by transit, an analysis was conducted to compare total home-based trips to total transit trips. Results of this analysis are shown in the map below. Highlighted zones have a relatively high number of daily trips (more than 175), but few to no transit trips (one or less).



Bus Stop Along Airline Drive

Areas Possibly Underserved by Transit



Conclusions drawn from analysis of these data are as follows:

- The 56 Airline Route has a significant amount of entering and exiting activity in the Study Area, especially on Saturdays and Sundays.
- Transit trip patterns are diverse and include relatively high numbers of trips to MD Anderson and downtown zones.
- There are indications in the data that some high volume destinations for Study Area residents may be underserved by transit.

LEVEL OF SERVICE ANALYSIS

The level of service of a roadway is a measure of the traffic flow as it relates to congestion and travel time. Level of Service is determined by dividing volume (quantity of vehicles on a road over a given time period) by capacity (quantity of vehicles the road is designed to carry over the same time period). Based on the result of the volume over capacity ratio, Level of Service is given a letter grade A-F. Level of Service F is often considered failing, however, the level of service that is considered tolerable varies from one community to another. For example, conditions considered tolerable by residents who live near downtown Houston are quite different than the conditions considered tolerable by residents of rural west Texas. Therefore, each community must establish what level of service should be targeted as acceptable.

Morning (AM) and afternoon (PM) peak volume and capacity data were obtained from H-GAC for both the current year 2011 and the future year of 2035. PM peak data are compared for 2011 and 2035 in the maps below. AM peak data are similar to the PM data, but the commute pattern is reversed, with more volume coming into the city. The 2035 data take into account the planned roadway improvements in the Study Area.

Conclusions drawn from the Level of Service analysis are as follows:

- Currently, although there are a few hotspots, there are no significant capacity deficiencies for the Study Area.
- Worsened levels of service are projected for 2035, specifically for these areas:

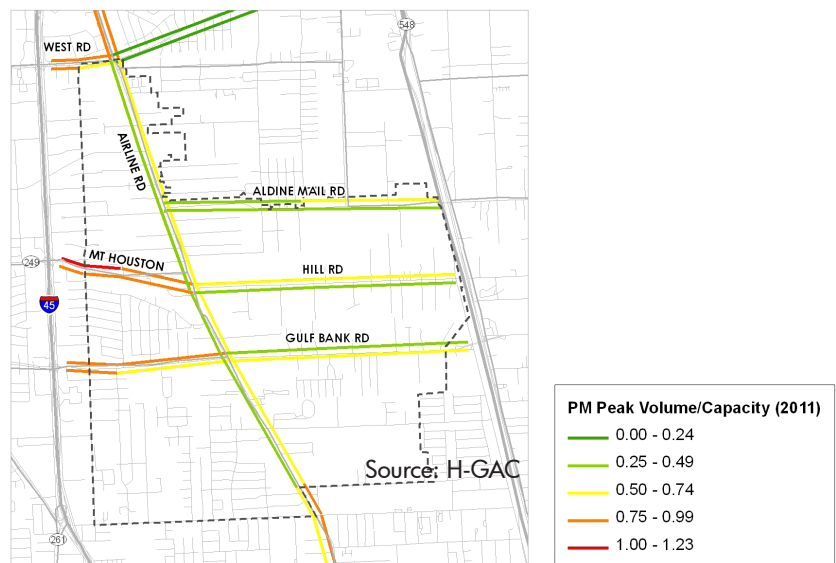
Airline Drive (West Road to Canino Road) – NB in PM, SB in AM

Mount Houston Road (I-45 Service Road to Airline Drive), EB and WB

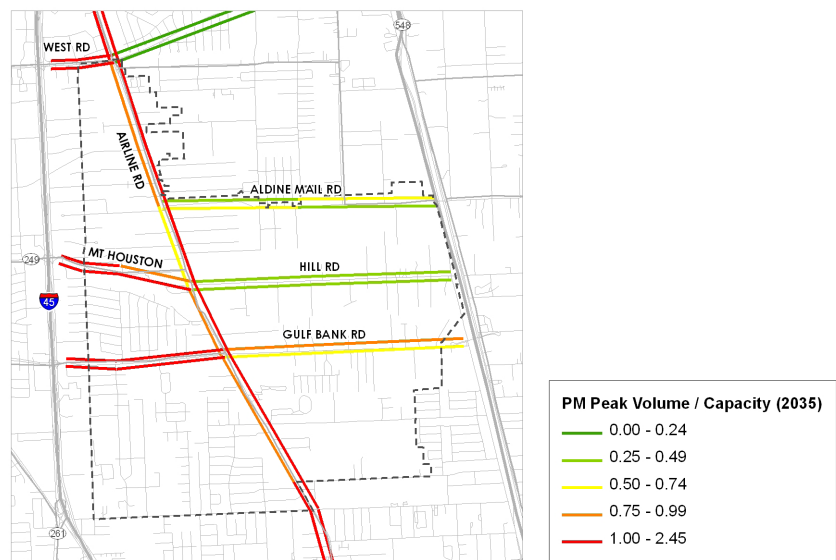
Gulf Bank Road (I-45 Service Road to Airline Drive) EB and WB

West Road (west of Airline Drive) EB and WB

Levels of Service at Peak PM Hours for 2011



Levels of Service at Peak PM Hours for 2035



CRASH ANALYSIS

In order to evaluate the safety of travel within the Study Area, crash data was obtained from H-GAC. The vehicle crash information was reported in the Study Area over a recent period of five years (during 2006 to 2010). According to current reporting requirements, crashes are only required to be reported if damage appears to be more than \$1000 or if there are one or more injuries or fatalities.

An analysis was conducted to compare crash rates in the Study Area to statewide averages on similar facilities. To conduct this analysis, volume, segment length and average annual crashes were counted for street segments in the Study Area. The results of this analysis are shown in the table below (areas with high crash rates, compared to statewide averages are shown in red).

Crash Locations (2006-2035)



Source: H-GAC

For comparison purposes, an analysis of the entire length of Airline Drive in the Study Area was also conducted. The finding was that Airline Drive has 479 crashes per 100 million Vehicle Miles traveled, whereas the statewide average is 269 crashes per 100 million vehicle miles traveled for an urban undivided roadway of four or more lanes.

Street Segments: Crashes per 100 Million Vehicle Miles Traveled Compared with State Rates for Similar Facilities

Street Segment	Cross Streets	Average Annual Crashes	Crashes per 100,000,000 VMT	Statewide Average*	Ratio with Statewide Average
West	Sweetwater - Airline	18.4	959	113	8.49
Airline	West - Bluebell	29.6	849	269	3.16
Airline	Bluebell – Aldine Mail	13	618	269	2.30
Airline	Aldine Mail – Hill	21.2	780	269	2.91
Airline	Hill – Gulf Bank	14.4	546	269	2.03
Airline	Gulf Bank – Carby	24.2	543	269	2.02
Airline	Carby – Canino	8	937	269	3.49
Mount Houston	Sweetwater – Berwyn	4.4	358	180	1.99
Mount Houston	Berwyn - Airline	6.4	368	180	2.05
Gulf Bank	Valley Stream – Berwyn	8	476	180	2.65
Gulf Bank	Berwyn – Airline	14.6	476	180	2.65
Gulf Bank	Airline – Gina	8.4	383	180	2.13
Gulf Bank	Gina – Hardy	2.8	112	180	0.62
Hill	Airline – Woodmoss	3.8	200	180	1.11
Hill	Woodmoss – Hardy	3.4	151	180	0.84
Aldine Mail	Airline – Stoneshire	17.2	786	180	4.38
Aldine Mail	Stoneshire – Hardy	13.4	490	180	2.73

*Statewide Average for similar facility (e.g. urban 2 lane, 2 way)

The findings of the crash analysis are as follows:

- The portion of Airline Drive within the Study Area is well above the statewide average crash rate.
- Most analyzed segments are high relative to the statewide average for crashes.
- Segments with particularly high crash rates, relative to the state averages for similar facilities are:
 - West Road, from Sweetwater Lane to Airline Drive
 - Aldine Mail from Airline Drive to Stoneshire Street
 - Airline Drive from West Road to Bluebell Road
 - Airline Drive from Carby Road to Canino Road
 - Airline Drive from Aldine Mail to Hill Road

PARKING CONDITIONS

During the week, parking is not generally an issue in the Study Area and there is ample parking at most commercial destinations. On weekends, which are flea market days, parking becomes more of a transportation issue, as patrons seek out parking areas very close to their final market destinations, typically in the respective flea market parking areas.

The Airline Improvement District Pedestrian and Bicyclist Special District Study recommended that motorists heading toward the flea market be re-routed to parking lots based on their travel direction. This recommendation has yet to be implemented.



Flea Market Parking

PEDESTRIAN CONDITIONS

A thorough analysis of existing sidewalks was carried out as part of the 2009 Airline Improvement District Pedestrian and Bicyclist Special District Study. The study found that the area had relatively few existing sidewalks, which are located along the following streets:

- Airline Drive, north of Gulf Bank Road
- West Road (southern portion)
- Canino Road (southern portion – short stretch alongside Moreno Elementary)

Airline Drive has sidewalks both to the north and south of the Study Area, constructed by the City of Houston. Within the Study Area, part of Airline Drive, other east-west major roads and most minor roads do not have sidewalks. Although right-of-way varies relative to roadway width in the Study Area, the sidewalks that do exist are generally narrow and adjacent to the curb. There is pedestrian activity even in places where no facilities exist, as evidenced by paths worn along roadsides.



Currently, sidewalks are being designed and planned for the following streets:

- Airline Drive, south of Gulf Bank Road
- Aldine Mail
- Canino Road (northern and southern portion – connecting to existing sidewalk)

Sidewalks are included as part of Harris County’s plan to widen Aldine Mail to a four-lane boulevard with a median. However, these sidewalks will not be constructed by the County. Rather, the Airline Improvement District raised money to pay for them. The Airline Improvement District Pedestrian and Bicyclist Special District Study includes sidewalks along Gulf Bank as a medium-term plan. Another bicycle and pedestrian facility is recommended in the study and listed under long term projects: a shared use path, which would run east-west, just south of Louise Road. A map of existing and planned sidewalks is included below.

