



Goldsboro
A Choice Neighborhood

CONNECTIVITY Working Group

Meeting #1

April 12, 2017 at 2pm
Goldsboro Front Porch, 1213 Historic Goldsboro Blvd

AGENDA

- 1. Welcome and Introductions**
- 2. Overview of the CNI planning process to date**
- 3. Purpose and Goal of CONNECTIVITY Working Group**
 - Streets, sidewalks, lighting, bike paths, flood plain, etc.
 - Public transit
- 4. Review of Available Data and Key Findings**

Review handouts and Community Fair feedback – what are priority issues for the community?
- 5. What Other Data are We Missing?**
- 6. Who Else Should Join This Working Group?**
- 7. Next Steps**
 - Recruit Connectivity WG members (working with Tamara)
 - Schedule next meeting of each WG (when is best time to meet?)
 - Bus trip to mixed-income communities in Tampa

HANDOUTS

List of WG participants
Planning Process diagram
Goal Structure and Elements
Working Group Overview
Demographic Summary
Existing Conditions section on Connectivity issues

Planning Process to Date





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CNI Working Group Process

Assess Existing Conditions

(resident survey, neighborhood survey, census, demographics, mapping)

Working Groups

NEIGHBORHOOD

- Community Facilities
- Connectivity
- Public Safety

HOUSING

New and Existing

PEOPLE

- Education
- Health
- Career and Economic Opportunities

Determine most critical needs

(metrics-based/data-driven)

Identify goals and strategies to
address critical needs
(evidence-based)

How to fund & implement & measure

Community Fairs / Charrettes – for community buy-in

Draft Transformation Plan

(due to HUD in December)

Goldsboro Choice Neighborhoods Initiative
Working Group Overview
April 11, 2017

Goal: The Goldsboro Transformation Plan is a major undertaking that encompasses a wide range of issues. The Working Groups provide a forum for smaller, facilitated discussion among key stakeholders with a special interest and/or expertise in a topical area. For each topic area, the Working Groups prioritize the critical needs to be addressed in the Plan and develop strategies to address these needs. The Working Groups identify goals that, if realized, will transform – or greatly improve - Goldsboro – physically, socially and economically.

Working Groups:

- **Housing:** Focus on existing and abandoned housing, vacant lots, and the need for new housing.
- **Education:** Focus on early childhood, K-12, and youth programs.
- **Careers & Economic Opportunities:** Focus on job readiness, skill development, employability, entrepreneurship, etc.
- **Health:** Focus on healthcare access, physical and mental wellness education/programs, and service gaps.
- **Connectivity:** Focus on transportation, infrastructure, sidewalks, bike paths, etc.
- **Public Safety:** Focus on identifying community and public-based initiatives to enhance safety in the community.
- **Community Facilities:** Focus on indoor and outdoor facilities that support community life.

Membership of Working Groups: Working Groups should include a balance of residents and grass roots organizations that understand the community perspective; partners and organization leaders who can commit staffing and resources to implement the ultimate strategies; and content experts that can share research and best practices from their respective fields. Growing the membership of each Working Group is encouraged to ensure a broad base of support for the new community vision.

Expectations of Working Group Members:

- Commit to attending Working Groups which will meet regularly from April through December 2017. The exact number and frequency of meetings will be determined by each group. However, a considerable time commitment is anticipated.
- Attend and participate in as many community meetings and events as possible throughout the planning process.
- Review the data and needs assessment findings relevant to the respective Working Group and identify the priority needs and gaps to be addressed.
- Determine the goals and outcomes that are desired based upon the priorities identified.
- Draw on your knowledge and expertise to identify specific strategies to achieve the outcomes.

- Specify resources and partners needed to carry out strategies and help to secure financial and/or in-kind commitments.
- Champion the plan and the planning process, serving as an ambassador for CNI by sharing information and advocating for the program with respective constituencies.

Administrative Responsibilities:

- The CNI Project Manager will provide administrative support such as sending meeting invitations and reminders, distributing minutes, etc.
- Each Working Group must identify member(s) who will be responsible for drafting minutes from each meeting. Detailed documentation of the Working Group discussions to share with the broader planning team is critical.
- Meetings will be facilitated by the Working Group co-chairs with assistance from the EJP Planning Team as needed.

Proposed Structure for Working Group Meetings:

Meeting 1

- Overview of the CNI Planning Process
- Purpose and Goal of Working Group
- Review of Available Data and Key Findings
- What Other Related Data is Available?
- Are All the Right Stakeholders at the Table?

