



COMMUNITY DEVELOPMENT BLOCK GRANT



STANISLAUS URBAN COUNTY

*Prepared by the Stanislaus County
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NEIGHBORHOOD REVITALIZATION STRATEGY AREAS Fiscal Years 2012 - 2017

April 2012

Attachment 3

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Stanislaus County Urban County

Airport and Parklawn **Neighborhood Revitalization Strategy Areas** **(NRSA)**

Prepared By:
Stanislaus County Community Development Division
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The Stanislaus County Board of Supervisors

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Airport and Parklawn Neighborhood RS Unincorporated Boundaries:

Neighborhood	West Bounding	North Bounding	East Bounding	South Bounding
Airport Neighborhood	Santa Rosa Avenue	Yosemite Boulevard	Mitchell Road	Tenaya/Oregon Roads
Parklawn Neighborhood	Pearson Ave.	Hatch Road	Morgan Road	Parklawn Ave. / Nelson Wy.

The boundaries of both neighborhoods fall outside of both Federally-designated Empowerment Zones (EZ's) and Enterprise Communities (EC's). Both RS's are primarily residential in nature.

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1 EXECUTIVE SUMMARY

In recent years, the U.S. Department of Housing and Urban Development's (HUD) Office of Community Planning and Development (CPD) has stressed a coordination of resources to facilitate entitlement communities' ability to engage in comprehensive community revitalization strategies. Comprehensive community revitalization strategies seek to create partnerships among federal, state, and local governments, the private sector, community organizations and neighborhood residents. HUD seeks to create communities of opportunity in neighborhoods by stimulating the reinvestment of human and economic capital and economically empowering low-income residents.

On January 5, 1995 HUD authorized entitlement recipients to develop a comprehensive approach to address economic development needs in a designated neighborhood within their community. Through this effort, entitlement recipients, such as the Stanislaus Urban County, may define a Neighborhood Revitalization Strategy Area (RS) that meets the threshold for low/moderate income (LMI) residents, and is primarily residential. Within these areas, entitlement recipients are then afforded greater flexibility in the use of Community Development Block Grant (CDBG) funds. This flexibility promotes innovative programs designed to revitalize economically disadvantaged areas and promotes enhanced flexibility in undertaking economic development related activities.

Stanislaus County, the "lead entity" of the Stanislaus Urban County, has identified the Airport and Parklawn Neighborhoods as RS target areas based on their economic make-up, incorporation in 1993 Community Development Plans prepared by the Stanislaus County Redevelopment Agency and current infrastructure needs. This RS for the Airport and Parklawn Neighborhoods has a duration of five (5) years, and is integrated into the one-year Annual Action Plans and Consolidated Annual Performance Evaluation Reports as a component of the County's Fiscal Year 2012-2015 Consolidated Plan.

The following table describes the household income demographics of each neighborhood by income category:

Neighborhood	Number of Households – Low Income	Percent of Households – Low Income	Number of Households – Moderate Income	Percent of Households – Moderate Income	Total Number and Percentage of Households
Airport Neighborhood	190 Households	70.63%	62 Households	23.05%	252 Households 93.68%
Parklawn Neighborhood	384 Households	74.13%	95 Households	18.34%	479 Households 92.47%

Both RS target areas must meet the appropriate percentage of low- and moderate-income residents within the respective communities at the time of HUD's RS approval process. Per the RDA & CRLA 1993 agreement, 51%-70% of those served will be low income.

1.1 Background/Introduction

Both the Airport and Parklawn Neighborhoods are unincorporated pockets of Stanislaus County, surrounded by City of Modesto industrial and residential properties. Like so many "unincorporated islands," the Neighborhoods lack adequate infrastructure, such as storm drain, sidewalks and sewer. Residents are predominantly extremely low-income and Latino; many are undocumented and monolingual Spanish-speaking. Sidewalks and curbs are intermittent, street trees are scarce, and a lack of a storm water system in the unincorporated portion of the Neighborhoods causes muddy walkways and puddles throughout the streets and alleys.

On May 25, 1993, the former Stanislaus County Redevelopment Agency adopted Community Development Plans (CDP's) for various neighborhoods including the Airport and Shackelford neighborhoods (the Parklawn neighborhood is part of the larger Shackelford neighborhood). These CPD's were developed to meet conditions of an agreement between the County and California Rural Legal Assistance. The agreement stipulated that a descriptive list of activities, cost estimates, and potential funding sources would be provided within the CPD's. The CPD's included expenditure priority and timetable for project completion, provided housing needs analysis, and provided an opportunity to comment on the plan.

The focus of the CPD's was related to land use, housing, economic development, site improvement and infrastructure, and financially related goals. These CPD's were driven by the desires of the residents and businesses therein and to help focus the efforts of residents, businesses, governmental agencies, and others on the implementation of restoration and improvement actions. The following are the objectives identified in both of the CPD's:

- To set forth the goals, objectives, and strategic implementation programs for the restoration and improvement of the Shackelford (Parklawn) and Airport Neighborhood as desired by the citizens and businesses therein;
- To focus the efforts of residents, businesses, government agencies and others on the implementation of restoration and improvement actions; and
- To serve as an evaluation and monitoring tool for assessing the restoration and improvement actions undertaken.

The following objective was specific to the Airport Neighborhood CPD:

- To assess the impact of the Airport Clear Zone and its impact on certain activities (i.e. - Housing Acquisition/Rehab, Youth Recreation Facility, Health Clinic, Day Care, and Job Creation related to warehouse, and auto storage/parking jobs would be okay throughout).

1.2 Consultation and Partnerships Overview

Both the Airport and Parklawn Neighborhoods have citizens actively involved in efforts to improve their neighborhoods. Continued community engagement with a Community Development Based Organization (CDBO) will help ensure RS goals are carried out in a coordinated effort with local community groups such as the Municipal Advisory Council's (MAC's) and neighborhood associations within these target areas.

Airport Neighborhood

The Airport Neighborhood has many community improvement efforts underway. In partnership with the City of Modesto's Parks, Recreation and Neighborhoods and Community Development Department, The Tuolumne River Trust, and the Stanislaus County Department of Planning and Community Development applied for funds to create an Airport Neighborhood Urban Greening Master Plan, through the California Strategic Growth Council's Prop 84 Grant funds (funding awards are still pending). The ultimate intent is to coordinate the diverse efforts currently underway or in the planning stages throughout incorporated and unincorporated portions of the Airport Neighborhood. Residents of the neighborhood over the past years have assisted the community in identifying and ranking needed improvements. In November of 2011, the Stanislaus Urban County conducted a survey, as part of the Fiscal Year 2012-2015 Consolidated Plan development process, to help determine the priorities of these neighborhoods throughout. The 2011 Stanislaus Urban County survey conducted for the Stanislaus Urban County Consolidated Plan identified the priorities of this RS; these results were compared to the priorities of the 1993 Airport CDP survey.

The 1993 results (included in ranking order below) that were revalidated by the 2011 Stanislaus Urban County survey are bolded and underlined below:

1. **Sanitary sewer system**, storm drain system, curbs, gutters, and **sidewalks**.
2. Clean-up days including graffiti removal in connection with existing housing rehabilitation programs.
3. **Low/Moderate income housing rehabilitation and construction**.
4. Youth recreation facility (community center currently being developed by the City of Modesto on Empire Avenue) and **employment opportunities**.
5. Day Care/Health Clinic – onsite services in collaboration with City of Modesto’s Community Center.
6. Commercial development/Industrial Park (jobs).

The following are community organizations/stakeholders currently working in the Airport Neighborhood:

Charlas Comunitarias

The Charlas Comunitarias, is a resident-driven community group which hold monthly Spanish-language neighborhood meetings or *charlas comunitarias* (“community conversations”) at the homes of residents, every month. With goals to reduce crime, increase safety and to have safe, healthy parks and places for children to play, the community group managed to get a soccer field built this past spring on a Tuolumne River Regional Park-owned vacant field.

Airport Neighborhood Collaborative

Created by community organizers and residents, the Airport Neighborhood Collaborative is a monthly forum for local agencies, elected officials, non-governmental organizations, and non-profits to share resources and work towards the common goal of making the Airport Neighborhood a healthier place. The Collaborative allows organizational stakeholders, both public and private, to coordinate and potentially leverage resources to more effectively deliver their respective services to residents.

Healthy Start and Orville Wright Elementary School

Orville Wright Elementary (Modesto City Schools) and its Healthy Start Family Resource Center, which connects residents to needed services, serve as the nexus of neighborhood organizing. Its principal and Healthy Start Family Resource Center administrator have developed strong and trusting relationships with residents throughout the Neighborhood, as well as with government stakeholders and other groups committed to revitalizing the Neighborhood.

Tuolumne River Trust

A local non-profit that promotes stewardship of the Tuolumne River through education, community outreach and adventures, collaboration with diverse stakeholders, and carrying out on-the-ground restoration projects, advocacy and grassroots organizing. The Trust provides community outreach and education in the Airport Neighborhood due to its proximity to the Tuolumne River.

The Tuolumne River Coalition

A collaborative effort to improve habitat and recreational opportunities along the lower Tuolumne River made up of representatives from the Tuolumne River Trust, Stanislaus County, cities along the river, and other local organizations.

Parent Resource Center

The Parent Resource Center, the Family Resource Center, is a private, non-profit, child abuse prevention agency. The Center offers support to parents in the Airport Neighborhood, the majority of who speak English as a second language, through in-home volunteer mentoring and on-site parenting education classes to decrease the risk of child abuse, neglect and family violence. The goal of the Center is to provide emotional and educational support for parents in nurturing and guiding their children through the critical first five (5) years of a child’s life.

Second Harvest Food 4 Thought Program

The Food 4 Thought Program addresses the nutritional needs of hungry school children at Orville Wright Elementary School by providing children participating in after-school tutoring programs with a 15-18 pound bag of nutritious supplemental groceries twice a month. Each bag contains staples like cereals, breads, fresh fruits and vegetables, canned fruits and vegetables, and dry supplemental groceries for the children. The Food 4 Thought Program assists families in maintaining a healthy diet while stretching their limited funds.

