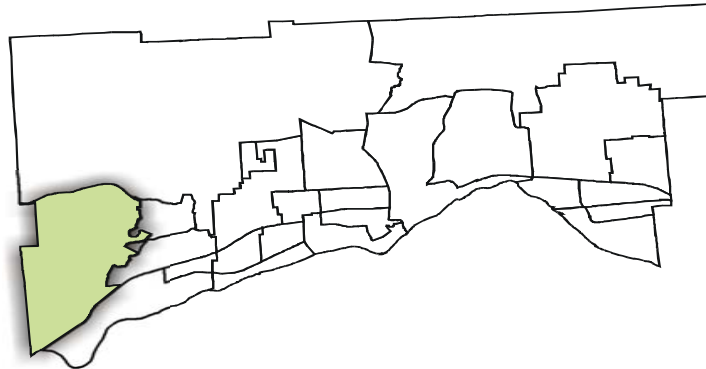


TOWN OF UNION

COMPREHENSIVE PLAN

DEMOGRAPHIC PROFILE



NEIGHBORHOOD SETTING

Airport Heights occupies 1,875 acres or 8% of the total area of the Town of Union, and ranks 3rd of 25 neighborhoods by size. It is located in the southwestern portion of the town, and is accessed by West Main Street (NY Route 17c).

LANDSCAPE FEATURES

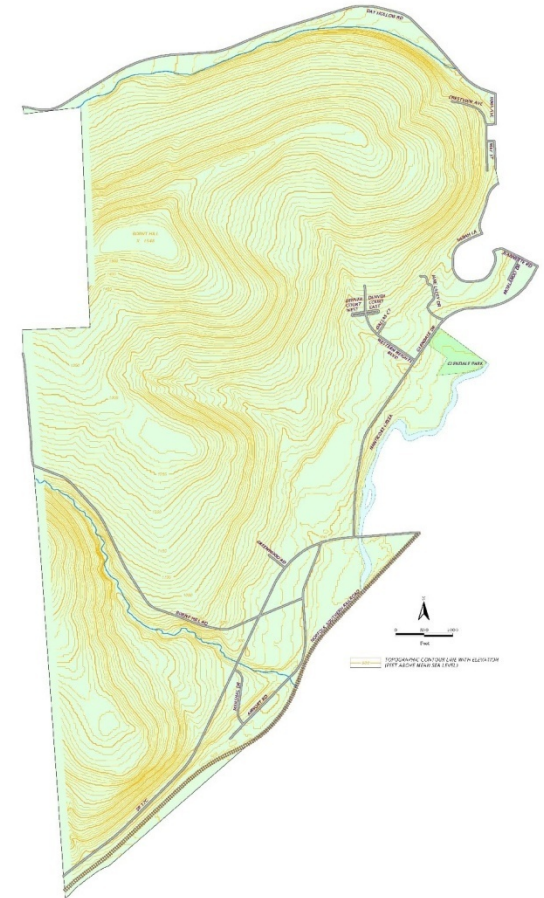
Bornt Hill, the Town's highest elevation at 1,548 feet above sea level, dominates the landscape of this neighborhood, cresting at the town's western boundary with a prominent ridge extending to the west. The sides of Bornt Hill are moderately steep, reaching a 31% slope in a ravine northwest of Glendale Technology Park and at the eastern terminus of the hill.

 **Photograph 1 ~ Glendale Technology Park**



South of Bornt Hill, Dead Creek flows through a steep-sided gorge. The high gradient of Dead Creek is similar to that of Gray Creek flowing through the gorge in the Fairmont Park neighborhood. South of Dead Creek a steep hillside rises, cresting close to the Town boundary. The steep (46%) southern slope of the hill overlooks the Tri-cities Airport. West Creek flows at the foot of Bornt Hill along the northern border of the neighborhood from west to east. Nanticoke Creek flows along a segment of the eastern boundary of the neighborhood. The 100-year flood zone extends along this creek's banks.