Meeting 2

- Re-cap and Further Analysis of Key Findings, as needed
- Review of Existing Programs, Services and Opportunities
- Identification of 3 to 5 Priority Needs/Challenges to be Addressed

Meetings 3-7 (depending on # of Priority Needs): Deeper Dive into Each Priority Need

- Review Goal(s) related to Priority Need
- Brainstorm Strategies to Achieve Goal(s)
- Identify Areas for further Best Practices Research, if needed
- Who/What is Needed to Carry Out the Identified Strategies, i.e. organizations, resources?

Meeting 8

- Review the Goals and Strategies for each Priority Area – refine as needed
- Determine Time Frame (short/medium/long-term) for Each Strategy
- Identify the Measures that Will be Used to Determine Progress/Success

Community Feedback: To provide neighborhood residents and other partners with additional opportunities for input on the proposed goals and strategies, Working Groups may host a series of evening meetings with focused discussions on specific topic areas. These Community Conversations will provide additional feedback on aspects of the Plan of high interest to neighborhood residents. In addition, open houses or community fairs will be scheduled to invite the larger public and community residents to comment on the developing Plan.

Goldsboro Choice Neighborhoods Initiative – WORKING GROUPS

Goal Structure and Elements

Goal: <i>Big picture. What are you trying to achieve?</i>				
Need: <i>Why did you select this goal? What priority need(s) are you addressing?</i> 1. 2. 3. 4.				
Strategy <i>What will you do?</i>	Action Steps <i>How will you do it?</i>	Partners <i>Who will do it?</i>	Timeframe <i>When will it happen? When will you start and how long will it take?</i>	Indicator: <i>How will you measure success? What data sources are available for you to use?</i>
Baseline Measure: <i>Where are you today?</i>				Outcome: <i>Where do you want to be?</i>

Goal – Big picture of what you are trying to achieve

Strategy – What will you do to achieve your goal

Action Steps – How will you carry out your strategy

Partners – Who needs to be involved in executing your strategy

Timeframe – When will you carry out this strategy - is this short, medium, or long-term strategy

Indicator – What measures will you use to monitor your progress or determine if you have been successful? What is the data source for that measure?

Key Demographic Indicators

Indicator		Former SHA Residents	Goldsboro	City of Sanford	Seminole County
Total Population		427	3,100*	57,525	442,516
<i>Median Age</i>		22.5	37.5	33.20	38
<i>Percentage of Individuals in Poverty</i>		77%	36%	23%	13%
<i>Unemployment Rate</i>		55%	26%**	15%	10%
<i>Race</i>	White	5%	7%	60%	80%
	Black/African American	94%	88%	32%	12%
	Asian	0%	1%	4%	5%
	Some Other Race	<1%	4%	4%	3%
<i>Ethnicity</i>	Hispanic or Latino	4%	5%	26%	18%
<i>Under 18 years of age</i>		52%	35%	26%	23%
<i>65 Years of age and older</i>		6%	9%	9%	12%
<i>Under 65 years of age with a disability</i>		18%	29%**	10%	16%
Total Households		161	929*	20,118	164,706
<i>Average Household Size</i>		2.7	3.3	2.9	2.7
<i>Female Head of Household</i>		89%	44%	21%	14%
<i>Median Household Income</i>		\$11,934	\$29,613	\$38,962	\$55,058

* 2010 Census Estimate with relocated SHA units and population removed from the 2010 Census.

** Based on estimate from 2014 ACS Data using Census Block Groups

Sources: HUD Mapping Tool, 2016; 2010 Census; City Data



Goldsboro

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COMMUNITY INFORMATION FAIR

February 4, 2017

Connectivity Comments

Summary of repeated concerns regarding connectivity within the Goldsboro neighborhood (walking, driving, biking, using public transit, etc.)

- Restore Lynx bus routes to serve the neighborhood better
- Need more bus stops that would be closer and convenient to current and potential riders
- Provide other public transit options such as shuttles, taxis. Several individuals stated they do not use/favor ride sharing programs like Uber or Lyft because they do not “trust” the private drivers and prefer instead public transit systems with licensed professionals.
- Fill in missing sidewalk links
- Review timing of traffic lights for crossing
- Debris in street and sidewalk safety issue
- Want to see more trails
- Consider wheelchairs and scooters – grade level from sidewalk to street
- Improve handicap accessibility and routes
- Need safer crossings – too automobile oriented – make safer for pedestrian
- Get rid of vacant/abandoned houses
- Don’t feel safe using sidewalks or trails or parks in Goldsboro compared to other areas of the City
- Many roads in the area need resurfacing
- Concern about more traffic/cars on residential streets
- Need bypass road/route when trains block Persimmon Avenue
- Although Police Department has improved, the need for more community policing activities was expressed.