Habitat for Humanity, Stanislaus

Habitat for Humanity, Stanislaus partners with the Housing Authority of the County of Stanislaus (HACS) and the Stanislaus Urban County Neighborhood Stabilization Program to renovate or rebuild homes in the Airport Neighborhood and to educate first-time homebuyers on the home buying process with the ultimate goal of assisting families in purchasing homes in the Airport Neighborhood.

Housing Authority of the County of Stanislaus (HACS)

The HACS is the local public housing authority and is the largest public housing provider in Stanislaus County. The HACS partners with Stanislaus County to deliver housing programs throughout county unincorporated areas including the Airport community.

Inter-Faith Ministries

Interfaith Ministries, located at the entrance to the Airport Neighborhood, operates a food pantry and clothes closet where low-income clients may receive services from the Clothes Closet and Choice Pantry every 30 days.

Modesto Gospel Mission

The Modesto Gospel Mission provides nutritious meals, warm beds, and a place of safety for homeless men, women, boys and girls. This provider is located within the Airport Neighborhood and their activities assist in reducing the impact of homelessness on the surrounding community.

E. & J. Gallo Winery and Gallo Glass Company

Adjacent to the Airport Neighborhood, Gallo participates in the Airport Neighborhood Collaborative and has been a supporter of past Airport Neighborhood revitalization efforts.

Parklawn Neighborhood

As mentioned above, the residents of the neighborhood over the past years have assisted the community in identifying and ranking needed improvements. The 2011 Stanislaus Urban County survey for the Consolidated Plan priorities were compared to the results of the survey conducted in 1993 that helped develop the CDP. The 1993 results (included in ranking order below) were compared to the 2011 results, and those revalidated from the 1993 survey are highlighted and underlined below:

1. **Sewer system**, storm drain system, curbs, gutters, **sidewalks, and street lighting.**
2. **Commercial development/Jobs**
3. **Industrial Park/Jobs**
4. **Housing Rehabilitation and Construction**

The following are community organizations/stakeholders currently working in the Parklawn Neighborhood:

South Modesto Municipal Advisory Committee (MAC)

The South Modesto MAC advises the Board of Supervisors on matters of public health, welfare, safety, planning, public works, and other such matters which affect the territory and residents of south Modesto. The MAC serves as the liaison between the Parklawn community and the service

providers within the community as a whole. With a MAC in place, the community more effectively and efficiently relays their needs to the agencies providing services to the residents and vice versa.

Ceres Partnership for Healthy Children

The Ceres Partnership for Healthy Children's (CPHC) Family Resource Center provides case management services to families referred from Ceres Unified School District, Ceres Public Safety, Community Services Agency, local businesses, or who are self-referred. Case managers at CPHC conduct strength based assessments for families within the Ceres School District and then provide those families with assistance in goal planning and in accessing needed resources. This includes but is not limited to providing utility assistance, budget and financial planning training, housing assistance, food stamps, Temporary Assistance for Needy Families, The Special Supplemental Nutrition Program for Women, Infants and Children (WIC) and other community programs.

Housing Authority of the County of Stanislaus (HACS)

The HACS is the local public housing authority and is the largest public housing provider in Stanislaus County. The HACS partners with Stanislaus County to deliver housing programs throughout county unincorporated areas including the Parklawn community.

The Crows Landing Business Association

This Business Association, which is made up of merchants from the surrounding commercial area on Crows Landing, provides an opportunity to connect and coordinate with local business leaders in the community.

2 GOALS AND OBJECTIVES

With an organized local contingent of merchants, business owners and residents, it is possible to plan with the community the actions which will fulfill what is outlined in this RS. This effort will be coordinated through County staff engagement with a local non-profit that currently has expertise in developing individual housing plans as defined within the Stanislaus Urban County's Emergency Solutions Grant homeless prevention activities. Ultimately, efforts will be coordinated through the non-profit's development of a board that meets the minimum standards necessary to become a Community Development Based Organization (CDBO).

The proposed RS covers a five (5) year period (Fiscal Years 2012-2017) during which staff plans to engage a local non-profit that currently has expertise in RS related activities. These activities will include the need to develop a board that meets the minimum standards necessary to become a HUD recognized CDBO. A successful RS needs to be undertaken in collaboration with a local CDBO. The Stanislaus Urban County's Fiscal Year 2012-2013 Annual Action Plan identifies \$35,000 in funding, allocated to Stanislaus County, for the CDBO to fund a coordinator position, placed within the Airport/Parklawn RS area. This non-profit employee will be a liaison between residents within the target communities, businesses, government agencies, and other RS participants. The coordinator will help ensure the RS target goals are carried out in a coordinated effort with local community groups such as the MAC's and neighborhood associations within these target areas. Goals and objectives in support of this plan were validated by the 2011 survey conducted for the Stanislaus Urban County Consolidated Plan which identifies the priorities of this RS as set forth below:

The ultimate objective of the RS is to create communities of opportunity by stimulating the reinvestment of human and economic capital and economically empowering low-income residents through a targeted approach aimed at revitalizing the neighborhoods by investing resources that will improve/add housing stock, provide economic development opportunities through job creation, install needed infrastructure, and the provision of public services.

This RS will serve as an evaluation tool for assessing the restoration and improvement of the Airport and Parklawn neighborhoods throughout. The goals outlined in the RS will assist Stanislaus County in evaluating the successful outcomes within the following four (4) categories defined in the following sections:

Housing

- 16 - 20 Units – Between 30%-80% AMI

Job Creation

- 16 - 20 Jobs – Between 30%-80% AMI

Infrastructure

- Complete Sewer Infrastructure Projects within the Neighborhoods of Airport and Parklawn (contingent upon available match/leveraged funding sources).

Public Services

- Release a Request for Qualifications/Proposals to secure non-profit (s) to become Community Based Development Organization (CBDO) to provide public services within the target communities to include, but not limited to providing:
 - Job education training (workforce development)
 - Rapid rehousing services
 - Senior services
 - At risk youth services/programs

2.1 Objective A - Housing

Increase home ownership and rehabilitation of homes through a loan program within the RS target areas. This program will help conserve, rehabilitate, and develop these neighborhoods, in accordance with the local plans, codes and ordinances. Part of this process will require the development of cooperative agreements with other stakeholders and service providers to undertake and complete mutually beneficial projects for the neighborhoods.

Housing activities will be broken down as follows:

- No less than 75% of the program funded housing units to be occupied by Low and Very Low Income
- No less than 10% of the housing funds will be utilized to address Health and Safety code related concerns.

A component of this program will include identifying residential sites, with willing property owners, and competent developers to form a partnership to develop and/or rehabilitate affordable housing for both owners and renters.

2.2 Objective B – Job Creation

The Stanislaus Urban County's Fiscal Year 2012-2013 Annual Action Plan identifies \$105,000 to be leveraged in a partnership with a local "one-stop" job provider, such as the Alliance to expand the Stanislaus County CDBG Economic Development Program to provide three (3) livable wage jobs for eligible individuals within the target communities.

The CDBO coordinator will focus on engaging public service providers to increase their presence within the Strategies targeted neighborhoods. These coordinated activities may include, but are not limited to childcare, transportation, basic job skills development, educational, or literacy services. The CDBO board will also assist in job placement of interns within the target communities and/or ensure interns from the communities will receive permanent livable wage job placement upon successful program completion.

The County's program will utilize up to \$560,000 in available CDBG funds to provide 16 jobs (\$35,000 per job) during the five (5) year RS period (approximately \$112,000 per annum). The basic components of the program are as follow:

- (a) Funding will be used to leverage a gap with an Alliance partnership to convert internships into full-time employment at the conclusion of their programmatic match limitations. The internship will begin with a placement within one of the Stanislaus Urban County members (i.e. Stanislaus County Planning and Community Development Department, Housing Authority of the County of Stanislaus, or a CDBG/ESG funded non-profit).

Following this screening process, the intern will be transitioned to a non-profit or for-profit entity that will then agree to hire workers from this designated pool of pre-screened applicants. The CDBG funds are disbursed on a pro rata basis with other finances provided to the project (i.e. - 33% of funding from the Alliance, 67% of funding from CDBG = \$11,550 from the Alliance, and \$23,450 from CDBG – Total = \$35,000).

- (b) Entity will agree to employ a minimum of one employee per \$35,000 contribution within an agreed upon timeline.

The job creation program proposed above is in compliance with Federal HUD standards for economic development activities. The following is an overview of the HUD standards applicable to the County's Economic Development program:

Eligibility Threshold - Outputs

Prior to undergoing any economic development activity, the activity must provide the following minimum level of "public benefit":

RESIDENTS STANDARD

- Provide goods or services to residents of an area, such that the number of low- and moderate-income persons residing in the areas served by the assisted businesses amounts to at least **one** low- and moderate-income person per **\$350** of CDBG funds used (i.e.- **100 persons** for every \$35,000).

JOBS STANDARD

- (1) Create or retain at least one **full-time** equivalent, permanent job per **\$35,000** (approx. **\$16.83** per/hr. weighted labor rate) of CDBG funds used; **or**

The primary focus of the County's program will be the utilization of the public benefits "jobs standard". Assisted business partners will contractually agree via cooperation agreements to hire workers from this designated pool of pre-screened applicants. The "residential standard" is limited to **job training** and **placement** and/or other employment support services. The jobs assisted with CDBG funds shall be considered to be created or retained in partnership with the Stanislaus Urban County and the Alliance Worknet. The program will be carried out in collaboration with the Alliance Worknet to pre-screen applicants over a three to six month timeframe via internship placement as outlined above, ultimately resulting in a job placement with a local non-profit or for-profit entity.

Result of Funding – Outcomes

Project costs, financial requirements, and standards for evaluating “public benefit” will be as follows:

- Must be **financially viable** and will make the most effective use of the CDBG funds by meeting the following standards:
 - (1) That project **costs are reasonable**;
 - (2) That all sources of **project financing** are committed;
 - (3) The CDBG funds are **not substituted** for non-Federal financial support;
 - (4) The return on the owner's equity investment will not be unreasonably high (Will they hire after the conclusion of the CDBG funding runs out); and
 - (5) The CDBG funds are disbursed on a pro rata basis with other finances provided to the project (*i.e.* - 33% of funding from the Alliance, 67% of funding from CDBG = \$11,550 from the Alliance, and \$23,450 from CDBG – Total = \$35,000).