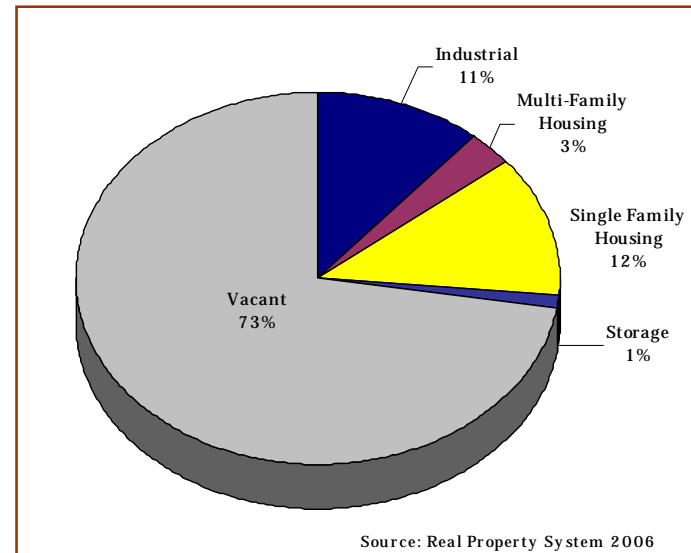
 **Map 1 ~ Neighborhood 3**



EXISTING LAND USE

Figure 1 shows parcel acreage by land use. A large portion of this neighborhood is wooded and undeveloped with steep slopes. Seventy-three percent of the parcel acreage is vacant, twelve percent is used for Single-Family Housing, and eleven percent is designated Industrial. Only three percent is used for Multi-Family Housing. Single-Family Housing parcels are the predominant land use along Day Hollow Road, Crestview Avenue, Zeggert Road, and Sarah Lane at the northern periphery of the neighborhood. A group of multi-family parcels are located along Glendale Drive and on Jane Lacey Drive. There is a group of Single-Family Housing parcels on the south side of Glendale Drive and along Airport Road. Larger Single-Family Housing parcels are scattered along Bornt Hill Road. An industrial area, containing Glendale Technology Park, is located along Glendale Drive. South of the technology park along Route 17c is a small commercial area. An industrial park is located on Airport Road at the southern edge of the neighborhood.

 **Figure 1 ~ Existing Land Use By Acreage**



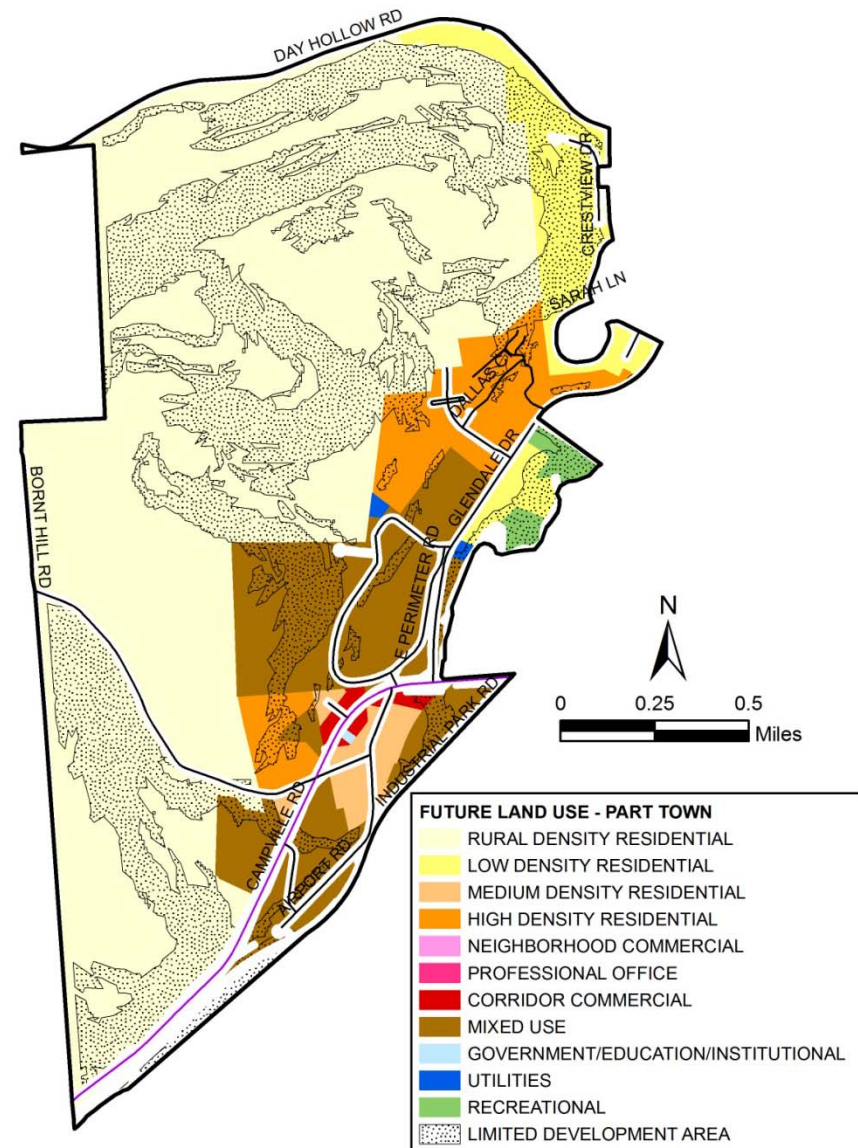
 **Photograph 2 ~ Emerging Land Uses Airport Industrial Park**