Poor Pedestrian Conditions Along Airline Drive

Existing and Planned Sidewalks



Source: AID Pedestrian and Bicyclist Special District Study, Site Survey and the Airline Improvement District

In addition, the Airline Improvement District Pedestrian and Bicyclist Special District Study included an inventory of traffic signals along Airline Drive. According to the study, the signals and hardware are considered older and in fair condition. However, pedestrian call buttons and signal heads are present at most intersections. Curb ramps exist where required, but are of older designs that do not appear to meet current ADA standards.

BICYCLE CONDITIONS

Bicyclists have been observed riding on the sidewalk on Airline Drive and on the road on some of the minor streets in the Study Area. However, there are no signed or marked bicycle facilities in the Study Area. The nearest bicycle facility is a striped bicycle lane in the City of Houston, approximately two miles south of the Study Area. The lane extends along Crosstimbers Road, from North Shepherd Drive in the west to US 59 in the east. Bicycle racks are provided at the various County and City parks in and near the Study Area, although no signed routes or marked bicycle facilities exist in the vicinity.



Cart Vendor Entering Residential Neighborhood Off of Airline Drive

Roadway surfaces in the Study Area are generally in fair to good condition. Deep drainage ditches adjacent to the shoulders of many of the east-west corridors are a constraint to bicycling, as they may make some bicyclists uncomfortable.

The Airline Improvement District Pedestrian and Bicyclist Special District Study recommended bicycle parking facilities in the flea market areas to the east and west of Airline Road. This project is funded and expected to move forward. Another bicycle and pedestrian facility is recommended in the study and listed under long term projects: a shared use path, which would run east-west, just south of Louise Road.

TRANSPORTATION ISSUES AND OPPORTUNITIES

ADDRESS ACCESS AND SAFETY ISSUES

When access to a roadway is not managed properly, the number of crashes increases, thus reducing the safety of travelers along the roadway. Therefore, it is important to identify areas where roadway access can be improved through the application of access management strategies, such as changing signal timing, adding medians, reducing the number of driveways onto the roadway, or improving intersection designs. Access management strategies can lead to improvements in safety and levels of service. Access management seeks to provide access to land uses while maintaining safety and efficiency of the transportation system as a whole.

Identification of access issues is a first step before applying access management strategies. In the next section, identified areas are evaluated to begin the process of determining where access management strategies should be applied.

Based on the crash analysis, it has been determined that there are safety issues related to many street segments in the Study Area. The following segments are identified for further investigation:

- West Road, from Sweetwater to Airline Drive
- Airline Road from West Road to Bluebell Road
- Airline Road from Aldine Mail to Hill Road

Although there are few capacity deficiencies now, projections are that the level of service will deteriorate significantly in the future. Therefore, in order to maintain level of service and reduce the number of crashes that tend to accompany reduced level of service, the following segments were identified as needing access management strategies to address issues related to future safety and capacity deficiencies (segments on Aldine Mail and the southern part of Airline Drive are not included because they are already scheduled for improvements):

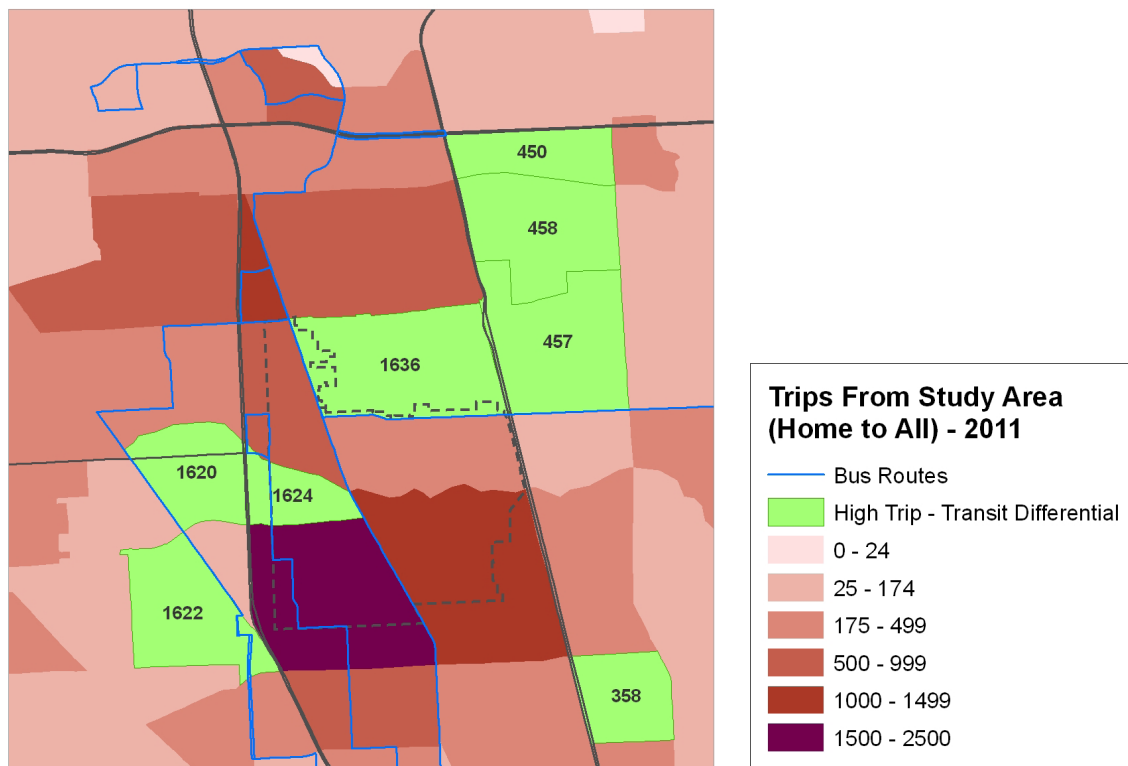
- Airline Drive from Hill Road to West Road
- Mount Houston from Sweetwater to Airline Drive
- Gulf Bank from Sweetwater to Airline Drive

INVESTIGATE THE EXPANSION OF TRANSIT SERVICE

The transit trip analysis revealed that several zones have a significant number of roadway trips and zero transit trips. This suggests that these zones may have transit service deficiencies and that some additional service should be expanded into these areas. Significantly, zones with the three highest total roadway trips and zero transit trips form an L-shaped area, made up of zones 457, 1636 and 458. The L-shape straddles the Hardy Toll Road, north of Aldine Mail, east of Airline Drive, west of Aldine Westfield Road, and south of Aldine Bender.

Additionally, there is a U.S. Department of Transportation program called Job Access Reverse Commute (JARC), for which the Airline Improvement District may be eligible. The JARC program was created to address transportation challenges faced by people with lower incomes seeking to obtain and maintain employment. The JARC program can assist in funding transit solutions to help people commute to and from work, even at times when conventional transit services are reduced or non-existent. For example, JARC can fund transit services during late night hours to serve people who work in businesses that are open 24 hours a day; or transit services to take people who live in urban areas and work in suburban or rural areas not generally served by transit.

Areas Possibly Underserved by Transit



PARKING AND VEHICLE MILES TRAVELED IMPACTS

PARKING

One of the goals of the Livable Centers projects is to promote on-street and shared parking in locations where it is appropriate to the context. Parking is an important part of the urban landscape – if there is too much parking, it can dominate the landscape and create large areas of unattractive concrete. If there is too little parking, it can increase congestion because of vehicles hunting for a small number of spots, and cause parking spillover into adjacent neighborhoods.

In the correct context, on-street parking can be an important streetscape element, providing front access and alleviating the need for large surface lots. In single family residential neighborhoods within the District people typically have driveways, and there is little need or space for on-street parking in these locations. The primary need for on-street parking is in commercial and multifamily areas. The proposed streetscape designs for Airline, Gulf Bank, and Aldine Mail do not include on-street parking. These roadways are designated as arterial roadways, for which on-street parking is not appropriate. Rather, these proposed streetscapes maximize existing right of way, prioritizing ample room for groups of pedestrians on sidewalks, bike lanes, vehicle travel lanes and a central biofiltration median.

As the “Market Mile” concept is developed and businesses become part of it, shared parking agreements between businesses should be encouraged where appropriate. In the shared parking model, two or more businesses share a parking area and allow a patron of any business in the agreement to park there. Indeed, a patron may visit more than one of these businesses without the necessity of parking again. Several businesses may pool their parking to enlarge the total parking area and gain efficiency. Additionally, shared parking works well when adjacent businesses have staggered hours of operation. Templates for shared parking agreements should be collected by the “Market Mile” business association and distributed as appropriate.

As part of the Airline Improvement District Pedestrian and Bicyclist Special Study (2009), meetings were held with flea market owners in which various parking strategies were discussed. One strategy that was weighed was a circulator

or shuttle bus, which would allow people to park in one area, be picked up by the shuttle and taken on a route which stopped at all the flea markets. Research into potential supply and demand for the circulator indicated that the price for the circulator would have to be set extremely low for people to ride it. At the time of the discussion, the flea market owners decided that there is not enough support for a circulator route in the short term, although the idea may be raised again in the future.

When specific site designs for new parks and trails are implemented, it is essential that parking be included in these designs. Although it is hoped that some people will walk or bike to these areas, many people will inevitably drive. Therefore adequate parking needs to be provided at parks and at trailheads so that people do not park in the adjacent neighborhoods.

VEHICLE MILES TRAVELED

Vehicle Miles Travelled (VMT) is one of the most common metrics to evaluate the volume of traffic in an area. In general, Livable Center studies seek to improve transportation choices and walkability, concepts which may also reduce reliance on the automobile as a transportation mode. However, implementation of the recommendations for the Airline Improvement District Livable Centers Study will most likely not result in a measurable reduction of VMT for the entire Study Area.