CNI Existing Conditions Review:

CONNECTIVITY (*Streets, Public Transit, Sidewalks, etc*)

Sources: Census data, Resident Survey, stakeholder interviews, Seniors focus group, neighborhood tour, "Distressed Communities Report" for the City Commission

1. **Beautify the neighborhood.** Per the survey of Goldsboro residents, the top needed improvements in Goldsboro are: (1) beautify the neighborhood (48.1%); (2) less crime/violence (37.0%); and (3) better street lighting (36.1%). Residents mentioned lack of consistent street cleaning in the area.
2. **Street lighting.** One of top priorities for existing residents is to improve street lighting by adding more streetlights in key locations and by increasing the brightness of existing streetlights. Residents attribute low lighting levels to increased opportunities for criminal activity.
3. **Drainage.** Residents raised concerns about the sewer system (some drains are not cleaned causing ponding after rain events) and open ditches, which are open hazards and cause flooding. This is an important livability issue.
4. **Code enforcement.** Need to address the many dilapidated/vacant properties which are an eye sore and public safety issue (in the summer high-growth grasses/bushes are hiding places for people, especially at 18th and SW Road). "Overall consensus that the city needs to do a better job of keeping vacant lots up to code as well as consistently enforcing codes on rental properties, vacant lots and city-owned properties." Observed abandoned cars, littered yards, dead trees, etc.
5. **Sidewalks.** Residents also pointed out the lack of sidewalks on some streets throughout Goldsboro. This is important for the safe walkability of the neighborhood for both able-bodied individuals/children and persons with disabilities.
6. **Bike lanes.** There is a desire to invest in bike lanes and promote activities that support alternative forms of transportation (50% of population does not own a car). This is important for safety reasons and to promote physical activity.

7. **Access to transportation is limited.** Per the resident survey, slightly more than half of residents own a car so they rely primarily on public transit or walking to get to their destinations. Lack of transportation is somewhat of a problem/very big problem for 51% of Goldsboro residents and 38% of relocated SHA residents. 27% of neighborhood residents indicated they need immediate transportation assistance. *Limited transportation options are a barrier to accessing employment opportunities, health care services, grocery stores, and school and recreational activities.*
8. **LYNX buses.** Were eliminated in the neighborhood (circa October 2014), creating a real challenge for neighborhood residents. The bus routes run along the northern perimeter of the community (SR 46 /1st Street) and the eastern perimeter (US 17-92/French Ave). Buses along the northern perimeter do not run on Sundays. Residents complain these fixed routes primarily go to “the mall and the hospital” and you have to “walk a mile to get to the bus stop”.
9. **LYNX NeighborLink.** This service requires a call at least two hours in advance to arrange for a pickup or dropoff. There appears to be limited knowledge of and/or use of the LYNX ride program.
10. **SunRail Station.** Although meeting a regional transportation need, residents indicated the SunRail system is not practical for getting residents to employment or services. Given that the station is almost a mile from the Goldsboro neighborhood, residents without private transportation would need to either take public transportation or get a ride from someone.
11. **Other issues:**



PUBLIC TRANSPORTATION Related Findings

Sources: Census data, Resident Survey, stakeholder interviews, Seniors focus group, neighborhood tour, "Distressed Communities Report" for the City Commission

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5. **Other issues:** Access to SunRail Station?



Existing Conditions Review: Transportation

January 12, 2017 at 11:00am at City Hall

Comments and Feedback

In response to Presentation of Transportation related findings

- The Department of Transportation has proposed plans to build a “Flyover” on Pomegranate to alleviate traffic issues related to the train tracks. The project is part of the TIP Plan but could take 5-10 years to complete. The cost is estimated to be \$7-10 million. Artwork is planned for the overpass. This public art provides an opportunity to “brand” the Goldsboro neighborhood. A pedestrian overpass is also critical here.
- There is limited car ownership among Goldsboro and former SHA residents. Only 50% own a car, meaning many are reliant on public transit. Per the resident survey, many Goldsboro and former SHA residents identified transportation as a big issue and a barrier to employment, after-school programming and other critical resources.
- There is a free shuttle from Sun Rail to Amtrak that loops by the hospital and goes downtown. You do not need to be a Sun Rail or Amtrak passenger to access the free shuttle. So, it could be helpful to get the word out to residents about the availability of this resource. The City can provide statistics on ridership to date.
- Signage and micro wayfinding to Sun Rail and other key destinations in the neighborhood is important. Currently, there are no city designated pathways. There is a county study- Sun Rail Connectivity Program- that is currently on hold. Apparently, no installations are permitted near DOT property.
- Uber: There is a pilot program in the City but very limited data is available. Goldsboro residents have reported the use of gypsy cabs but complained that they are very expensive. Uber also offered employment opportunities. However, there was some skepticism about the viability of Uber in Goldsboro because of the “no-go” issue related to perceived public safety as well as potential barriers for riders like access to credit cards.
- Shared bike ride systems: There is some initial planning on this.
- Sales tax is critical to many of the priority transportation projects.