Eligible ECONOMIC DEVELOPMENT Activities

The County must ensure that the appropriate level of “public benefit” will be derived pursuant to eligible economic development activities in conjunction with job placements. Examples of eligible activities are outlined as follows:

- (a) The acquisition, construction, reconstruction, rehabilitation or installation of commercial or industrial buildings, structures, and other real property equipment and improvements, including railroad spurs or similar extensions. Such activities may be carried out by the recipient or public or private nonprofit sub recipients.
- (b) The provision of assistance to a private for-profit business and non-profits, including, but not limited to, grants, loans, loan guarantees, interest supplements, technical assistance, and other forms of support, for any activity where the assistance is appropriate to carry out an economic development project, excluding those described as ineligible in 24 CFR §570.207(a). In selecting businesses to assist under this authority, the recipient shall minimize, to the extent practicable, displacement of existing businesses and jobs in neighborhoods.
- (c) Economic development services in connection with activities eligible under this section, including, but not limited to, outreach efforts to market available forms of assistance; screening of applicants; reviewing and underwriting applications for assistance; preparation of all necessary agreements; management of assisted activities; and the screening, referral, and placement of applicants for employment opportunities generated by CDBG-eligible economic development activities, including the costs of providing necessary training for persons filling those positions.

2.3 Objective C - Infrastructure

The RS will address health and safety issues through the installation of public sewer system infrastructure. This objective will support the expansion and improvement of existing very low, low and moderate income housing in both the Airport and Parklawn Neighborhoods.

The County will seek to pursue State of California Water Board grants and loans to allow for the completion of the sewer system for the neighborhoods. These sewer projects will consist of the installation, construction, and/or reconstruction of surface improvements, including street repairs associated with the sewer improvement work.

2.4 Objective D – Public Services

The RS will help enhance existing, and introduce new, public services that will allow the Airport and Parklawn Neighborhoods to realize the dream of a stable environment. Surveys recently conducted for the development of the 2012-2015 Consolidated Plan within the Strategies targeted areas revealed the following results:

Highest Priority – senior services, at-risk children/youth programs, job education/training, and homeless prevention and rapid rehousing services.

Medium Priority – Homeless prevention and emergency food assistance.

As discussed in the Consultation and Partnerships Overview section (beginning page # 2) of this document, there are multiple existing public service providers in both the Airport and Parklawn Neighborhoods. With implementation of the RS, these non-profits and service providers will be able to ensure services continue as well as be able to provide targeted services that the community called out as high priorities. The following is a list of existing non-profits/community groups currently providing services within each community:

Airport Neighborhood

- Healthy Start (Orville Wright Elementary School)
- Parent Resource Center
- Second Harvest Food for Thought Program
- Habitat for Humanity
- Tuolumne River Trust
- Inter-Faith Ministries
- Modesto Gospel Mission

Parklawn Neighborhood

- Ceres Partnership for Healthy Children
 - California Rural Legal Assistance CRLA
 - South Modesto Municipal Advisory Council (MAC)
 - Housing Authority of the County of Stanislaus (HACS)
 - Parklawn United Neighbors
-

3 ACTIVITIES

3.1 Activities To Be Carried Out Within the Strategy Targeted Areas

Job creation efforts undertaken pursuant to the approved RS and focusing on the selected neighborhoods is deemed to meet the LMI area benefit national objective requirements.

Businesses that receive such assistance are not required to track the specific income of applicants they hire or interview. This provides a significant reduction of administrative burden to the businesses that it is intended to provide an incentive to businesses to participate in the community's job creation/retention programs.

Recipients are permitted to track scattered-site housing units developed in accordance with the strategy as a single structure. A minimum of 51% of the total number of units must be low/moderate income (this does not apply activities undertaken under the direct homeownership eligibility category as outlined in the 1993 CRLA agreement).

All public services offered within the subject neighborhood strategy area and carried out as part of qualified projects by a qualified CBDO are exempt from the public services cap. This permits recipients to offer a more intensive level of services within the community, to stimulate revitalization. This flexibility includes job training and other employment-related services and, as such, it can provide an important foundation for economic opportunity for neighborhood residents.

4 ANNUAL BENCHMARKS

The following annual benchmarks will serve as an evaluation tool for assessing the restoration and improvement of the Airport and Parklawn neighborhoods throughout. The goals outlined below will assist in evaluating successful outcomes within the four (4) distinct objectives. Circumstances may arise that are beyond the control of the provider; such as infrastructure project rain delays (postponing initial benchmark success), while other objectives may be completed sooner than reflected below (accelerating benchmark success). Ultimately, evaluation of benchmarks will be resolved at the conclusion of the 5-year RS period (June 30, 2017). The following serves as a guide reflecting goals from an annual monitoring perspective:

4.1 Fiscal Year 2012-2013

4.1.1 Affordable Housing Production/Retention

- 4 Units – Below 50% AMI (Major Rehabilitation and/or Unit Replacement)

4.1.2 Job Creation

- 4 Jobs – 51% Below 80% AMI (One position will serve as the CBDO liaison between the community and County government)

4.1.3 Infrastructure

- Complete Planning, Engineering, and Design for the Sewer Infrastructure Projects

4.1.4 Public Services

- Secure a non-profit to provide for the development of a Community Based Development Organization (CBDO)
- These activities will include the need to develop a CBDO board that meets the minimum standards necessary to become a HUD recognized CDBO. Board development standards include but are not limited to the following: Is an association or corporation organized under state and federal law to engage in community development activities primarily within the jurisdiction of the county; and
- Has as its primary purpose the improvement of the physical, economic or social environment of its geographic area of operation by addressing one or more critical problems of the area, with particular attention to the needs of persons of low and moderate income; and
- May be either non-profit or for-profit, provided any monetary profits to its shareholders or members must be only incidental to its operations; and
- Maintains at least 51 % of its governing body's membership for low- and moderate-income residents of its geographic area of operation, owners or senior officers of private establishments and other institutions located in and serving its geographic area of operation, or representatives of low- and moderate-income neighborhood organizations located in its geographic area of operation; and

- Is not an agency or instrumentality of the recipient and does not permit more than one-third of the membership of its governing body to be appointed by, or to consist of, elected or other public officials or employees or officials of an ineligible entity; and
- Except as otherwise authorized, the members of its governing body need to be nominated and approved by the general membership of the organization, or by its permanent governing body; and
- Is not subject to requirements under which its assets revert to the recipient upon dissolution; and
- Is free to contract for goods and services from vendors of its own choosing.

A CBDO that does not meet this criteria may also qualify as an eligible entity if it meets the following requirement:

A CBDO may be determined to qualify as an eligible entity if the recipient demonstrates to the satisfaction of HUD, through the provision of information regarding the organization's charter and by-laws, that the organization is sufficiently similar in purpose, function, and scope to those of a CBDO.

4.2 Fiscal Year 2013-2014

4.2.1 Affordable Housing Production/Retention

- 4 Units – Below 80% AMI

4.2.2 Job Creation

- 4 Jobs

4.2.3 Infrastructure

- Complete the construction of sewer main line infrastructure project for the Parklawn Neighborhood.
- Airport Neighborhood Measure M vote on ballot.
The City of Modesto's Citizens Advisory Growth Management Act of 1995 (commonly known as "Measure M") requires an advisory election as provided by California Elections Code section 9603, before the city council approves, authorizes, or appropriates funds for extension of sewer services.

4.2.4 Public Services

- Job education training (workforce development).
- Provide rapid rehousing services.
- Secure a non-profit to provide senior services.
- Secure a non-profit to provide at risk youth services/programs.

4.3 Fiscal Year 2014-2015

4.3.1 Affordable Housing Production

- 4 Units – Below 80% AMI

4.3.2 Job Creation

- 4 Jobs (Full-Time Equivalent)

4.3.3 Infrastructure

- Begin the lateral sewer connection program for the Parklawn Neighborhood (30% connection goal).

4.3.4 Public Services

- Initiate an Emergency Food Assistance Program

4.4 Fiscal Year 2015-2016

4.4.1 Affordable Housing Production

- 4 Units – Below 80% AMI

4.4.2 Job Creation

- 4 Jobs (Full-Time Equivalent)

4.4.3 Infrastructure

- The construction phase of the Airport Neighborhood sewer main project will be completed this fiscal year, contingent on the Advisory vote to extend sewer service outside of City of Modesto boundaries.
- Continue the lateral sewer connection program for the Parklawn Neighborhood (60% hook-up).

4.4.4 Public Services

- Continue satellite services to provide housing prevention and rapid rehousing efforts.

4.5 Fiscal Year 2016-2017

4.5.1 Affordable Housing Production

- 4 Units – Below 80% AMI

4.5.2 Job Creation

- 4 Jobs (Full-Time Equivalent)



5 CIVIL RIGHTS-RELATED PROGRAM REQUIREMENTS

In order for a County to undertake this RS it must ensure Civil Rights-related requirements are complied with, as follows: Analysis of Impediments to Fair Housing Choice (24 CFR 91.22(a)(1)), Area and Direct Benefit Activities, Employment, Displacement and Relocation, Minority Business/Women Business Enterprises, and Affirmative Action to Overcome Prior Discrimination (24 CFR 570.506(g)(1)).

5.1 Analysis of Impediments to Fair Housing Choice and Area and Direct Benefit Activities

A housing inventory analysis will be conducted prior to RS implementation and will be compared to housing data at the conclusion of the RS. During the RS period, demographic data must be collected and maintained including but not limited to racial and ethnic groups and single-headed households (by gender of household head) that applied for, participated in, or benefited from, any RS program.

5.2 Employment Data

An employment analysis will be conducted in partnership with the County and an organization/stakeholder of the neighborhood prior to RS implementation and will be compared to employment data at the conclusion of RS. Employment demographic data must be collected during the RS period and must include two categories (race and national origin). This information also includes the assurance that equal employment opportunities are provided to all persons regardless of race, color, national origin, sex or disability (24 CFR 570.506(g)(3)).