Reduction of VMT can result from the following types of implementation steps:

- A project which improves traffic flow on a heavily congested corridor, such as a road widening project. While this step may actually increase VMT on the roadway itself, it may decrease VMT on the overall system as drivers shift their travel pattern to the major road, rather than driving longer distances to avoid that roadway.
- A major transit project such as a light rail or bus rapid transit (BRT). This type of project may effectively increase the percentage of people who use transit for work, school and other trips, thus reducing VMT.
- A change in the land use or development pattern. Increasing the density of low density areas and adding a variety of businesses near to residential areas can create opportunities for people to live, work and carry out other daily activities in the same general area, reducing travel distances and VMT in the process.

None of the recommendations of this study are likely to produce immediate measurable reductions in VMT, with the exception of the change in service to the 59 Aldine Mail bus line. Other proposed improvements to the area including parks, trails and the “Market Mile” concept will increase the attractiveness of the area to nonresidents, resulting in more vehicle trips to the District and a higher overall VMT, but not at a level likely to offset the economic and quality of life benefits that are the primary objectives of the proposed improvements.

It should also be noted that reduction of VMT is most important for highly congested areas and the Airline Improvement District is well within the range of what is considered tolerable congestion in Houston, although congestion during peak flea market times can be significant. Further, a mobility analysis determined that a large proportion of trips from the district are traveling relatively short distances, meaning smaller numbers of VMT from these trips. The mobility analysis was conducted with data from H-GAC’s travel demand model to determine where residents of the Airline Improvement District travel on a regular basis within the Houston region. For home-based trips originating in the District, the top destination zones were all within a four mile radius of the Study Area.

All of these factors underscore the idea that reduction in VMT may not be one of the key outcomes of the plan. Although the recommendations will not reduce VMT, they will result in other positive outcomes for the District. Fundamentally, the recommendations are intended to build a framework for a more sustainable District. For example, new medians and sidewalks (current District project) will improve pedestrian and motorist safety by clearly establishing a pedestrian realm, thus improving walkability and encouraging pedestrian activity. These same medians and streets will manage access and reducing potential conflict points on major roadways, therefore increasing safety. The implementation of new streets and trails as well as expansion of the 59 bus line will increase mobility in the District. New streets will increase

connectivity and improve overall traffic flow in the District.

Finally, the economic development components of the recommendations will help develop the area in a way that attracts new residents and maintains small businesses. Residents will find many key destinations closer to home, thus reducing travel time and VMT associated with those future trips.

PUBLIC ENGAGEMENT

WORKSHOP 1 : OUTREACH SUMMARY

All three public workshops were held at Carroll Academy, centrally located in the District. The first public workshop focused on gathering information from District residents to find out their priorities. Historically, this area has been difficult to conduct public outreach because of the language barrier and the limited number of organized community

groups. However, our study found some success conducting outreach through local schools, homeowner associations, direct mailings to District businesses and through press releases sent to local newspapers.

Towards the end of the study, outreach to the Hispanic Chamber of Commerce led to a radio spot publicizing the last

workshop. This method has potential to be more effective if there are repetitive announcements throughout the study period.

ATTENDANCE

The first public workshop had a total of 23 attendees from the District. One family attended so that their son who was in fourth grade could bring his class's District wish list. This was a direct result of the outreach efforts aimed at Stovall Middle School.

Additionally, three high school students from Aldine Senior High School attended and offered their opinions. The general consensus among the young adults in attendance is that youth in the District do not have enough constructive activities. They brought up ideas such as a skate

park, community pool and youth center featuring a gym as ideas for the District.

The adult attendee concerns primarily involved finding solutions for repeated District flooding. In addition, people expressed frustration with the weekend traffic related to the flea markets as well as the noise from flea market entertainment venues. Attendees mentioned sidewalks as a necessary public amenity currently existing only in very few areas in the District.

Information was gathered from one-on-one conversations with workshop participants as well as three stations designed to find out how people feel about the Airline Improvement District and what they want to see emerge from this study.

SURVEY STATIONS

The first station that participants utilized was the survey station. Two laptop computers with internet access were set up with links to the survey in Spanish and in English. Printed copies were also available.

A total of 18 surveys were completed by participants. People preferred the printed survey to the digital version which suggested future materials should be in print. The survey was

kept relatively short to avoid tiring the respondent. The 10 questions were in both multiple choice and essay formats.

Suggestions by survey participants for the Airline Improvement District area included a broad range of projects and improvements, but among the most common were requests for increased security/police, places for teens and children to spend time

and remedying the flea market noise and congestion. The following list summarizes the findings.

SURVEY RESULTS

1. What is the best thing about the Airline Improvement District?

Their interest in bettering the community

Educational department

Workshops to let the community know about improvements

The parks

Contract deputies

The parks

Improvements to the area

Commitment of AID officers, officers in our district

It shows that people want to change the district for the better

Schools

Schools

The networking

Streetlights on Airline/ More police

Park

It is concerned about what the people think can be helpful to them and the children

No response (2)

2. What types of activities would you participate in if they were available in your neighborhood?

○ Job Training Programs- 42.9% (6 responses)

○ English as a Second Language Classes- 7.1% (1 response)

○ Finance and Business Development Programs- 42.9% (6 responses)

○ Health Awareness Programs- 57.1% (8 responses)

○ Other:

English as a first language classes

Spanish as a second language classes (2)

Sports

3. What types of events would you attend if they were held in your neighborhood?

○ Art Events- 26.7% (4 responses)

○ Sporting Events- 33.3% (5 responses)

○ Family Events with Activities for Children- 46.7% (7 responses)

○ Outdoor Events- 46.7% (7 responses)

○ Other: No "other" responses

4. What mode of transportation do you use most?
 - Automobile- 94.1% (16 responses)
 - Public Transportation (bus)- 0%
 - Bicycle or Walk- 5.9%

If you take the bus, which line? - No response

5. If biking or walking trails were available, would you or your family members use them?
 - Yes- 82.4% (14 responses)
 - No- 17.6% (3 responses)

If yes, where would you travel to using these trails? School (4 responses), Work (1 response), Recreation (2 responses), Other? – No “other” responses

6. How far do you travel to work?
 - 0-5 Miles- 23.1% (3 responses)
 - 6-10 Miles- 15.4% (2 responses)
 - 10-20 Miles- 15.4% (2 responses)
 - I work from home or do not work- 46.2% (6 responses)
 - Other:
 - Student- no work (4 responses)
 - 30 miles
 - Work from home (2 responses)

7. How often do you go to parks in the area?
 - 0-1 times per month- 62.5% (10 responses)
 - 2-5 times per month- 12.5% (2 responses)
 - 5-10 times per month- 6.3% (1 response)
 - More than 10 times per month- 18.8% (3 responses)

Which park do you go to most often?

 - S-Turner Park
 - Spark Park (2 responses)
 - Doss Park (2 responses)
 - A park not in the area- Garden Oaks or Memorial

8. What type of housing options are needed in the Airline Improvement District?
- Apartments (Multi-Family Housing)- 0% (0 responses)
 - Houses (Single-Family Residential Housing)- 33.3% (5 responses)
 - Townhomes or Condos- 26.7% (4 responses)
 - Senior Housing or Assisted Living- (13.3%- 2 responses)
 - No new homes are needed- 40% (6 responses)
 - Other:
None until you do something about flooding
9. If you could change one thing in the Airline Improvement District, what would it be?
- Nothing that I'm aware of (2 responses)
 - Traffic / Self-violence
 - Flea markets (2 responses)
 - More police in the area (2 responses)
 - Flea Market Traffic / Noise on the weekends
 - The parks
 - Have a machine to bill the loud music
 - Add more places for teens
 - Crime
 - Streets
 - Have walking trails and upgraded shopping centers
 - More areas for children (example: an area where outside activities could be done)
 - No response (3)
10. Is there anything else you would like to share about what you would like to see in the Airline Improvement District?
- More spoons for the coffee and forks for the snacks
 - I honestly would like to see the community hold more fun community events for its neighborhood. It should consist of action, non-violent games so that the community can get to know one another for a safer environment.
 - Flooding control for feeder of Gulf Bank and nearby streets
 - Lots more changes so that we can all feel safe
 - More security
 - Police storefront/ district office
 - Fast food restaurants
 - I would like to see a skate park (3 responses)
 - No response (3 responses)

METRO ROUTE STATION

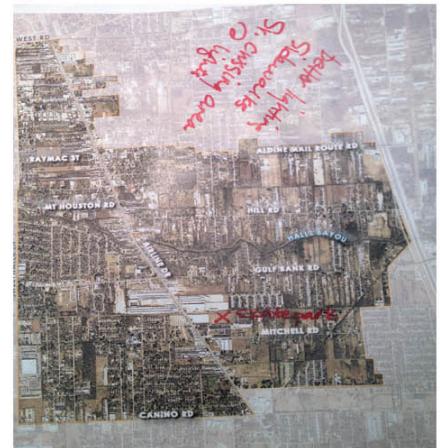
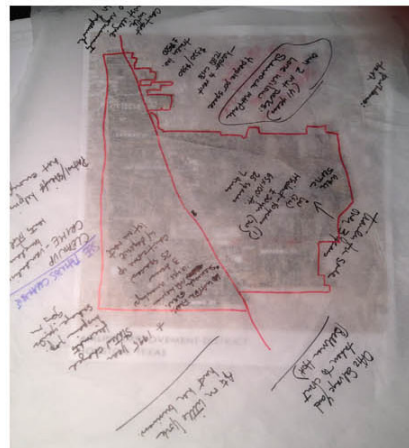
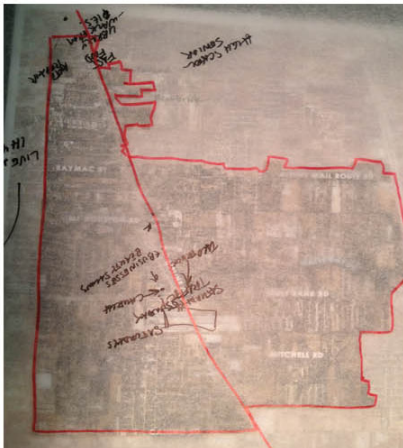
The second station set up for participants was a “Pick Your Route” station. Two laptop computers were available to draw on a Google map a preferred bus route. This mapping tool is available online through METRO and the data goes to their servers. METRO agreed beforehand to coordinate the data gathered.