FUTURE LAND USE

Map 2 shows the recommended Future Land Use of Neighborhood 3, in which proposed land uses indicate future revisions to zoning districts. As in most of the outlying areas of the Town without public water and/or sewer, it is recommended that the future land use of the western two-thirds of this neighborhood be Rural Density Residential. Those parcels that are zoned Agricultural should be changed to Rural Residential. In addition to one 564-acre wooded parcel owned by the Binghamton University Foundation that is currently zoned Planned Unit Development, in accordance with the goal of the Comprehensive Plan to revert all undeveloped PUDs this property should be rezoned to the underlying zoning category. Development in these areas would have to take place on lots large enough to support private wells and septic systems (generally 40,000 square feet). This land use category precludes the need for public utilities and helps preserve the existing rural character of the area. The remaining parcels that are zoned PUD such as Western Heights have existing multi-family units with adjacent vacant land. The future land use of this area is most appropriately designated as High Density Residential, and the current PUD zoning should be changed to reflect this. Low Density Residential land use is recommended for the northeast section of this neighborhood, and was so designated because of the majority of existing single-family houses in

Map 2 ~ Proposed Future Land Use, Neighborhood 3



Town of Union Unified Comprehensive Plan

the area. Medium Density Residential land use is proposed around the intersection of Bornt Hill and Airport Roads because a significant number of two-family dwelling units and apartment complexes are located there. The size of parcels in this area was also a factor in the decision. High Density Residential land use on Bornt Hill Road is recommended to reflect the current Residential Suburban Multifamily zoning, although steep slopes and the lack of existing water infrastructure limit the developable area.

Other proposed land uses in this neighborhood include non-residential uses guided by existing land uses. A designation of Mixed Use consisting of Office/Research/Light Industrial is recommended for the Glendale Technology Park research facility/office complex located along West and East Perimeter Roads, and south of this area along Industrial Park, Airport, and Campville Roads in the Airport Road Industrial Park. Another recommended non-residential use on Campville Road is Corridor Commercial because the area is currently home to a gas station, take out restaurant, and other small commercial shopping land uses. Properties owned by New York State Electric and Gas and the fire station owned by the West Corners Fire District are designated as Institutional Future Land Use and will not change. Most of the Limited Development Area in this neighborhood is both expensive and difficult to develop because of steep slopes, but the area east of Glendale Drive and