The following outlines the information to be collected by any "job" recipient:

RACE/ETHNIC IDENTIFICATION

- White (not of Hispanic Origin)
- Black (not of Hispanic Origin)
- Hispanic
- Asian or Pacific Islander
- American Indian or Alaskan Native

DESCRIPTION of JOB CATEGORIES

- Officials and Administrators
- Professionals
- Technicians
- Protective Service Workers
- Paraprofessionals
- Administrative Support (Including Clerical and Sales)
- Skilled Craft Workers
- Service-Maintenance

5.3 Displacement and Relocation

RS housing programs will be undertaken with no intent to result in displacement, but per funding guidelines, records will be maintained on household displacement if it does occur. This information must include race and ethnicity, gender of single heads of household; and addresses and census tracts of the housing units to which each displaced household was relocated.

5.4 Minority Business Enterprises/Women's Business Enterprises

RS programs need to maintain records on race and ethnicity of each business entity receiving a contract or subcontract of \$25,000 or more paid, or to be paid. Data indicating which of these entities as defined by Executive Order 12138; and the amount of the contracts or subcontracts. The programs take steps to assure that minority businesses and women's business enterprises have an equal opportunity to obtain or compete for contracts and subcontracts as sources of supplies, equipment, construction and services. (24 CFR 570.506(g)(6).

6 STRATEGY PRIORITIES

(The CBDO and their partners will be monitored on a quarterly basis by County staff. Success will be measured in terms of the meeting minimum goal thresholds set out in the following categories):

6.1 Decent Housing

DH-1 – Availability/Accessibility: Develop additional single family residential (SFR) units for underserved groups

- Increase the number of affordable units, especially those accommodating larger families (5+ members).
- Support programs and projects that modify units to accommodate the needs of the disabled and allow seniors to age in place.
- Convert abandoned and foreclosed properties into new affordable units

DH-2 – Affordability: Support and expand programs and projects that maintain and increase affordable units

- Provide loans and grants that support new homeownership for low- to moderate-income households
- Encourage rehabilitation projects, especially those that increase energy efficiency and utilize other green principles
- Expand existing and explore new rent-to-own assistance programs for low-income households

DH-3 – Sustainability: Ensure long-term housing market stabilization

- Maintain property standards and enforce building codes
- Stabilize the rental to homeowner housing ratios within the RS target areas
- Reduce the number of vacant properties within the RS target areas

6.2 Suitable Living Environment

SL-1 – Availability/Accessibility: Address unmet needs that enhance living conditions for underserved groups

- Support and expand affordable childcare services, including home daycare, that provide needed options, including non-traditional hours and infant care.
- Improve accessibility within the target areas in accordance with the American with Disabilities Act (ADA).
- Support programs that enable independent living for seniors and persons with disabilities.

SL-2 – Affordability: Upgrade/Install infrastructure

- Assist in the establishment of community service areas/districts (CSA/D's).
- Encourage rehabilitation that incorporates green principles.
- Replace existing septic systems within the neighborhoods with a public sewer system.
- Partner with potential program funded sidewalk incentive program (i.e. Keyes sidewalk incentive program).

SL-3 – Sustainability: Improve community appearance and livability

- Support graffiti removal efforts.
- Engage neighborhood groups and support their initiatives to improve their communities as program perimeters allow.
- Improve safety through targeted strategies that implement Crime Prevention through Environmental Design (CPTED) principles, including increased lighting.
- Improve streets, alleys, and parks.
- Establish temporary uses for vacant residential and commercial parcels, such as community gardens, that are beneficial to the public.
- Reinforce and support collaborative prevention/proactive programs between residents and the police/sheriff.
- Address blight via rehabilitation/demolition/reconstruction of abandoned residential buildings to provide housing opportunities for neighborhood residents.

6.3 Economic Opportunity

EO-1 – Availability/Accessibility: Support workforce development and asset building opportunities

- Develop employment training and employment opportunities in childcare, green building and health care sectors.
- Expand adult educational opportunities, such as English as a second language (ESL), computer literacy and general education.
- Support and expand programs that provide technical assistance to businesses and provide entrepreneurial training.
- Provide access to capital for businesses, especially through grant and loan programs.
- Promote higher education via partnerships with local schools and community colleges.

EO-2 – Affordability: Support projects that effectively leverage federal resources with private funds

- Provide funding and technical assistance to improve energy efficiency of retail and commercial buildings

EO-3 – Sustainability: Improve area business opportunities.

- Improve the appearance of area businesses
- Decrease the percentage of vacant storefronts and other retail space
- Improve parking and pedestrian access in businesses
- Provide funding for rehabilitation projects, such as the Neighborhood Façade Improvement Program, that enhance existing businesses or encourage location of new businesses



7 PROGRAM PROGRESS

County staff will notify and provide quarterly monitoring for all RS programs. There is timeliness deadlines associated with program success. If the respective program(s) do not meet these timeliness deadlines they must be aware the forfeiture of funding to another RS performing program will be considered. This may include the necessity to amend the RS to realize the greatest impact possible.

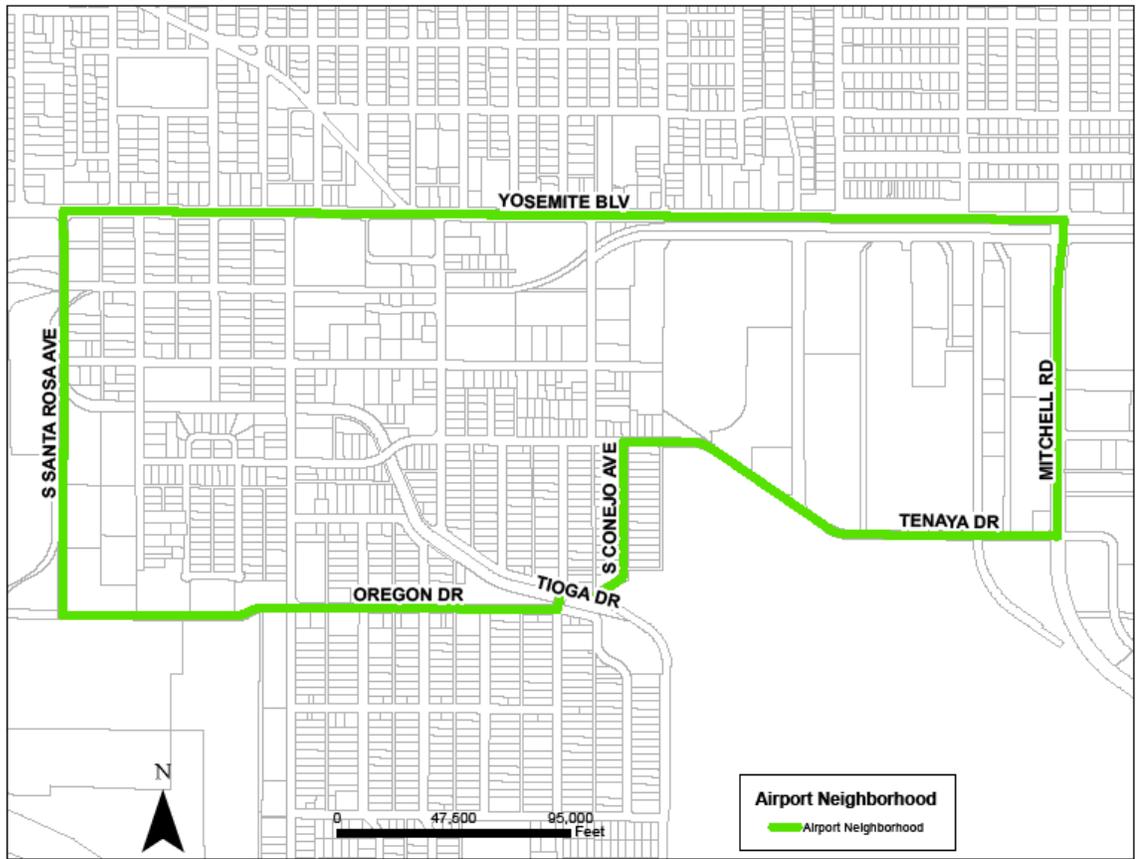
8 APPENDICES

8.1 Maps

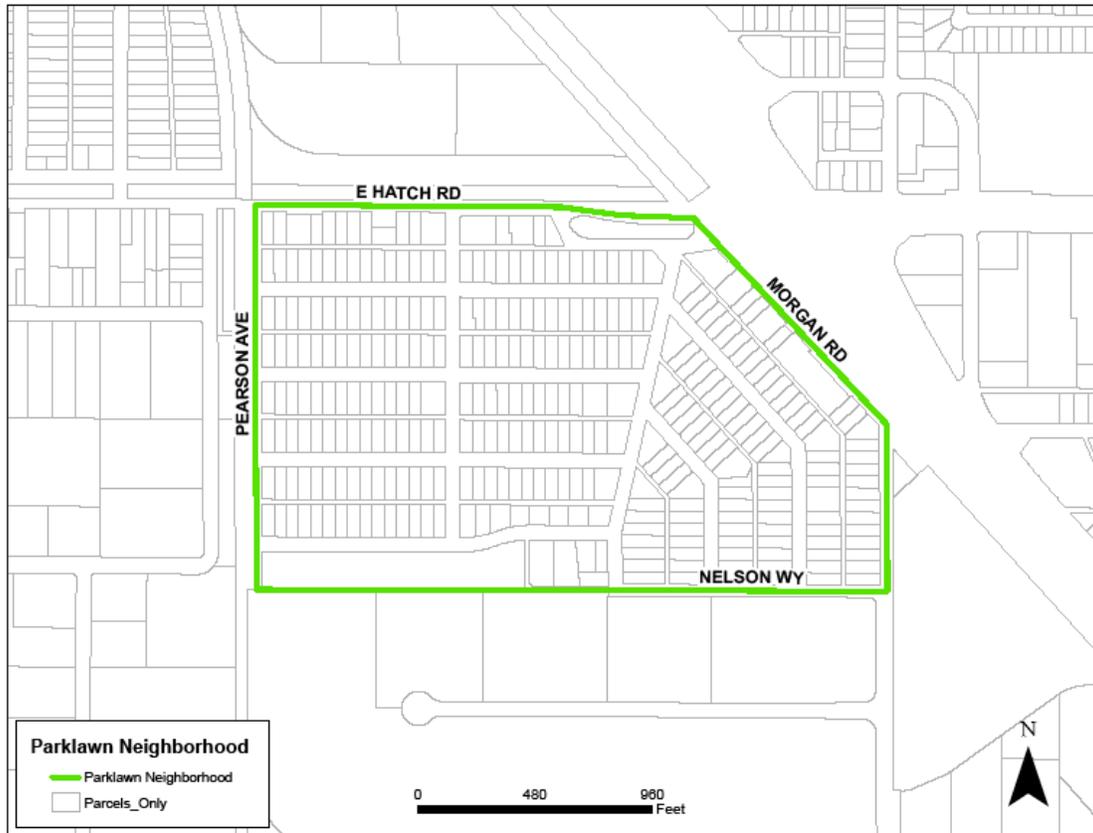
Boundary	Maps	Pg. 17-18
Zoning	Maps	Pg. 19-20
Population	Maps	Pg. 21-22
Diversity	Maps	Pg. 23-24
Poverty	Maps	Pg. 25-26
Education	Maps	Pg. 27-28
Transportation	Maps	Pg. 29-30