Although the tool was made available, and was very simple to use, no participants used it to digitally select a bus route. No one at the workshop rode the bus except in a situation where their car was not available. For this reason, participants did not have opinions on where the bus should go. However, they believed that the

District should keep the bus routes they currently have.

Analysis performed by Alliance Transportation guided the study team’s recommendations on public transit since public input was not available.

MARK THE MAP STATION



Maps with notes from participant comments

The third station was the most interactive station and provided participants the opportunity to draw their concerns, likes and hopes for the district on a map. The station was

staffed by Project Team members, and participants were encouraged to be creative in their vision for the District. The Project Team intends to use the information provided on the maps and

integrate it into a GIS format so that participants’ desires and concerns can be shown collectively on a single map along with other information like current improvement projects.



Participants listening to the workshop introduction.

STAKEHOLDER MEETINGS

The project team conducted a number of individual stakeholder meetings in an effort to get an in-depth understanding of the needs of local pillars in the community.

As stated in the Public Engagement Plan, “a well-facilitated public engagement process will identify community leaders and stakeholders who will champion the project and create a solid foundation for successful implementation. It is through these community leaders and stakeholders that the project team will

garner a deeper understanding of the relationships within the community. Establishing trust to gain community support will further the quality and effectiveness of the vision plan.”

Key stakeholders with whom one-on-one interviews should be arranged prior to the first public workshop. The Consultant Team met with four representatives including:

1. Principal, Carroll Academy
2. Northline Terrace HOA/AID Board Member

3. Bellmar Civic Club President
4. Owner, SabaDomingo Flea Market

The study team determined from these interviews that there is a considerable degree of unanimity among the interviewees concerning impressions, experiences and outlooks for the future. The following list is a summary of the stakeholder’s perspectives on the Airline Improvement District.

- The period between the 1960 and 1990 was relatively stable in general patterns of land use and community cohesion, as the area developed and matured. A small percentage (15%) of original residents still live in the community.
- Significant changes were felt through the 1990’s as a period of change set in. Demographic shifts (including employment opportunities, income and ethnicity) during the period reflect these changes.
- The formation of the Airline Improvement District (AID) in the 2000’s was a response to the dramatic changes being experienced in the area as well as a strong consensus that community action was an appropriate, necessary response to shaping its own future.
- The community is relatively stable and is well-positioned to plan for positive change.
- Safety, security, nuisance abatement, water/sewer and mobility are among the top rated priorities of the community and major programs administered by AID.
- Safe, convenient sidewalks throughout the community are needed urgently.
- The District is credited with making dramatic changes and helping the community proactively chart its own future.
- Flooding from Halls Bayou has historically been a key community concern, both by residents and businesses. Flood mitigation is also a top-rated priority of the broader community.
- The flea markets are a key economic asset with important traffic / mobility challenges that need to be addressed. The concentration of markets is a rarity in Houston.
- The growth of the markets need not occur at the expense of the larger community.

WORKSHOP 2 : INTRODUCE DRAFT RECOMMENDATIONS

The second public workshop for the Airline Improvement District Livable Centers Study was held from 5pm to 7pm at Carroll Academy on March 22, 2012. As a progression from the first workshop which focused on data gathering, the second workshop involved presenting draft recommendations developed by the Design Team.

Recommended projects were conceived using input from the first workshop as well as from stakeholder

meetings and client input. The recommendations were displayed on exhibit boards and reviewed in a formal powerpoint presentation. Workshop facilitators introduced the topics, explained the projects and recorded public feedback. In total, 20 people from the community attended the meeting.

Nine of the 20 attendees turned in completed surveys responding to the draft recommendations. From these surveys and one-on-one conversation

held during the workshop, the project team was able to gauge support for the recommendations.

Workshop attendees continued to voice the same concerns over flooding as expressed at the first workshop. Responses to the recommendations were positive overall. The "Market Mile" branding idea resonated with people as a way to help mitigate some of the flea markets' adverse effects on the community.



Workshop Meet and Greet table.



Workshop attendees listening to project proposals.



As workshop participants enter the main room, project team members introduce the study to them and explain research completed in previous study phases.



Workshop attendees discussing District issues.

WORKSHOP 2 DRAFT RECOMMENDATIONS SURVEY RESPONSES



2

Please return this survey to:
8588 Katy Freeway, Suite 441
Houston, TX 77024

- ¿De las mejoras de los parques propuestos, cuál le sirve mejor a sus necesidades? ¿Por qué?
 - El Parque de Cuenca
 - El Parque Urbano
 - El Parque de Bolsillo
 - El Centro de Recreación
 - Porque: *para que jugemo, caminar.*
TO PLAY, TO WALK
- Por favor, ordene las siguientes sugerencias viales en orden de prioridad para usted:
 - Crear camellones en la Airline al sur de Gulf Road
 - Crear camellones en la Aldine Mail Rt. y ampliar a 4 carriles
 - Añadir aceras de Gulf Bank y ampliar a 4 carriles
 - Crear camellones en la Airline Dr. norte de Gulf Bank
- ¿Cuál de estas propuestas de senderos peatonales usaría con más frecuencia, si es que fueran creados?
 - Senderos a lo largo de los lados norte y sur de Halls Bayou a través del Distrito
 - Senderos a lo largo de los lados norte y sur de la Aldine Mail Route
 - Senderos conectado al Parque Raymac
 - Cruces peatonales en ciertos puntos a lo largo de los Halls Bayou
 - Otros: _____
- Por favor, ordene las siguientes mejoras sugeridas en las aceras en orden de prioridad para usted:
 - Gulf Bank Rd.
 - Raymac St.
 - Aldine Mail Route
 - Hill Road
 - Mitchell Road
 - Airline Dr.
- ¿Es usted dueño o trabaja en un negocio local en el Distrito de Mejoramiento de Airline?
 - Sí
 - No
 - Porque: *Does a Housewife*



Please return this survey to:
8588 Katy Freeway, Suite 441
Houston, TX 77024

- Of the suggested park improvements, which one best serves your needs? Why?
 - Basin Park
 - Urban Park
 - Pocket Park
 - Recreation Center
 - Why: _____
- Please rank the following roadway suggestions in order of priority to you:
 - Create median on Airline Dr. south of Gulf Bank
 - Create median on Aldine Mail Route and widen to 4 lanes
 - Add Sidewalks to Gulf Bank and widen to 4 lanes
 - Create median on Airline Dr. north of Gulf Bank
- Which proposed pedestrian trails would you use most often, if they were created?
 - Trails along north and south sides of Halls Bayou through the District
 - Trails along north and south sides of Aldine Mail Route
 - Trails connected to Raymac Park
 - Pedestrian crossings at points along Halls Bayou
 - Other: _____
- Please rank the following suggested sidewalk improvements in order of priority to you:
 - Gulf Bank Rd.
 - Raymac St.
 - Aldine Mail Route
 - Hill Road
 - Mitchell Road
 - Airline Dr.
- Do you own or work at a local business within the Airline Improvement District?
 - Yes
 - No



Please return this survey to:
8588 Katy Freeway, Suite 441
Houston, TX 77024

- ¿Crees que su negocio o lugar de trabajo podrían beneficiarse de concepto del "Market Mile"? ¿Por qué o por qué no?
 - Sí
 - No
 - Porque: *Housewife.*
- ¿Qué sugerencia tiene usted para el concepto "Market Mile"?
 - Ampliar, Add Carnival*
 - Add public restroom.*
 - Enlarge, Add carnival.*
- ¿Cree usted que los proyectos presentados por el equipo del proyecto representan con exactitud sus necesidades y esperanzas para el Distrito de Mejoramiento de Airline?
 - Sí
 - No
 - Si no, ¿qué tipos de proyectos que prefiere?
- ¿Si pudiera elegir un solo proyecto para completar en el Distrito de Mejoramiento de Airline, cuál sería?
 - Añadir parques y baños Públicos*
 - Enlarge the parks and add public restrooms.*
- ¿Hay algo más que quiera compartir sobre lo que ha aprendido esta noche, o lo que te gustaría ver en el Distrito de Mejoramiento de Airline?
 - Que se haga realidad lo que.*
 - Ampliar las calles por el Hardy.*
 - Se propone y no más promesa.*
 - limpiar las acantarias.*
 - limpiar los Bayou.*
 - limpiar las calles.*



Please return this survey to:
8588 Katy Freeway, Suite 441
Houston, TX 77024

- Do you think your business or place of employment could benefit from the "Market Mile" concept? Why or why not?
 - Yes
 - No
 - Why: _____
- What suggestion do you have for the "Market Mile" concept?
- Do you feel that the projects presented by the project team accurately represent your needs and hopes for the Airline Improvement District?
 - Yes
 - No
 - If no, what types of projects would you prefer?
- If you could choose one single project to complete in the Airline Improvement District, what would it be? *WATER AND SEWER.*
- Is there anything else you would like to share about what you learned this evening or what you would like to see in the Airline Improvement District?
 - CONGRATULATIONS FOR THE HARD WORK AND WE APPRECIATE THE EFFORT FOR THESE IMPROVEMENTS.*

Please return this survey to:
 8588 Katy Freeway, Suite 441
 Houston, TX 77024

- Nothing will work if the flooding issues in the area. Very important.*
1. Of the suggested park improvements, which one best serves your needs? Why?
- Basin Park
 - Urban Park *None in area with parks would be a haven for undesirable to hang out safely would be a big issue*
 - Pocket Park
 - Recreation Center *help with*
 - Why: flooding
2. Please rank the following roadway suggestions in order of priority to you:
- 1 Create median on Airline Dr. south of Gulf Bank
 - 3 Create median on Aldine Mail Route and widen to 4 lanes
 - 4 Add Sidewalks to Gulf Bank and widen to 4 lanes
 - 2 Create median on Airline Dr. north of Gulf Bank
3. Which proposed pedestrian trails would you use most often, if they were created?
- Trails along north and south sides of Halls Bayou through the District
 - Trails along north and south sides of Aldine Mail Route
 - Trails connected to Raymac Park
 - Pedestrian crossings at points along Halls Bayou
 - Other: NONE
4. Please rank the following suggested sidewalk improvements in order of priority to you:
- 2 Gulf Bank Rd.
 - 6 Raymac St.
 - 4 Aldine Mail Route
 - 5 Hill Road
 - 3 Mitchell Road
 - 1 Airline Dr.
5. Do you own or work at a local business within the Airline Improvement District?
- Yes
 - No

Please return this survey to:
 8588 Katy Freeway, Suite 441
 Houston, TX 77024

6. Do you think your business or place of employment could benefit from the "Market Mile" concept? Why or why not?
- Yes
 - No
 - Why: *Great idea selling the community*
7. What suggestion do you have for the "Market Mile" concept?
- *coordination on available parking between business owners*
 - *coordinate weekend events*
8. Do you feel that the projects presented by the project team accurately represent your needs and hopes for the Airline Improvement District?
- Yes
 - No
 - If no, what types of projects would you prefer?
9. If you could choose one single project to complete in the Airline Improvement District, what would it be?
10. Is there anything else you would like to share about what you learned this evening or what you would like to see in the Airline Improvement District?