 Photograph 3 ~ Western Heights Development

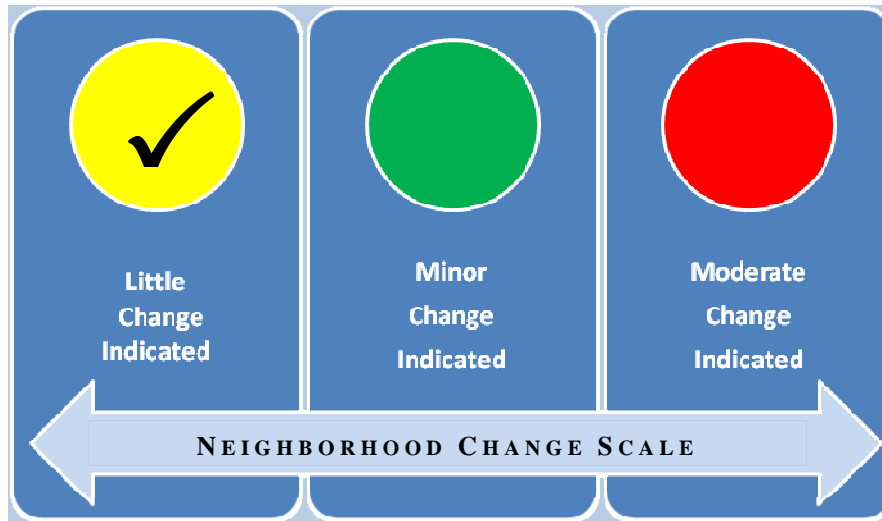


 Photograph 4 ~ Glendale Park



Town of Union Unified Comprehensive Plan

Airport Road is an area of Limited Development due to national wetlands and the 100-year flood zone associated with Nanticoke Creek. The future Recreational land use between Glendale Drive and Nanticoke Creek is a portion of Glendale Park owned and operated by the Town of Union Parks Department.



CHANGE INDICATOR

Based upon the proposed Future Land Use Recommendations, it is not anticipated that there will be a significant amount of change in Neighborhood 3. Substantial portions of the neighborhood are already built out. Large areas of the neighborhood have limited development potential due to slope.

MINORITY POPULATION

Table 1 shows the racial/ethnic composition of the neighborhood. Between the years 1990 and 2000, the minority population increased from 6.7% to 11.4%. In the year 2000 the percentage of minority population was larger than that of the Town of Union (6.9%), but was much smaller than that of New York State (37.0%), and the Nation (29.5%). Airport Heights ranks 6th out of 25 neighborhoods by the percentage of minority population.