The Airport Neighborhood is bounded by: Yosemite Blvd, (Highway 132) to the north, Mitchell Rd. to the east, Tenaya Dr. and Oregon Dr. to the South and S. Santa Rosa Ave. to the West.

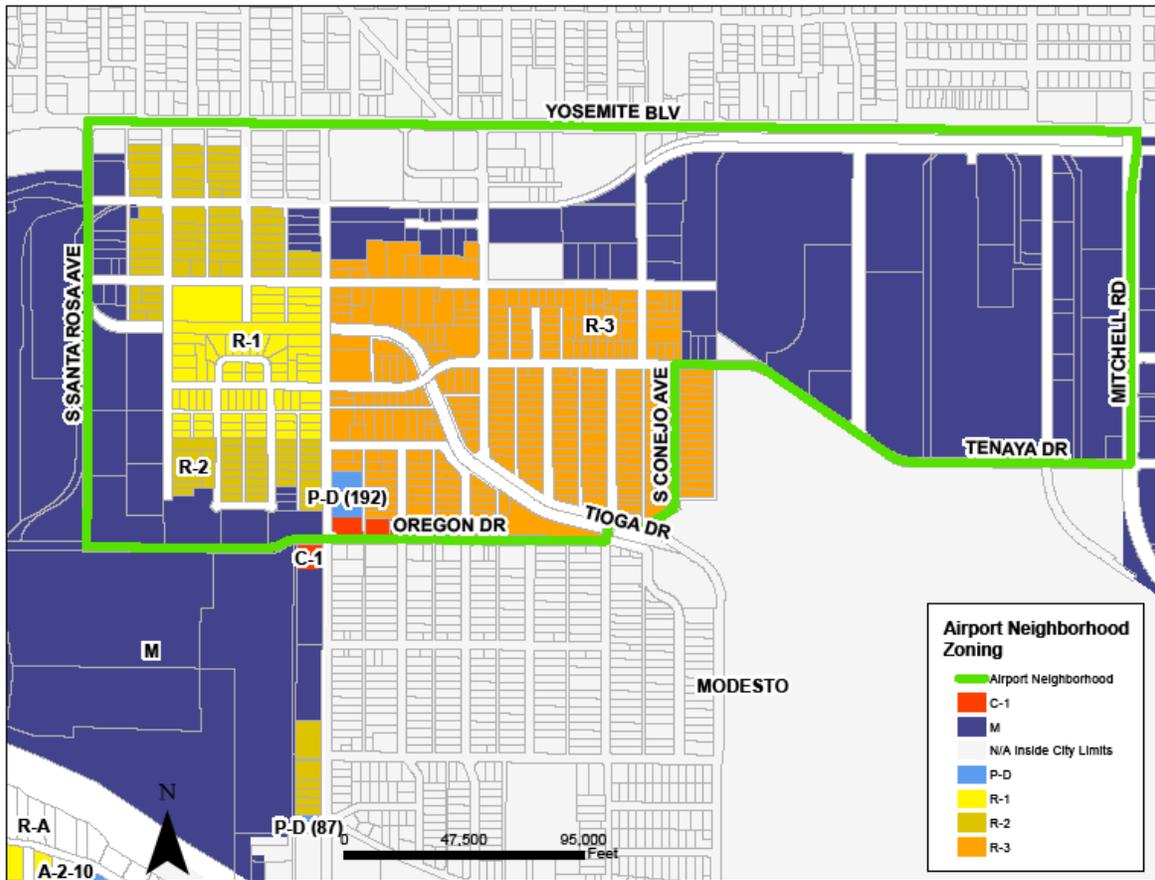
The Parklawn Neighborhood is bounded by: Hatch Rd. to the north, Morgan Rd. to the east, Nelson Way and Parklawn Avenue to the south and Pearson Avenue to the west.