1

Please return this survey to:
 8588 Katy Freeway, Suite 441
 Houston, TX 77024

1. ¿De las mejoras de los parques propuestos, cuál le sirve mejor a sus necesidades? ¿Por qué?
- El Parque de Cuenca
 - El Parque Urbano
 - El Parque de Bolsillo *con baños POCKET PARK WITH BATHROOMS*
 - El Centro de Recreación
 - Porque: *para que nuestros hijos mejoren BECAUSE IT IS BETTER FOR OUR CHILDREN.*
2. Por favor, ordene las siguientes sugerencias viales en orden de prioridad para usted:
- Crear camellones en la Airline al sur de Gulf Road
 - Crear camellones en la Aldine Mail Rt. y ampliar a 4 carriles
 - Añadir aceras de Gulf Bank y ampliar a 4 carriles
 - Crear camellones en la Airline Dr. norte de Gulf Bank
3. ¿Cuál de estas propuestas de senderos peatonales usaría con más frecuencia, si es que fueran creados?
- Senderos a lo largo de los lados norte y sur de Halls Bayou a través del Distrito
 - Senderos a lo largo de los lados norte y sur de la Aldine Mail Route
 - Senderos conectado al Parque Raymac
 - Cruces peatonales en ciertos puntos a lo largo de los Halls Bayou
 - Otros: _____
4. Por favor, ordene las siguientes mejoras sugeridas en las aceras en orden de prioridad para usted:
- Gulf Bank Rd.
 - Raymac St.
 - Aldine Mail Route
 - Hill Road
 - Mitchell Road
 - Airline Dr
5. ¿Es usted dueño o trabaja en un negocio local en el Distrito de Mejoramiento de Airline?
- Sí *trabajo WORK*
 - No
 - Porque: *para tener mas turismo en nuestra area TO HAVE MORE TOURISM in OUR AREA.*

Please return this survey to:
 8588 Katy Freeway, Suite 441
 Houston, TX 77024

6. ¿Crees que su negocio o lugar de trabajo podrían beneficiarse de concepto del "Market Mile"? ¿Por qué o por qué no?
- Sí
 - No
 - Porque: *mejoras para gente y mas negocios WE WOULD HAVE MORE PEOPLE & MORE BUSINESSES*
7. ¿Qué sugerencia tiene usted para el concepto "Market Mile"?
8. ¿Cree usted que los proyectos presentados por el equipo del proyecto representan con exactitud sus necesidades y esperanzas para el Distrito de Mejoramiento de Airline?
- Sí
 - No
 - Si no, ¿qué tipos de proyectos que prefiere?
9. Si pudiera elegir un solo proyecto para completar en el Distrito de Mejoramiento de Airline, ¿cuál sería?
- mejorando las carreteras IMPROVING THE ROADS.*
10. ¿Hay algo más que quiera compartir sobre lo que ha aprendido esta noche, o lo que te gustaría ver en el Distrito de Mejoramiento de Airline?
- Añadir banquetas a cuatro carriles En la Gulf bank y añadir banquetas ADD SIDEWALKS TO THE 4 LINES OF GULF BANK AND ADD SIDEWALKS.*

1. Of the suggested park improvements, which one best serves your needs? Why?

- Basin Park
- Urban Park
- Pocket Park
- Recreation Center

Why: *not have activity area is the hardest to acquire, but would be the best use for the community. Small pocket-parks are good, but often become a n to surrounding p owners*

2. Please rank the following roadway suggestions in order of priority to you:

- Create median on Airline Dr. south of Gulf Bank
- Create median on Aldine Mail Route and widen to 4 lanes
- Add Sidewalks to Gulf Bank and widen to 4 lanes
- Create median on Airline Dr. north of Gulf Bank

3. Which proposed pedestrian trails would you use most often, if they were created?

- Trails along north and south sides of Halls Bayou through the District
- Trails along north and south sides of Aldine Mail Route
- Trails connected to Raymac Park
- Pedestrian crossings at points along Halls Bayou
- Other: _____

4. Please rank the following suggested sidewalk improvements in order of priority to you:

- Gulf Bank Rd. 2
- Raymac St.
- Aldine Mail Route 1
- Hill Road
- Mitchell Road
- Airline Dr. 3

5. Do you own or work at a local business within the Airline Improvement District?

- Yes
- No

6. Do you think your business or place of employment could benefit from the "Market Mile" concept? Why or why not?

- Yes
- No
- Why: *Maybe*

7. What suggestion do you have for the "Market Mile" concept?

would need marketing coord.

8. Do you feel that the projects presented by the project team accurately represent your needs and hopes for the Airline Improvement District?

- Yes *Somewhat*
- No

If no, what types of projects would you prefer?

flooding most important issue safety in community

9. If you could choose one single project to complete in the Airline Improvement District, what would it be? *Market the district*

10. Is there anything else you would like to share about what you learned this evening or what you would like to see in the Airline Improvement District?

1. Of the suggested park improvements, which one best serves your needs? Why?

- Basin Park
- Urban Park
- Pocket Park
- Recreation Center

Why: *More services (structured) that can be available at this center's various and more interesting activities for a picnic area for families use.*

2. Please rank the following roadway suggestions in order of priority to you:

- Create median on Airline Dr. south of Gulf Bank
- Create median on Aldine Mail Route and widen to 4 lanes
- Add Sidewalks to Gulf Bank and widen to 4 lanes
- Create median on Airline Dr. north of Gulf Bank

3. Which proposed pedestrian trails would you use most often, if they were created?

- Trails along north and south sides of Halls Bayou through the District
- Trails along north and south sides of Aldine Mail Route
- Trails connected to Raymac Park
- Pedestrian crossings at points along Halls Bayou
- Other: _____

4. Please rank the following suggested sidewalk improvements in order of priority to you:

- Gulf Bank Rd. 1
- Raymac St.
- Aldine Mail Route
- Hill Road
- Mitchell Road
- Airline Dr. 2

5. Do you own or work at a local business within the Airline Improvement District?

- Yes
- No

6. Do you think your business or place of employment could benefit from the "Market Mile" concept? Why or why not?

- Yes
- No
- Why: *I do not own a business, but w/ the Airline Imp. Dist. needs to improve its image to make the area one that is more positive rather than negative.*

7. What suggestion do you have for the "Market Mile" concept?

great idea, but strict enforcement would be necessary because of the types of businesses that are involved

8. Do you feel that the projects presented by the project team accurately represent your needs and hopes for the Airline Improvement District?

- Yes
- No

If no, what types of projects would you prefer?

really need the projects on Gulf bank to take priority along w/ the ability to sustain the improvements. We really do need a good transportation plan, maybe need to help alleviate the traffic problems

9. If you could choose one single project to complete in the Airline Improvement District, what would it be?

Widening of Gulf Bank Rd to improve the high congestion of the area along with adequate lighting up & down the road, too bad you cannot help get a large grocer back into our neighborhood rather than having to settle for the sub-gro facilities we now have.

10. Is there anything else you would like to share about what you learned this evening or what you would like to see in the Airline Improvement District?

These are all very good ideas but what I fear is that since the area's economic face is always changing, how will we be able to maintain these improvements. As a resident of the Northline house for 36 years, I want to see our neighborhood return to the greatness it was once. Thank you for your time and efforts a special thanks to Don Koettl for helping to make this happen.

ALL THESE IDEAS ARE GOOD BUT I THINK THEY ~~DO~~ FIT IN A DISTRICT THAT IS MORE ECONOMICALLY ADVANCED AND STABLE THAN HERE. NEEDS A GOOD FCBI BASE FOR THESE EFF. ARE SUSTA

Please return this survey to:
 8588 Katy Freeway, Suite 441
 Houston, TX 77024

- Of the suggested park improvements, which one best serves your needs? Why?
 - Basin Park
 - Urban Park
 - Pocket Park
 - Recreation Center
 - Why: Something for kids to do
- Please rank the following roadway suggestions in order of priority to you:
 - Create median on Airline Dr. south of Gulf Bank
 - Create median on Aldine Mail Route and widen to 4 lanes
 - Add Sidewalks to Gulf Bank and widen to 4 lanes
 - Create median on Airline Dr. north of Gulf Bank

Provides Access to I-95
- Which proposed pedestrian trails would you use most often, if they were created?
 - Trails along north and south sides of Halls Bayou through the District
 - Trails along north and south sides of Aldine Mail Route
 - Trails connected to Raymac Park
 - Pedestrian crossings at points along Halls Bayou
 - Other: CONCERN EE SAFETY IN THESE AREAS GIVEN THE GANG ACTIVITY IN THIS AREA.
- Please rank the following suggested sidewalk improvements in order of priority to you:
 - Gulf Bank Rd.
 - Raymac St.
 - Aldine Mail Route
 - Hill Road
 - Mitchell Road
 - Airline Dr. TO FACILITATE ACCESS TO BUSINESSES & SHOPPING
- Do you own or work at a local business within the Airline Improvement District?
 - Yes
 - No

NOTE: BLUE/GREEN BLACK/WHITE STREET CROSSING LOOKS LIKE A GOOD OPPORTUNITY FOR AN ACCIDENT WITH DRIVERS BEING CONFUSED WITH THE OPTICAL ILLUSION