Table 1 ~ Racial/Ethnic Composition

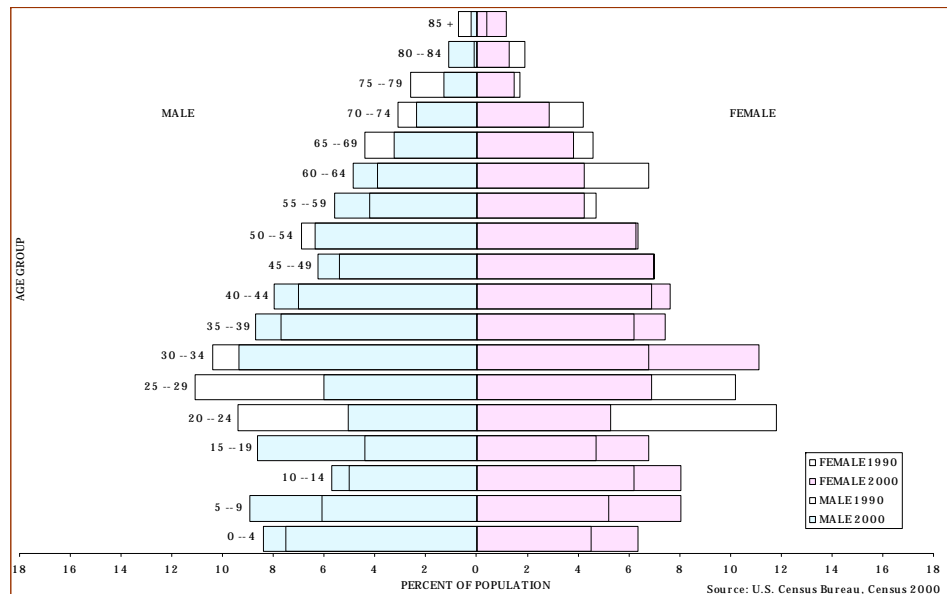
	NH 3 1990	%	NH 3 2000	%	Union 2000	%	New York 2000	%	United States 2000	%
Total Population	1,440		1,380		56,298		18,976,457		281,421,906	
Hispanic or Latino	19	1.3	30	2.2	863	1.5	2,867,583	15.1	35,305,818	12.5
Not Hispanic or Latino	1,421	98.7	1,350	97.8	55,435	98.5	16,108,874	84.9	246,116,088	87.5
White	1,359	94.4	1,236	89.6	52,198	92.7	12,893,689	67.9	211,460,626	75.1
Black	54	3.8	86	6.2	1,377	2.4	3,014,385	15.9	34,658,190	12.3
American Indian	4	0.3	4	0.3	96	0.2	82,461	0.4	2,475,956	0.9
Asian and Pacific Islander	23	1.6	19	1.4	1,528	2.7	1,053,794	5.6	10,641,833	3.8
Other Race	0	0.0	11	0.8	324	0.6	1,341,946	7.1	15,359,073	5.5
Two or More Races			24	1.7	775	1.4	590,182	3.1	6,826,228	2.4
Minority	97	6.7	158	11.4	3,864	6.9	7,018,223	37.0	83,081,797	29.5

Source: U.S. Census Bureau, Census 2000

AGE

Figure 2 shows age distribution by gender for 1990 and 2000. The percentage of the population aged 0 to 19 increased between 1990 and 2000. The population aged 20 to 29 dramatically decreased between 1990 and 2000, while the population aged 30 to 49 increased slightly, while those aged 60 to 85 decreased overall. Airport Heights ranks 16th out of 25 neighborhoods in percentage of population aged 17 and under, and 20th in percentage of population aged 62 and over.

Figure 2 ~ Population Pyramid



EDUCATIONAL ATTAINMENT

Table 2 shows educational attainment for the population aged 25 and over. The percentage of the population aged 25 and over that graduated from high school decreased from 94.4% in 1990 to 84.9% in 2000, and in 2000 was equal to that of the Town of Union (84.8%), but was larger than that of New York State (79.1%), and the Nation (80.4%). The percentage of the population aged 25 and over that earned Associate's Degrees as their highest level of education decreased from 10.4% in 1990 to 7.9% in 2000, and in 2000 was smaller than that of the Town of Union (10.5%), but was larger than that of New York State (7.2%), and of the Nation (6.3%). The percentage of the population age 25 and over that earned Bachelor's Degrees as their highest level of education decreased from 20.1% in 1990 to 18.3% in 2000, and in 2000 was larger than that of the Town of Union (13.7%), New York State (15.6%), and the Nation (15.5%). The percentage of the population aged 25 and over that earned Graduate or professional degrees as their highest level of education essentially remained unchanged (12.3% in 1990 and 12.5% in 2000), and in 2000 was larger than that of the Town of Union (9.8%), New York State (11.8%), and the Nation (8.9%).

 Table 2 ~ Educational Attainment

	NH3 1990	%	NH3 2000	%	Union 2000	%	New York 2000	%	United States 2000	%
Less than 9th grade	9	0.9	41	4.4	1,952	5.0	1,005,805	8.0	13,755,477	7.5
9th to 12th no diploma	47	4.7	100	10.7	4,022	10.2	1,620,519	12.9	21,960,148	12.1
High school grad (incl. equiv.)	339	33.9	194	20.8	12,613	32.0	3,480,768	27.8	52,168,981	28.6
Some college, no degree	177	17.7	237	25.4	7,404	18.8	2,103,404	16.8	38,351,595	21.0
Associate's degree	104	10.4	74	7.9	4,135	10.5	898,828	7.2	11,512,833	6.3
Bachelor's degree	201	20.1	171	18.3	5,414	13.7	1,954,242	15.6	28,317,792	15.5
Grad. or prof. degree	123	12.3	117	12.5	3,850	9.8	1,478,970	11.8	16,144,813	8.9
High school grad (college/no coll.)	944	94.4	793	84.9	33,416	84.8	9,916,212	79.1	146,496,014	80.4
Total	1,000	100	934	100	39,390	100	12,542,536	100	182,211,639	100