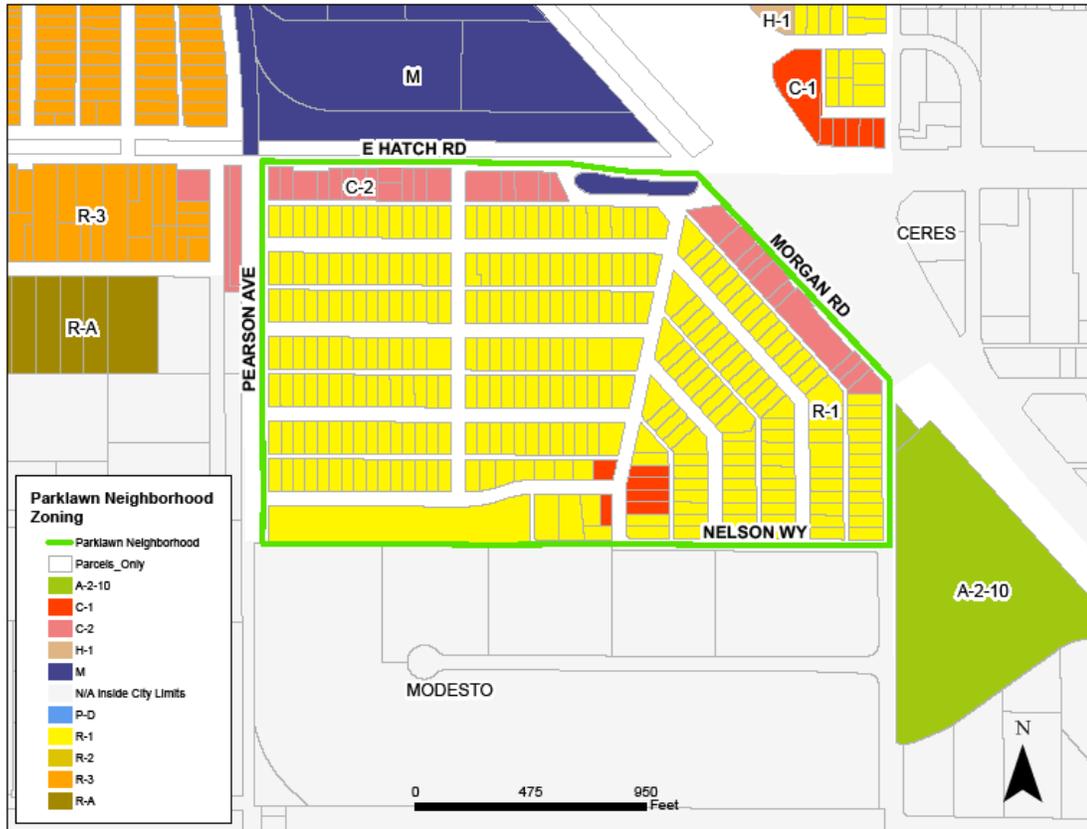
Airport Neighborhood Boundary Map



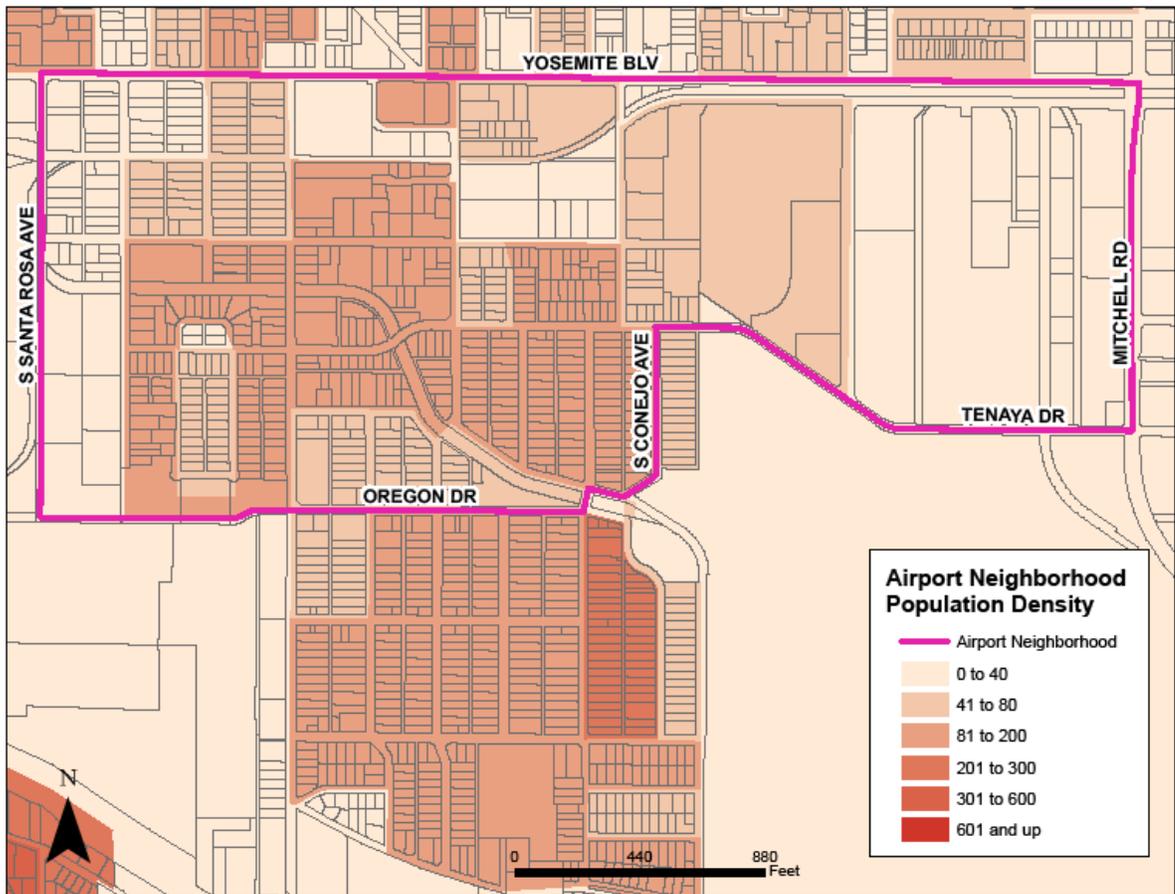
Parklawn Neighborhood Boundary Map



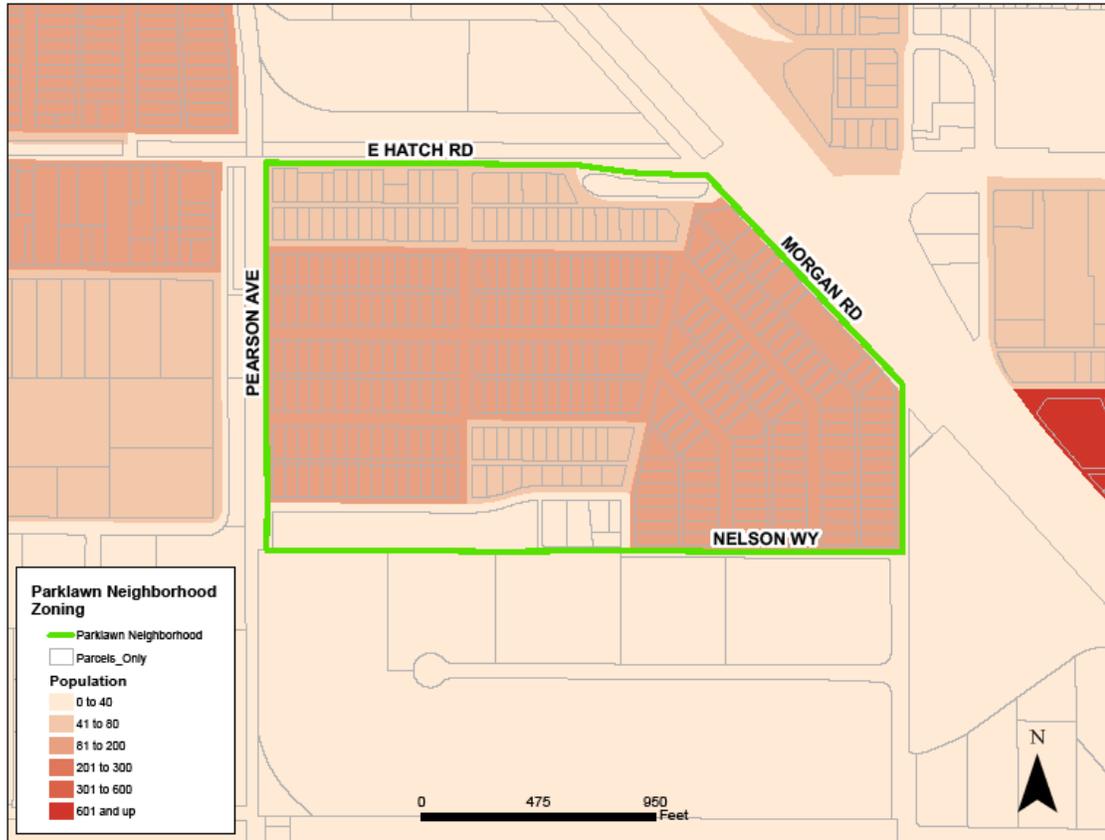
Airport Neighborhood Zoning Map



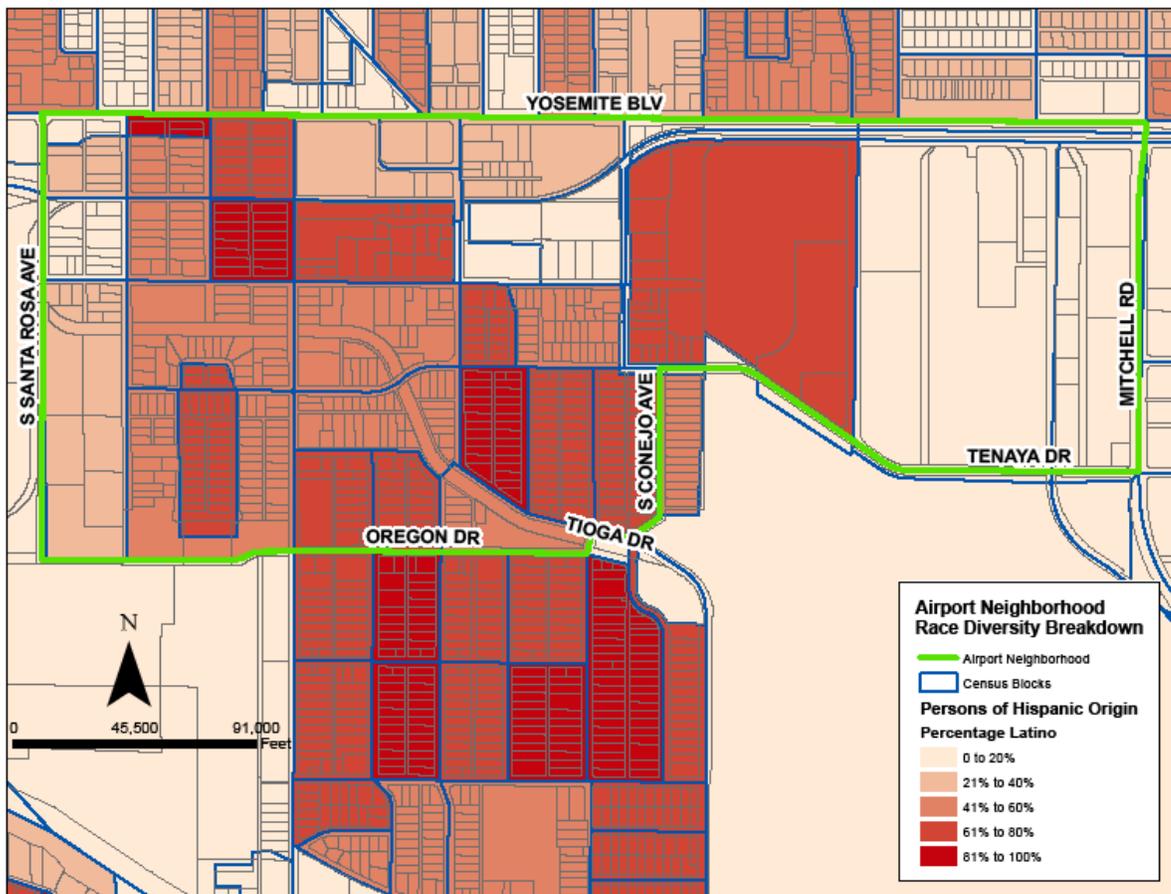
Parklawn Neighborhood Zoning Map



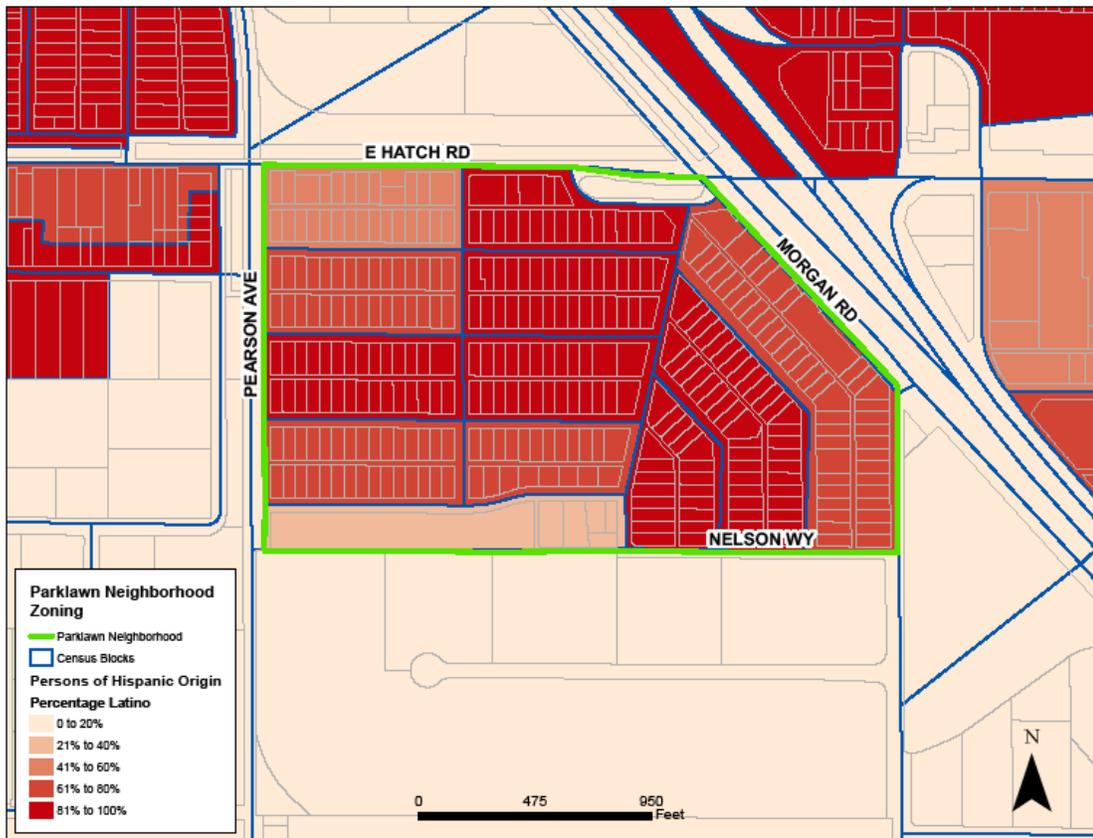
Airport Neighborhood Population Density Map