Please return this survey to:
 8588 Katy Freeway, Suite 441
 Houston, TX 77024

- Of the suggested park improvements, which one best serves your needs? Why?
 - Basin Park
 - Urban Park
 - Pocket Park
 - Recreation Center
 - Why: _____
- Please rank the following roadway suggestions in order of priority to you:
 - Create median on Airline Dr. south of Gulf Bank
 - Create median on Aldine Mail Route and widen to 4 lanes
 - Add Sidewalks to Gulf Bank and widen to 4 lanes
 - Create median on Airline Dr. north of Gulf Bank
- Which proposed pedestrian trails would you use most often, if they were created?
 - Trails along north and south sides of Halls Bayou through the District
 - Trails along north and south sides of Aldine Mail Route
 - Trails connected to Raymac Park
 - Pedestrian crossings at points along Halls Bayou
 - Other: _____
- Please rank the following suggested sidewalk improvements in order of priority to you:
 - Gulf Bank Rd.
 - Raymac St.
 - Aldine Mail Route
 - Hill Road
 - Mitchell Road
 - Airline Dr.
- Do you own or work at a local business within the Airline Improvement District?
 - Yes
 - No

Please return this survey to:
 8588 Katy Freeway, Suite 441
 Houston, TX 77024

- Do you think your business or place of employment could benefit from the "Market Mile" concept? Why or why not?
 - Yes
 - No
 - Why: I WORK DOWNTOWN

IS THIS TARGETED AT DISTRICT RESIDENTS OR BRINGING IN OUTSIDE BUSINESS?
- What suggestion do you have for the "Market Mile" concept?

DEVELOPMENT OF ANCHOR LOCATIONS TO SUSTAIN THE REGION. DON'T THINK THE CURRENT MIX ATTRACTS OUTSIDERS TO COME AND SPEND IN THE DISTRICT.
- Do you feel that the projects presented by the project team accurately represent your needs and hopes for the Airline Improvement District?
 - Yes
 - No
 - If no, what types of projects would you prefer?

I THINK ECONOMIC DEVELOPMENT COMES FIRST. NOT SURE THESE EFFORTS ARE SUSTAINABLE OR ADDRESS THE URBAN CULTURE & ECONOMY.
- If you could choose one single project to complete in the Airline Improvement District, what would it be?

REC CENTER OR WIDEN AIRLINE/WOLF BANK
- Is there anything else you would like to share about what you learned this evening or what you would like to see in the Airline Improvement District?

WOULD LIKE TO SEE AN ECONOMIC DEVELOPMENT PLAN THAT PARALLELS THIS PLAN. I DON'T CURRENTLY SEE A CULTURE OR ECONOMY IN AIRLINE DISTRICT THAT PROVIDES THE FOUNDATION FOR SUSTAINING THESE EFFORTS ... IN PARTICULAR PARKS, MARKET MILE CAMPAIGN

Please return this survey to:
 8588 Katy Freeway, Suite 441
 Houston, TX 77024

- Do you think your business or place of employment could benefit from the "Market Mile" concept? Why or why not?
 - Yes
 - No
 - Why: _____
- What suggestion do you have for the "Market Mile" concept?

- Do you feel that the projects presented by the project team accurately represent your needs and hopes for the Airline Improvement District?
 - Yes
 - No
 - If no, what types of projects would you prefer?

my main concern is the flooding in the area - if the flooding issue is not address, all these other projects will not be necessary as people are not going to stay or move to this area.
- If you could choose one single project to complete in the Airline Improvement District, what would it be?

So address the problem of Halls Bayou and to stop the flooding, especially from Airline to Hardy Sell Rd.
- Is there anything else you would like to share about what you learned this evening or what you would like to see in the Airline Improvement District?

1. Of the suggested park improvements, which one best serves your needs? Why?
 Basin Park *None work if you don't stop flooding first*
 Urban Park
 Pocket Park
 Recreation Center
 Why: Flooding
2. Please rank the following roadway suggestions in order of priority to you:
 Create median on Airline Dr. south of Gulf Bank
 Create median on Aldine Mail Route and widen to 4 lanes
 Add Sidewalks to Gulf Bank and widen to 4 lanes
 Create median on Airline Dr. north of Gulf Bank
3. Which proposed pedestrian trails would you use most often, if they were created?
No Trails along north and south sides of Halls Bayou through the District
 Trails along north and south sides of Aldine Mail Route
 Trails connected to Raymac Park
No Pedestrian crossings at points along Halls Bayou
 Other: _____
4. Please rank the following suggested sidewalk improvements in order of priority to you:
 Gulf Bank Rd.
 Raymac St.
 Aldine Mail Route
 Hill Road
 Mitchell Road
 Airline Dr.
5. Do you own or work at a local business within the Airline Improvement District?
 Yes
 No

6. Do you think your business or place of employment could benefit from the "Market Mile" concept? Why or why not?
 Yes
 No
 Why: *Not unless flooding stops*
7. What suggestion do you have for the "Market Mile" concept?
*Stop flooding first
Bring in water + sewer
Then you can bring businesses*
8. Do you feel that the projects presented by the project team accurately represent your needs and hopes for the Airline Improvement District?
 Yes
 No
If no, what types of projects would you prefer?
9. If you could choose one single project to complete in the Airline Improvement District, what would it be?
Traffic by flea market
10. Is there anything else you would like to share about what you learned this evening or what you would like to see in the Airline Improvement District?
Restaurants, stores - not flea market

Fix flooding on Halls Bayou - No biking or trails on bayou - put them on roadways so both sides of street can benefit (Gulf Bank)

WORKSHOP 3 : PRESENT FINAL RECOMMENDATIONS

The final public meeting for the H-GAC Airline Improvement District Livable Centers study was held on June 18, 2012 at Carroll Academy. This meeting centered on a presentation of projects selected as priorities in the categories of Road Improvements, Open Space and Recreation and District Branding. This final meeting encouraged thoughtful discussion on which projects should be considered priorities moving into the implementation phase.

Outreach methods to publicize the meeting included: distributing flyers by mail to local businesses and residents through neighborhood association newsletters; posting meeting details in the online and printed Community Calendar section in the Northeast News newspaper each week for the three weeks prior to the meeting; and

conducting a radio interview with details of the meeting on La Tremenda (KLAT-AM 1010) which aired at 9am on the day of the meeting.

While there were only 13 District residents in attendance, conversation was lively. People expressed the importance of reducing flooding in the area. Most of the residents in attendance believe that flood reduction measures need to be taken before any other project begins. They believe that no other investment of money is worthwhile until flooding is reduced. Recommendations for Bird Basin Park was well received, however residents could not understand why flood reduction measures haven't been completed yet.



Executive Director of the Airline District introduces workshop attendees to current District projects.

Outreach methods

Entity	Item	Number Used	Method of Distribution
All Local Businesses Registered with the Secretary of State	Business Notification Letter	532	Mail
Bellmar Civic Club	Resident Notification Letter / Survey	Digital provided for printing. Zera Presley printed in-house, per her email.	Email
Northline Terrace Civic Club	Resident Notification Letter / Survey	300	Delivery
Northeast News	Meeting Details posted to Community Calendar. ¼ page ad purchased as well.	3	1/week for 3 weeks prior to meeting.
Community At-Large	18 x 24" Yard Signs with meeting info	10	Posted at intersections along Airline as well as residential areas that did not receive civic club mailings.

WORKSHOP 3 : SURVEYS

In order to gauge public approval of the recommendations and outreach methods of the study, a survey was handed out. Ten participants responded. Six of the ten respondents believe their needs had been addressed by the projects presented. Three people did not respond to the question asking if they were content with the recommendations and one person further emphasized the importance of solutions for repeated flooding.

Scanned copies of the brief surveys are below:



1. Did you attend either of the first two meetings? If so, which one(s)?
yes - the 2nd one
2. Do you feel your needs are represented by the projects presented?
3. Do you have any suggestions on how the Team can improve public outreach in the future?
4. Would you like to be involved in future planning efforts in the Airline Improvement District? If so, please provide the following:

Name: *Jeanie Boring*
Email: *jsboring@sbcglobal.net*
Phone: *281-448-8841*



1. Did you attend either of the first two meetings? If so, which one(s)?
2. Do you feel your needs are represented by the projects presented? *No*
Flooding is the #1 issue to be address
3. Do you have any suggestions on how the Team can improve public outreach in the future?
4. Would you like to be involved in future planning efforts in the Airline Improvement District? If so, please provide the following:

Name: *Ismael Alvey*
Email:
Phone: *281 447 2541*

1. Did you attend either of the first two meetings? If so, which one(s)?

yes

2. Do you feel your needs are represented by the projects presented?
3. Do you have any suggestions on how the Team can improve public outreach in the future?
4. Would you like to be involved in future planning efforts in the Airline Improvement District? If so, please provide the following:

Name: Linda Hartzog
Email: l-hartz@hotmail.com
Phone: (281) 350-3152

1. Did you attend either of the first two meetings? If so, which one(s)?

No. Sorry

2. Do you feel your needs are represented by the projects presented?
?
3. Do you have any suggestions on how the Team can improve public outreach in the future?
Do something about Heemoket
Keep Affordable Housing OUT
4. Would you like to be involved in future planning efforts in the Airline Improvement District? If so, please provide the following:

Name: Alex Diaz
Email: adiaz69@sbcglobal.net
Phone: 713-826-4838

1. Did you attend either of the first two meetings? If so, which one(s)?

No -

2. Do you feel your needs are represented by the projects presented?

Yes

3. Do you have any suggestions on how the Team can improve public outreach in the future?

Get permission and partnership with AISD to send flyers (advertising meetings etc) home with students to inform parents

4. Would you like to be involved in future planning efforts in the Airline Improvement District? If so, please provide the following:

Name: Joyce Wiley
Email: jwiley@lonestar.edu
Phone: 281-260-3525

1. Did you attend either of the first two meetings? If so, which one(s)?

No

2. Do you feel your needs are represented by the projects presented?

Yes

3. Do you have any suggestions on how the Team can improve public outreach in the future?

Wish more people would take part in these meetings.