Source: U.S. Census Bureau, Census 2000

Town of Union Unified Comprehensive Plan

HOUSEHOLDS

Table 3 shows household type. Family households decreased from 56.4% in 1990 to 48.9% in 2000. The percentage of family households in Airport Heights was smaller than that of the Town of Union (59.3%), New York State (65.7%), and the Nation (68.1%). Airport Heights ranks 19th out of 25 neighborhoods in percentage of family households.

 Table 3 ~ Household Type

	NH 3 1990	%	NH 3 2000	%	Union 2000	%	New York 2000	%	United States 2000	%
Total Households	651		683		24,538		7,056,860		105,480,101	
Family households	367	56.4	334	48.9	14,556	59.3	4,639,387	65.7	71,787,347	68.1
Nonfamily households	284	43.6	349	51.1	9,982	40.7	2,417,473	34.3	33,692,754	31.9

Source: U.S. Census Bureau, Census 2000

HOUSING

Table 4 shows housing occupancy. Vacant housing units decreased from 18.9 % in 1990 to 15.6 % in 2000. The percentage of housing vacancy rate in 2000 was larger than that of the Town of Union (7.4%), New York State (8.1%), and the Nation (9.0%). Airport Heights ranks 2nd out of 25 neighborhoods in percentage of vacant housing units.

 Table 4 ~ Housing Occupancy

	NH 3 1990	%	NH 3 2000	%	Union 2000	%	New York 2000	%	United States 2000	%
Total Housing Units	803		809		26,507		7,679,307		115,904,641	
Occupied	651	81.1	683	84.4	24,538	92.6	7,056,860	91.9	105,480,101	91.0
Vacant	152	18.9	126	15.6	1,969	7.4	622,447	8.1	10,424,540	9.0

Source: U.S. Census Bureau, Census 2000

Town of Union Unified Comprehensive Plan

Table 5 shows housing tenure. Owner-occupied housing stayed the same between 1990 and 2000 at 40.4%, and in 2000, was smaller than that of the Town of Union (60.1%), New York State (63.0%), and the Nation (66.2%). Renter-occupied housing stayed the same between 1990 to 2000 as well. Airport Heights ranks 19th out of 25 neighborhoods in percentage of owner-occupied housing units as of 2000.

 Table 5 ~ Housing Tenure

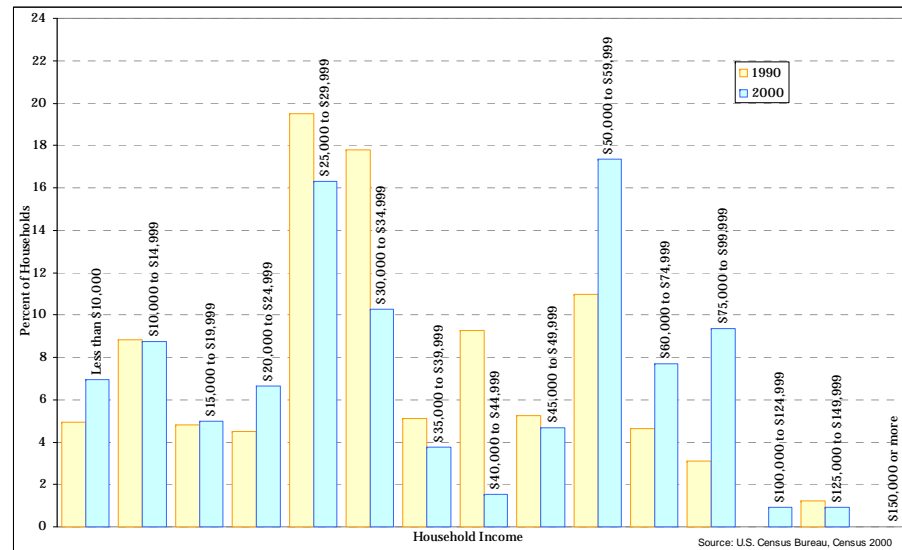
	NH 3 1990	%	NH 3 2000	%	Union 2000	%	New York 2000	%	United States 2000	%
Housing Units	651		683		24,538		7,056,860		105,480,101	
Owner occupied	263	40.4	276	40.4	14,747	60.1	3,739,166	53.0	69,815,753	66.2
Renter occupied	388	59.6	407	59.6	9,791	39.9	3,317,694	47.0	35,664,348	33.8