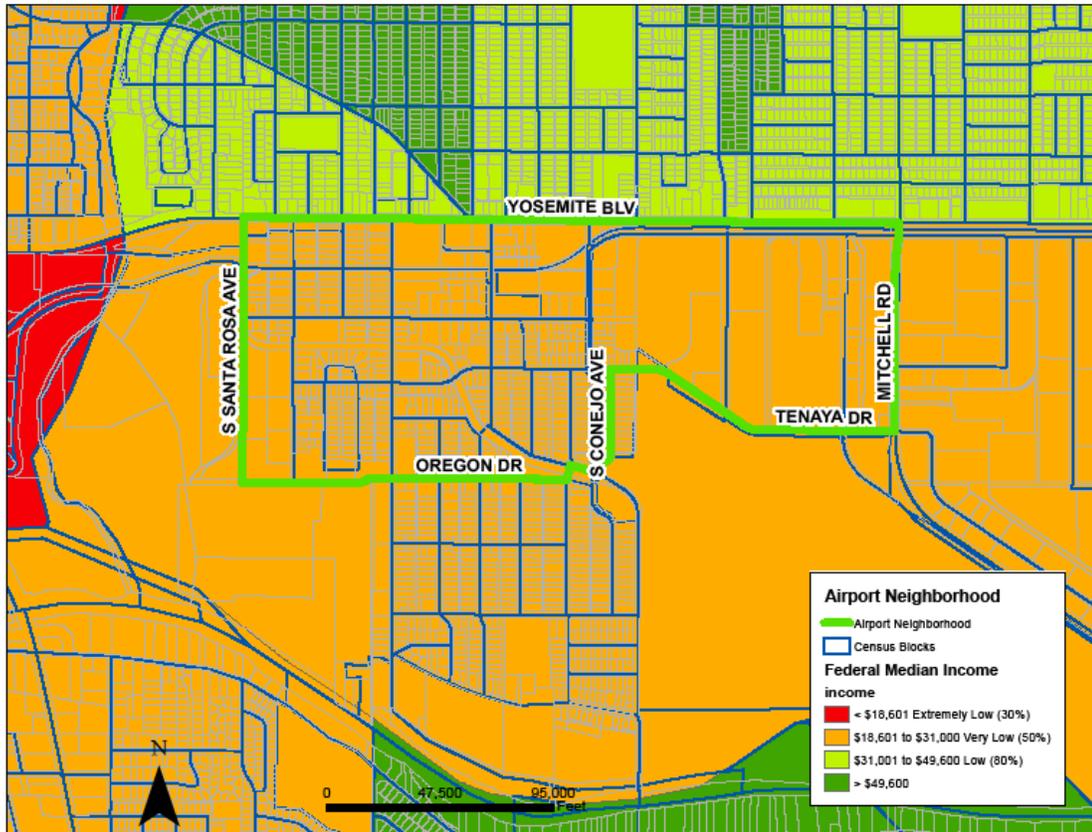
Parklawn Neighborhood Population Density Map



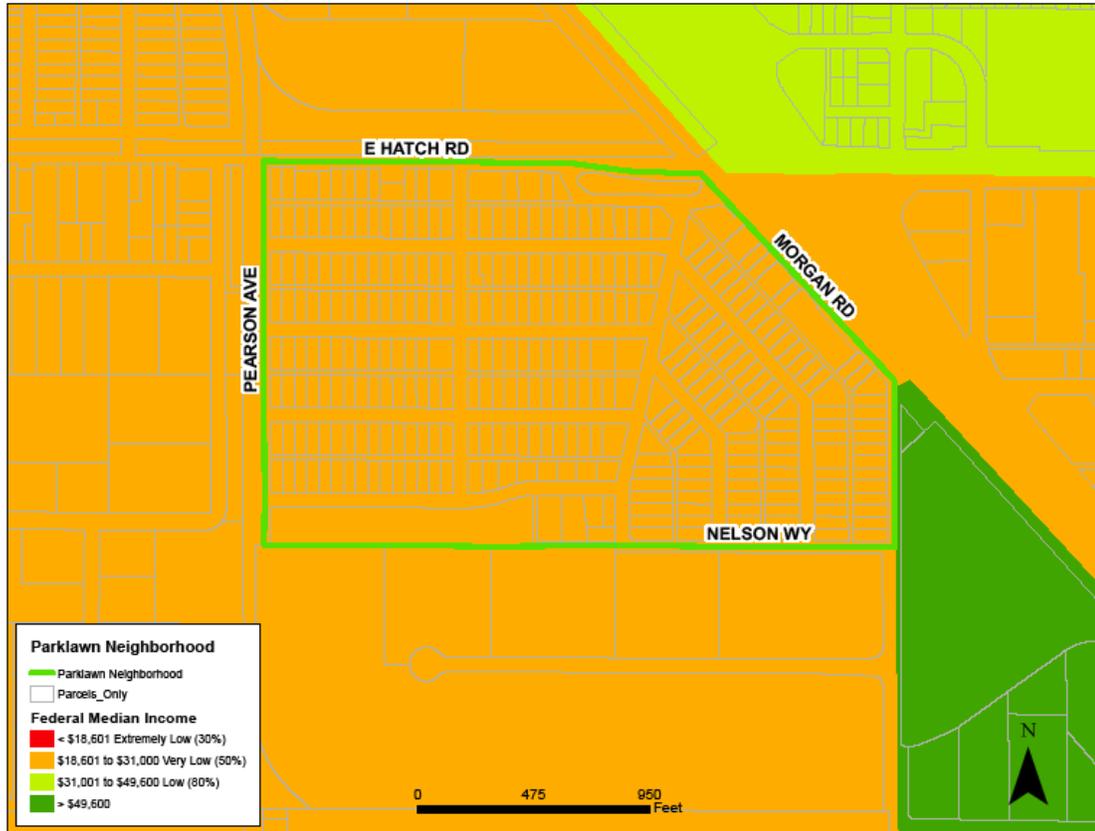
Airport Neighborhood Percentage of Residents of Hispanic Origin



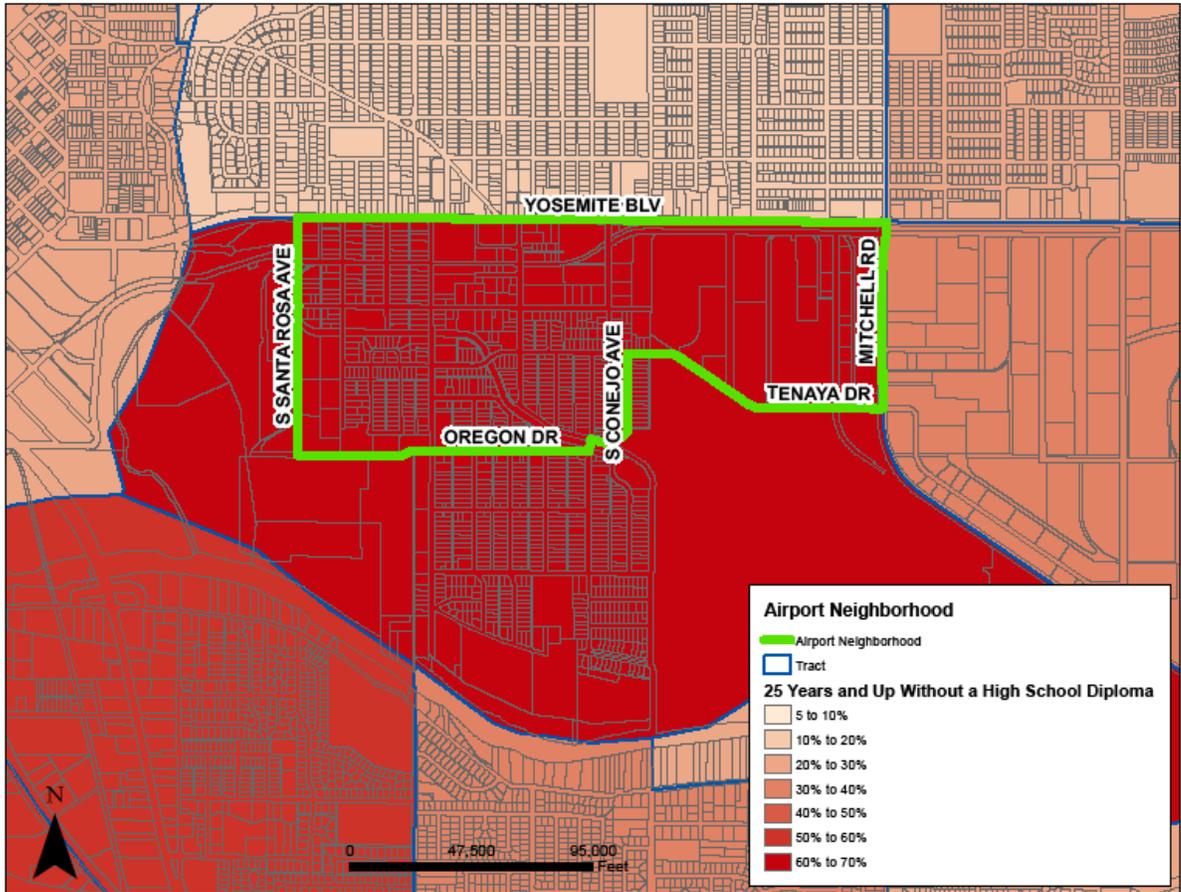
Parklawn Neighborhood Percentage of Residents of Hispanic Origin