4. Would you like to be involved in future planning efforts in the Airline Improvement District? If so, please provide the following:

Name: Judy Hoya
Email: judy_hoya@hotmail.com
Phone: 281.931.9149

1. Did you attend either of the first two meetings? If so, which one(s)?
Both
2. Do you feel your needs are represented by the projects presented?
yes
3. Do you have any suggestions on how the Team can improve public outreach in the future?
No
4. Would you like to be involved in future planning efforts in the Airline Improvement District? If so, please provide the following:

Name: *Antia Reeves*
Email: *none*
Phone: *281-931-9313*

1. Did you attend either of the first two meetings? If so, which one(s)? *Both*
Just
2. Do you feel your needs are represented by the projects presented?
Yes
3. Do you have any suggestions on how the Team can improve public outreach in the future?
Great job so far - ① *Clarifying my greatest*
② *Airline Plan issue*
M.H. Judge
4. Would you like to be involved in future planning efforts in the Airline Improvement District? If so, please provide the following:

Name: *Mike + Kay Best*
Email:
Phone: *281-447-2810*

1. Did you attend either of the first two meetings? If so, which one(s)?

1 & 2

2. Do you feel your needs are represented by the projects presented?

- GOOD START - PROJECTS NEED DRAINAGE + MAINTAINANCE
3. Do you have any suggestions on how the Team can improve public outreach in the future?

- MOST PROJECTS ENHANCE THE PROBLEM (FLEA MARKET)
(OUR)
4. Would you like to be involved in future planning efforts in the Airline Improvement District? If so, please provide the following:

Name: JERRY HALEY

Email: NONE

Phone: 281 447 2941

1. Did you attend either of the first two meetings? If so, which one(s)?

Both

2. Do you feel your needs are represented by the projects presented?

yes

3. Do you have any suggestions on how the Team can improve public outreach in the future?

NO

4. Would you like to be involved in future planning efforts in the Airline Improvement District? If so, please provide the following:

Name: JOANI BRAUER

Email:

Phone: 281-447-7879

IMPLEMENTATION COST ESTIMATES

The following spreadsheets show how order of magnitude costs for projects were calculated. These costs will vary depending on when the project is implemented and number and type of amenities chosen. In some cases, final project costs depend on the outcome of further engineering and design proposals. Project costs are to be used for project planning purposes.

U.1(S) DISTRICT BUS SHELTERS AND SITE FURNITURE

U.1 (S) District Bus Shelters and Site Furniture	QTY	UNIT	UNIT COST	EXTENSION	NOTES
Bus Stop Shelter	9	ea	12,000.00	108,000.00	If a custom shelter is designed then any existing shelters should be replaced. If a standard shelter is chosen, then this cost is reduced.
Trash Cans	9	ea	2,000.00	18,000.00	Two 10' Planters per Stop
Bench	9	ea	2,800.00	25,200.00	
Planter	18	ea	2,000.00	36,000.00	
METRO/AID Signage	9	ea	1,850.00	16,650.00	
Concrete Paving	50	sy	35.60	1,780.00	Shelter base
Security Lighting	9	ea	2,500.00	22,500.00	Lighting at upgraded bus stops
Bed Preparation	360	sf	1.60	576.00	Two 10' Planters per Stop
Ornamental Planting	360	sf	4.00	1,440.00	Two 10' Planters per Stop
Small Shade Trees	18	ea	175.00	3,150.00	Two trees per stop for rider comfort
Sub Total				233,296.00	
25% Contingency				58,324.00	
PROJECT TOTAL				291,620.00	
*Design Fee				43,743.00	

P-1(M) YALE YOUTH CENTER

P.1 (M) Yale Youth Center Park	QTY	UNIT	UNIT COST	EXTENSION	NOTES
Clearing	11	ac	1,100.00	12,100.00	Removal of existing debris, selective clearing of plant material
Earthwork	254,390	sf	0.50	127,195.00	berming and fine grading
Sports Fields	2	ea	52,775.00	105,550.00	grading, sod, irrigation,
Sports Field Lighting	10	ea	15,000.00	150,000.00	4 sports lights per field and court
Sport Court	1	ea	22,500.00	22,500.00	NCAA regulation Basketball court with two goals
Concrete Sidewalks	25,265	sf	4.50	113,692.50	6' wide concrete walks
DG Walking Trail	26,400	sf	4.00	105,600.00	10' wide - 1/2 mile walking loop
Swimming Pool	1	allow	900,000.00	900,000.00	8 lane, 25 m length(U.S. swimming regulation) with pool deck
Parking Lot	22,215	sf	6.00	133,290.00	
Outdoor Pool facility	2,500	sf	150.00	375,000.00	
Shade Tree Planting	100	ea	450.00	45,000.00	3" caliper oak or similar
Ornamental Tree Planting	75	ea	275.00	20,625.00	10' ht. native texas flowering tree
Hydromulch	174,240	sf	0.15	26,136.00	
Irrigation	174,240	sf	0.75	130,680.00	spray irrigation
Site furnishings	1	allow	210,000.00	210,000.00	benches, trash receptacles, lighting, picnic tables and benches
Children's play area	1	ea	200,000.00	200,000.00	2-5 yr. and 6-12 yr.
Sub Total				2,677,368.50	
25% Contingency				669,342.13	
PROJECT TOTAL				3,346,710.63	
*Design Fee				502,006.59	

P-2 (S) HALLS BAYOU NORTHLINE NEIGHBORHOOD POCKET PARK

P.2 (S) Northline Neighborhood Pocket Park	QTY	UNIT	UNIT COST	EXTENSION	NOTES
Clearing	0.75	ac	1,100.00	825.00	Removal of existing debris, selective clearing of plant material
Earthwork	32,670	sf	0.50	16,335.00	berming and fine grading
Concrete Sidewalks	15,000	sf	4.50	67,500.00	6' wide concrete walks
Shade Tree Planting	15	ea	450.00	6,750.00	3" caliper oak or similar
Ornamental Tree Planting	25	ea	275.00	6,875.00	10' ht. native texas flowering tree
Hydromulch	21,500	sf	0.15	3,225.00	
Irrigation	21,500	sf	0.75	16,125.00	spray irrigation
Dog park and dog run	1	allow	70,000.00	70,000.00	8' fencing, fountain, wash station, dog bags, trash receptacle, exercise equipment
Site furnishings	1	allow	85,000.00	85,000.00	benches, trash receptacles, lighting, picnic tables and benches
Children's play area	1	ea	175,000.00	175,000.00	2-5 yr. and 6-12 yr. Selected equipment, shade structure, and fall surfacing
Sub Total				447,635.00	
25% Contingency				111,908.75	
PROJECT TOTAL				559,543.75	
*Design Fee				83,931.56	

P-3 (M)(L) HALLS BAYOU BIRD BASIN PARK

P.3 (M) (L) Halls Bayou Bird Basin Park	QTY	UNIT	UNIT COST	EXTENSION	NOTES
Clearing and Grubbing (selective)	118.00	ac	1,100.00	129,800.00	Removal of existing debris, selective clearing of plant material
Frisbee Golf Course	1	ea	18,750.00	18,750.00	18 hole course on 15 acres
BMX Bike Course	1	allow	150,000.00	150,000.00	5 acre course
Fishing Pier	5	ea	90,000.00	450,000.00	12' w x 25' l concrete and steel frame pier
Bird Watching - Overlook Shelter	5	ea	30,000.00	150,000.00	10'x10' covered shelter with benches
Kayak & Canoe Dock / Center	1	allow	800,000.00	800,000.00	30'x15' boat shelter / rental bldg. and concrete and steel frame dock
Equestrian Trails	1	allow	3,000,000.00	3,000,000.00	trails, 15 stall stables, rental facility
Park Singage	1	allow	210,000.00	210,000.00	Wayfinding, trail identity signage, location signage, branding
Site Furnishings	1	allow	500,000.00	500,000.00	benches, shade structures, trash receptacles, picnic tables
Site lighting	1	allow	750,000.00	750,000.00	pole lights, security lighting, trail lighting
Pedestrian Bridges	6	ea	250,000.00	1,500,000.00	turnkey truss bridge
Forest Trail	126,720	sf	6.00	760,320.00	8' wide decomposed granite walking trail, hand staked
Reforestation of disturbed zones	30	ac	130,680.00	3,920,400.00	plant variety of size trees, whips to 2" caliper trees
Meadow Trail	168,960	sf	4.50	760,320.00	8' wide concrete walking trail
Meadow Planting	15	ac	32,670.00	490,050.00	Native seed hydromulch
Emergent Wetland Planting	23	ac	87,120.00	2,003,760.00	wetland plant mix
Temporary Irrigation	35	ac	65,340.00	2,286,900.00	18 months / establishment
Large Shade Trees	300	ea	750.00	225,000.00	4" caliper
Small Shade Trees	500	ea	500.00	250,000.00	3" caliper
Ornamental Trees	350	ea	350.00	122,500.00	10' ht. native ornamentals
Sub Total				18,477,800.00	
25% Contingency				4,619,450.00	
PROJECT TOTAL				23,097,250.00	
*Design Fee				3,464,587.50	

P-4 (M) HALLS BAYOU ESPLANADE PARK

P.4 (M) Bayou Esplanade Park (Halls Bayou System)	QTY	UNIT	UNIT COST	EXTENSION	NOTES
Clearing and Grubbing	6.25	ac	1,100.00	6,875.00	Removal of existing debris, selective clearing of plant material
Excavating and Capping Brownfield Site	18.75	ac	145,178.00	2,722,087.50	3' of excavation, haul-off, and 3' of clean fill.
Community Garden	5	ac	360,000.00	1,800,000.00	raised beds, shade structures, orchard, tool shed, picnic tables, lawn
Food Truck Courtyard	3	ac	235,000.00	705,000.00	includes decomposed granite, lawn, tables, chairs, umbrellas, catenary
Civic space for art / programs	4	ac	325,000.00	1,137,500.00	lighting, shade trees, trash receptacles
Natural Play Area	3	ea	140,000.00	420,000.00	lighting, botanical garden,
Reforested area	6	ac	130,680.00	718,740.00	nature play with approximately 140 play stations
Great Meadow	5	sf	32,670.00	163,350.00	plant variety of size trees, whips to 2" caliper trees
Temporary Irrigation	6	ac	45,000.00	247,500.00	clearing with meadow planting for open use
Irrigation	11	ac	65,000.00	715,000.00	18 months / establishment
Medium Shade Trees	110	ea	400.00	44,000.00	permanent irrigation at food truck courtyard, nature play, and garden
Ornamental Trees	200	ea	250.00	50,000.00	3" caliper
					10' ht. native ornamentals
Sub Total				8,730,052.50	
25% Contingency				2,182,513.13	
PROJECT TOTAL				10,912,565.63	
*Design Fee				1,636,884.84	