Source: U.S. Census Bureau, Census 2000

HOUSEHOLD INCOME

Figure 3 shows the change in household income from 1990 to 2000. In both 1990 and 2000, there was a decrease in the percentage of households with incomes of between \$25,000 and \$35,000, as well as households that earned between \$40,000 and \$44,999. At the same time the percentage of households with incomes of between \$50,000 and \$99,999 almost doubled.

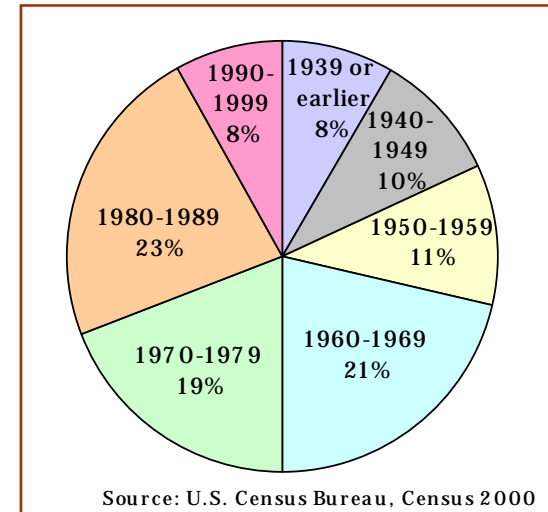
 Figure 3 ~ Household Income Change, 1990-2000



AGE OF HOUSING STRUCTURES

Figure 4 shows housing age. Approximately 18% of the housing structures were built prior to 1949, almost one third (32%) were built between 1950 and 1969, and half were built after 1970.

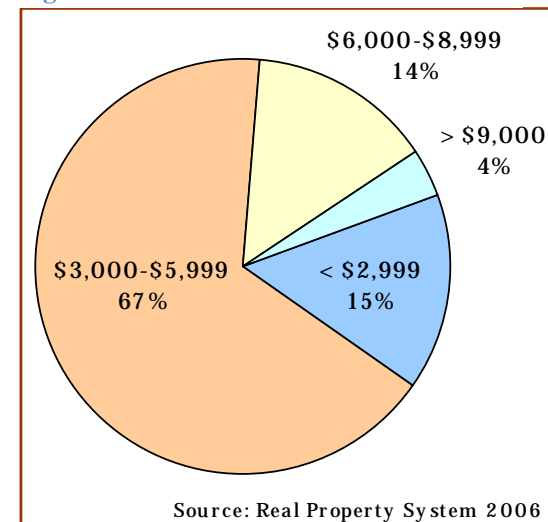
 Figure 4 ~ Age of Housing



ASSESSED VALUE

Figure 5 illustrates the assessed value percentages of residential property. Fifteen percent of the residential properties have assessed values of less than \$2,999, sixty-seven percent have assessed values of between \$3,000 and \$5,999, and fourteen percent have assessed values of between \$6,000 and \$8,999. Four percent of the residential properties have assessed values of greater than \$9,000.