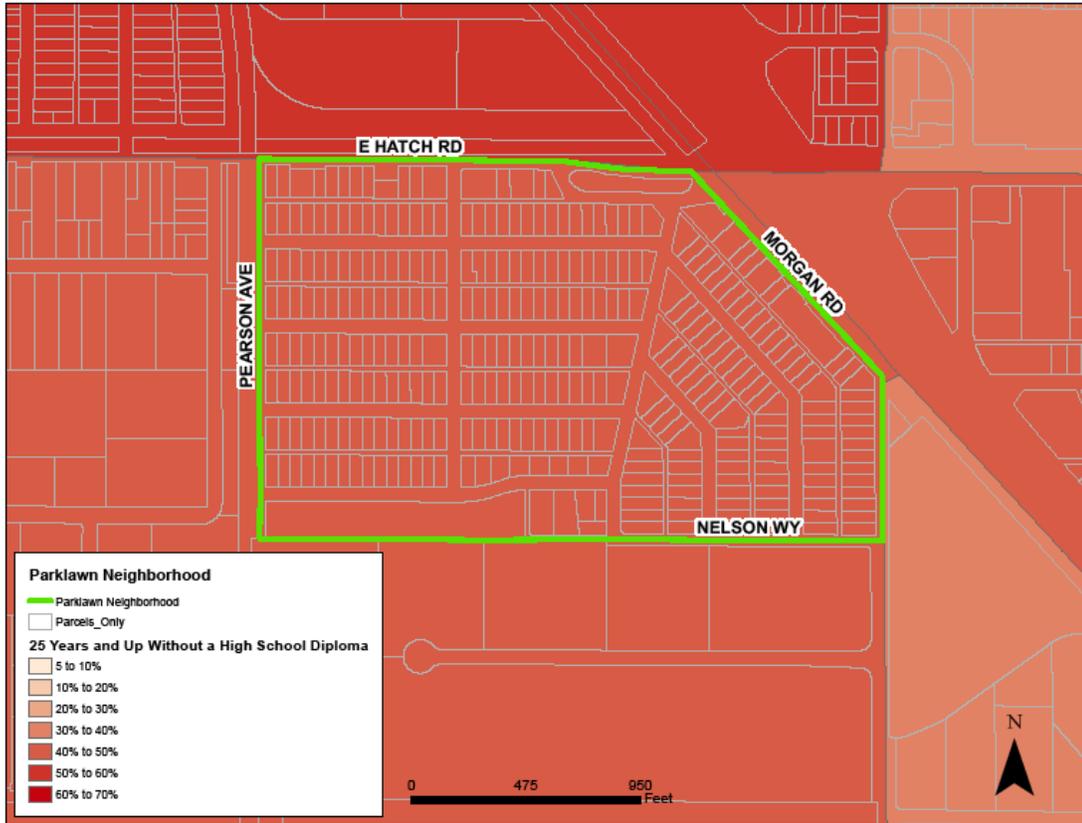
Airport Neighborhood Median Income Map



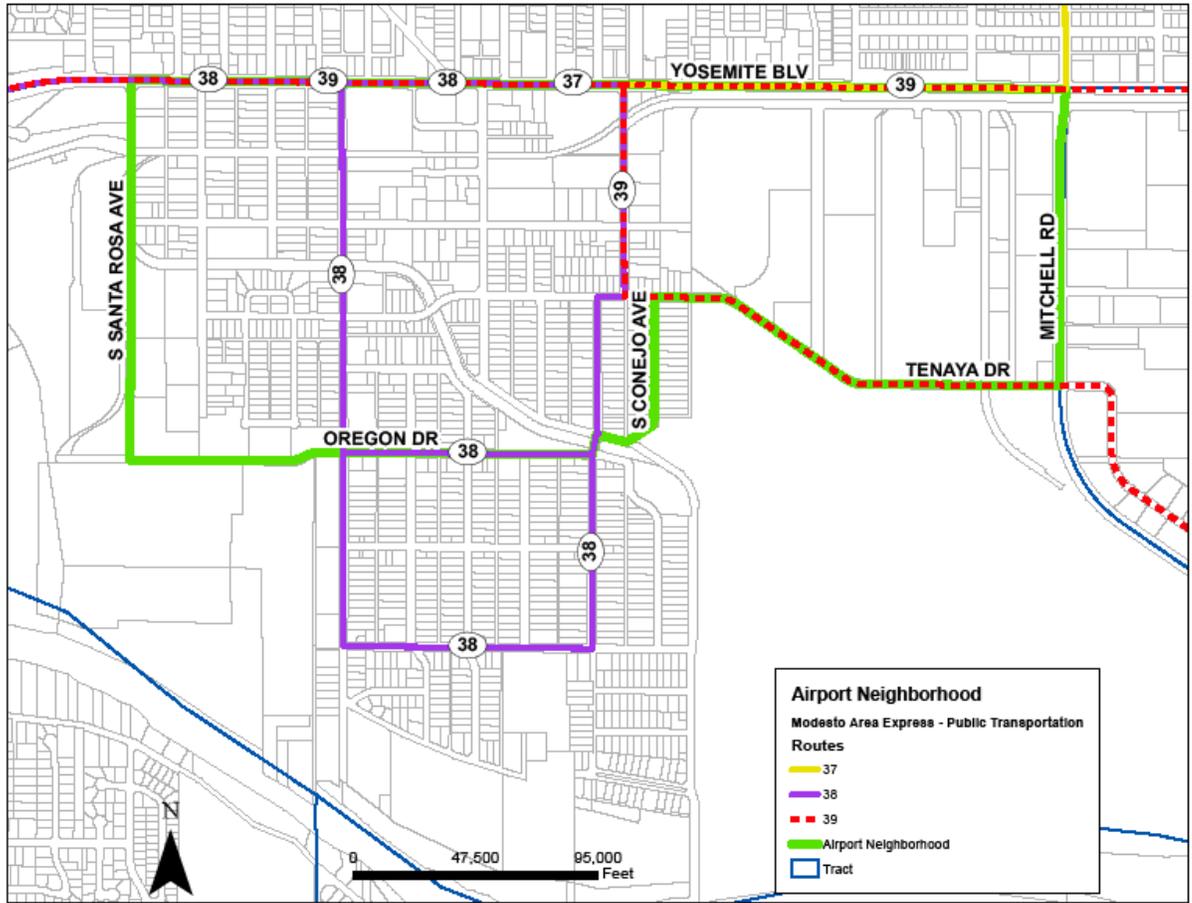
Parklawn Neighborhood Median Income Map



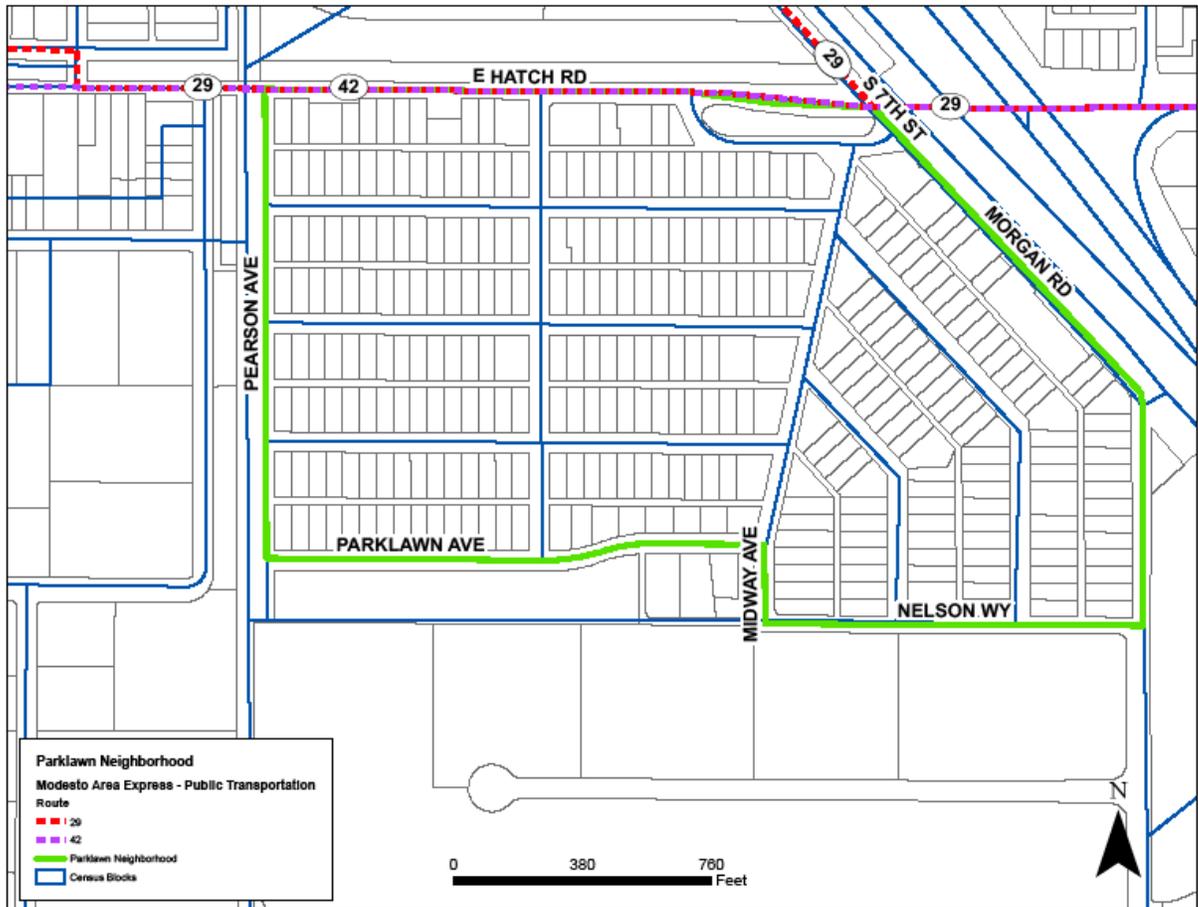
Airport Neighborhood % of Residents 25 yrs. And Older Without a High School Diploma



Parklawn Neighborhood % of Residents 25 yrs. and Older Without a High School Diploma



Airport Neighborhood Public Transportation Map



Parklawn Neighborhood Public Transportation Map