T.4 (S) SHARED USE EAST-WEST PATH AT UTILITY EASEMENT

T.4 (S) Shared Use East-West Path at Utility Easement	QTY	UNIT	UNIT COST	EXTENSION	NOTES
Clearing and Grubbing	7.80	ac	1,100.00	8,580.00	Removal of existing debris, selective clearing of plant material
Trail Excavation	4,200	cy	11.00	46,200.00	
Concrete Paving	12,580	sy	35.60	447,848.00	10' wide concrete walks
Security Lighting	13	ea	2,500.00	32,500.00	Lighting at street crossings and trail intersection
Drinking Fountains	5	ea	4,750.00	23,750.00	Barrier Free drinking fountain
Trash Cans	10	ea	2,000.00	20,000.00	
Bollards	13	ea	600.00	7,800.00	
Bench	10	ea	2,800.00	28,000.00	
Trail Signage	15	ea	1,850.00	27,750.00	Wayfinding and trail identity signage
Bed Preparation	60,000	sf	1.60	96,000.00	
Ornamental Planting	50,000	sf	4.00	200,000.00	
Irrigation	1	allow	50,000.00	50,000.00	
Large Shade Trees	180	ea	350.00	63,000.00	
Small Shade Trees	250	ea	175.00	43,750.00	
Sub Total				1,095,178.00	
25% Contingency				273,794.50	
PROJECT TOTAL				1,368,972.50	
*Design Fee				205,345.88	

T-5 (S) BELLMAR NORTHLINE TRIBUTARY TRAIL

T.5 (S) Bellmar Northline Tributary Trail	QTY	UNIT	UNIT COST	EXTENSION	NOTES
Clearing and Grubbing	4.70	ac	1,100.00	5,170.00	Removal of existing debris, selective clearing of plant material
Trail Excavation	2,520	cy	11.00	27,720.00	
Concrete Paving	7,550	sy	35.60	268,780.00	10' wide concrete walks
Security Lighting	8	ea	2,500.00	20,000.00	Lighting at street crossings, trail intersection, selected benches
Drinking Fountains	3	ea	4,750.00	14,250.00	Barrier Free drinking fountain
Trash Cans	6	ea	2,000.00	12,000.00	
Bollards	4	ea	600.00	2,400.00	
Bench	6	ea	2,800.00	16,800.00	
Trail Signage	9	ea	1,850.00	16,650.00	Wayfinding and trail identity signage
Bed Preparation	36,000	sf	1.60	57,600.00	
Ornamental Planting	30,000	sf	4.00	120,000.00	
Irrigation	1	allow	30,000.00	30,000.00	
Large Shade Trees	110	ea	350.00	38,500.00	
Small Shade Trees	150	ea	175.00	26,250.00	
Sub Total				656,120.00	
25% Contingency				164,030.00	
PROJECT TOTAL				820,150.00	
*Design Fee				123,022.50	

T-6 (S) EVERSDALE HELMS TRAIL

T.6 (S) Eversdale Helms Trail	QTY	UNIT	UNIT COST	EXTENSION	NOTES
Clearing and Grubbing	1.95	ac	1,100.00	2,145.00	Removal of existing debris, selective clearing of plant material
Trail Excavation	1,050	cy	11.00	11,550.00	
Concrete Paving	3,145	sy	35.60	111,962.00	10' wide concrete walks
Security Lighting	4	ea	2,500.00	10,000.00	Lighting at street crossings and trail intersection
Drinking Fountains	2	ea	4,750.00	9,500.00	Barrier Free drinking fountain
Trash Cans	3	ea	2,000.00	6,000.00	
Bollards	4	ea	600.00	2,400.00	
Bench	3	ea	2,800.00	8,400.00	
Trail Signage	4	ea	1,850.00	7,400.00	Wayfinding and trail identity signage
Bed Preparation	15,000	sf	1.60	24,000.00	
Ornamental Planting	12,500	sf	4.00	50,000.00	
Irrigation	1	allow	125,000.00	125,000.00	
Large Shade Trees	50	ea	350.00	17,500.00	
Small Shade Trees	70	ea	175.00	12,250.00	
Sub Total				398,107.00	
25% Contingency				99,526.75	
PROJECT TOTAL				497,633.75	
*Design Fee				74,645.06	

T-10 HALLS BAYOU HIKE AND BIKE TRAIL

T.10 (M) Halls Bayou Hike & Bike (*north calculations only - duplicate numbers for south)	QTY	UNIT	UNIT COST	EXTENSION	NOTES
Clearing and Grubbing	5.30	ac	1,100.00	5,830.00	Removal of existing debris, selective clearing of plant material
Trail Excavation	2,856	cy	11.00	31,416.00	
Concrete Paving	8,554	sy	35.60	304,522.40	10' wide concrete walks
Security Lighting	8	ea	2,500.00	20,000.00	Lighting at street crossings and trail intersection
Drinking Fountains	3	ea	4,750.00	14,250.00	Barrier Free drinking fountain
Trash Cans	7	ea	2,000.00	14,000.00	
Bollards	8	ea	600.00	4,800.00	
Bench	7	ea	2,800.00	19,600.00	
Trail Signage	10	ea	1,850.00	18,500.00	Wayfinding and trail identity signage
Bed Preparation	40,800	sf	1.60	65,280.00	
Ornamental Planting	34,000	sf	4.00	136,000.00	
Irrigation	1	allow	50,000.00	50,000.00	
Large Shade Trees	125	ea	350.00	43,750.00	
Small Shade Trees	175	ea	175.00	30,625.00	
Sub Total				758,573.40	
25% Contingency				189,643.35	
PROJECT TOTAL				948,216.75	
*Design Fee				142,232.51	

NEW ROADS / 1/4 MILE

T-1 AND T-2 IMPROVED MEDIANS

These numbers were used to determine the cost of Project T.3.

Local 25
Collector 48
Arterial 60
Roadway Widths (ft)

DESCRIPTION	UNITS	UNIT COST	Conversion	Itemized Cost	Itemized Cost	Itemized Cost	Notes
PREPARING ROW	STA	3150	13.2	41,580	41,580	41,580	Station = 100 ft, 13.2 stations in 1/4 mile
EXCAVATION (ROADWAY)	CY	2.74	290	6,630	12,730	15,913	Converted to yards L * W * D - 2 feet of excavation
EMBANKMENT (FINAL)(ORD COMP)(TY A)	CY	10.50	290	25,375	48,720	60,900	Converted to yards L * W * D - 2 feet of excavation
FL BS (CMP IN PLC)(TY A GR 1) (6")	SY	10.50	440	38,500	73,920	92,400	Converted to yards L * W
A-R BINDER (TYPE III)	GAL	2.86	0.35	3,665	7,037	8,796	0.35 Gallons / sq yard
D-GR HMA(METH) TY-C SAC-A PG70-22	TON	96.86	0.11	39,068	75,010	93,762	0.11 tons per square yard
6' WIDE CONC SIDEWALKS (6")	SY	37.72	1760	66,387	66,387	66,387	6ft (2 yd) sidewalks on both sides of street
CONC CURB & GUTTER (TY II)	LF	9.60	2640	25,353	25,353	25,353	Curb and gutter on either side of street
STREET TREES	EA	350.00	88	30,800	30,800	30,800	Street trees evenly spaced on sidewalks

Total Cost per 1/4 mile (without contingency)
277,358
Contingency (25%)
69,340
Total Cost per 1/4 mile (with Contingency)
346,698

Design is Typically 10-15% of Construction

Airline Drive
(between Gulf
Bank and Camino
Henry) 13 ft
13 ft median
5,682

Aldine Mail
(between Hawkins
and just west of
Henry) 13 ft
median
2,062

Aldine Mail
(between just west
of Henry) and Hardy
Toll) 31 ft median
3,612

Length of Median

DESCRIPTION	UNITS	12 MO AVG BID	Factor	Itemized Cost	Itemized Cost	Itemized Cost	Comment - 13'	Comment - 31'
EXCAVATION (ROADWAY)	CY	2.74362	3.33	17,304	6,280	38,979	30 sf / 9 = 3.33 sq yards	106 sf / 9 = 11.8 sy
LOOSE AGGREGATE FOR GROUND COVER (TY I)	CY	60	0.77	87,503	31,755	130,032	7 sf / 9 = 0.77 sq yards	16 sf / 9 = 1.8 sy
FURNISHING AND PLACING TOPSOIL	CY	31.661	1.44	86,351	31,337	129,607	13 sf / 9 = 1.44 sq yards	31 sf / 9 = 3.4 sy
FOCAL POINT SYSTEM	EA	7000	3 to 9	63000	21000	42000		
PLANT MATERIAL (Tree and Shrub)	EA			415,000	161,867	283,542	1 tree every 30 ft on center	Used \$415,000 for planting entire median
CONC CURB (TY II)	LF	4.0936		46,520	16,882	29,572	2 curbs on either side of median	ped bridge = 31 ft * 8 ft = 248 sf / 9 = 27.5 sy
CONC SIDEWALKS (6")	SY	37.71981	11.5	3,734	1,355	5,677	ped bridges placed every 1/8 mile; ped bridges 8 ft * 13 ft = 111.5 sy	
Total Cost (without contingency)				719,412	270,475	659,410		
Contingency (25%)				179,853	67,619	164,852		
Total Cost (with Contingency)				899,265	338,094	824,262		

Design is Typically 10-15% of Construction