 Figure 5 ~ Assessed Value



REAL PROPERTY VALUE

Figure 6 shows residential property Full Market Value (FMV) percentages. Five percent of the properties have FMVs of less than \$49,999. Slightly over half, fifty-two percent, have FMVs of between \$50,000 and \$99,999. Forty-percent have FMVs of between \$100,000 and \$199,999. The remaining three-percent of the parcels have FMVs of over \$200,000.

 Figure 6 ~ Full Market Value

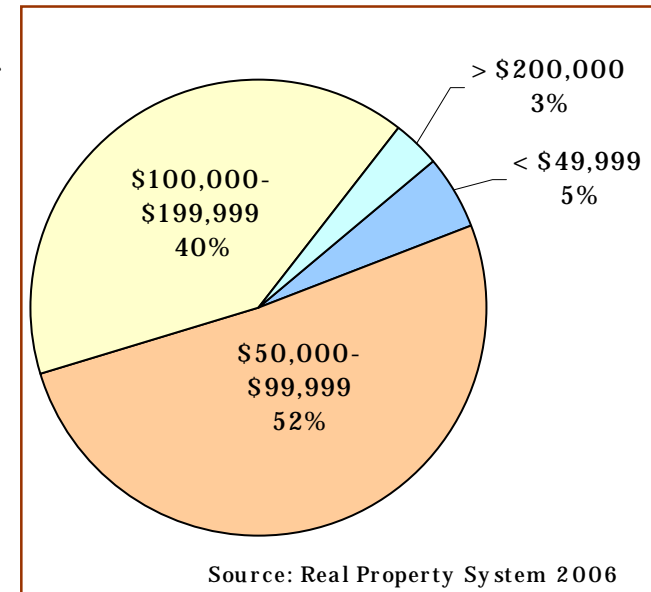


Table 6 shows the Median Housing Value by block group within the neighborhood, as well as the average Median Housing Value across the neighborhood.

 Table 6 ~ Median Housing Value, By Block Group

Block Group 9, Census Tract 133.01	Neighborhood Average
\$80,700	\$80,700

Source: U.S. Census Bureau, Census 2000

OCCUPATIONAL STRUCTURE

The occupational structure shows that approximately forty-three percent of the residents in this neighborhood are employed in Management, Professional, and Related Occupations. A little over thirty-one percent work in Sales or other Office Occupations. Almost thirteen percent are employed in Production, Transportation, or Material Moving jobs, while a little over eight percent work in Construction, Extraction, or Maintenance Occupations. Only a little over four percent have jobs in Service Occupations, and there were no residents employed in Farming, Forestry, or Fishing.

 Table 7 ~ Occupational Structure, By Percentage Of Labor Force (LF)

Management, Professional, and Related Occupations				Service Occupations				Sales and Office Occupations				Farming, Fishing, and Forestry Occupations				Construction, Extraction, and Maintenance Occupations				Production, Transportation, and Material Moving Occupations			
# Male	% of LF	# Female	% of LF	# Male	% of LF	# Female	% of LF	# Male	% of LF	# Female	% of LF	# Male	% of LF	# Female	% of LF	# Male	% of LF	# Female	% of LF	# Male	% of LF	# Female	% of LF
178	24.0	140	18.8	0	0.0	32	4.3	100	13.5	134	18.0	0	0.0	0	0.0	63	8.5	0	0.0	70	9.4	26	3.5

Source: U.S. Census Bureau, Census 2000

COMMUTE TIME

Slightly more than fifty-three percent of the residents in this neighborhood travel less than twenty minutes to work. Thirty-seven percent spend between twenty and forty-five minutes commuting to work each day. A little over three percent work at home and six percent take more than forty-five minutes to get to work.

 Table 8 ~ Commute Time To Place Of Employment

Amount of Time Spent Getting to Work							
Worked at Home	%	Less than 20 minutes	%	20 to 45 minutes	%	More than 45 minutes	%
23	3.2	388	53.4	270	37.2	45	6.2

Source: U.S. Census Bureau, Census 2000