LYNX

- Fixed bus routes through Goldsboro were recently eliminated. The City raised concerns about this issue at the recent Annual Meeting with Lynx. The elimination of the route was due to low ridership and in its place Lynx made NeighborLink available to help transport residents within the neighborhood and to connect them to key points outside the neighborhood including other fixed bus stops. Lynx uses ridership on NeighborLink to determine whether reinstating fixed routes is viable in the future. If ridership increases, it is possible that fixed routes in Goldsboro may be reestablished. The increase in new housing units proposed as part of the SHA redevelopment will likely result in increased ridership.
- There is great misunderstanding in the Goldsboro community about NeighborLink (even though ridership data shows it is more heavily used than in other neighborhoods served by NeighborLink). Many residents believe that it will only transport you for medical purposes which is not accurate. There is a paratransit service via Access Link for this purpose but that is different than NeighborLink.
- There are tools that Lynx has introduced to help riders access NeighborLink including apps for smart phones or scheduling recurring pick-ups via the website or phone but this information is not widely known.
- Lynx will provide the CNI planning team with Goldsboro ridership info. *[The attached Flex Service Ridership report dated 12/7/2016 was subsequently provided by Lynx]*
- The Lynx representative agreed that agency needs to do a better job of educating residents of Goldsboro on the available service and offered to work with the CNI team on this issue. Some suggestions include:
 - Presentation at the Westside Community Center monthly meeting
 - Staffing a table at the CNI Community Information Fair on 2/4
 - Offer to attend other neighborhood meetings and/or meet with key community leaders to clarify services and share information/materials (possibly up to 2 per week)
 - Setting up a kiosk in the neighborhood
 - Sharing information at the weekly Goldsboro Farmers Market on Fridays from 2:00-6:00pm
 - Customize the NeighborLink bus so that it says Goldsboro on it
 - Sending mailing
 - Post information on the City and CNI websites
 - Create PSAs on key radio stations and programs that reach Goldsboro residents
 - Use Facebook and other forms of social media

SunRail

- While in theory, SunRail provides Goldsboro residents with access to regional job opportunities, it is not perceived as a resource
- NeighborLink will take Goldsboro residents directly to and from the SunRail station
- A more extensive feeder network was proposed as part of the SunRail project but has not been fully realized because the project has taken longer than expected due to the recession.
- The rail bisects the neighborhood. The proposed Pomegranate Flyover is critical to making a north/south connection.
- Transit-oriented development is being encouraged at all SunRail stops. In Sanford, this includes plans for a hospital expansion as well as other development. This also potentially provides new job opportunities.

- Some SunRail pedestrian connections are in progress. There is a proposed connection between Goldsboro and Downtown along 46 to Sun Rail and north to the Harbor Walk. This is intended to eventually connect with the Lake Monroe Loop. There have been pedestrian investments along Persimmon Avenue. However, there are challenges related to State Roads that make it harder to implement complete street amenities like sidewalks, bike paths, way-finding, etc. along 46 State Road.

See attached sign-in sheet for attendance.

Notes by Kathy Carton, EJP Consulting Group



INFRASTRUCTURE + OPEN SPACE Related Findings

Sources: Census data, Resident Survey, stakeholder interviews, Seniors focus group, neighborhood tour, "Distressed Communities Report" for the City Commission

1. **Street lighting.** One of top priorities for existing residents is to improve street lighting by adding more streetlights in key locations and by increasing the brightness of existing streetlights. Residents attribute low lighting levels to increased opportunities for criminal activity.
2. **Drainage.** Residents raised concerns about the sewer system (some drains are not cleaned causing ponding after rain events) and open ditches, which are open hazards and cause flooding. This is an important livability issue.
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7. **Speeding along Historic Goldsboro Blvd.** Earlier study (but not confirmed by recent survey work or stakeholder interviews) recommended the City undertake a traffic study to determine the feasibility of lowering the speed limit or implementing alternative speed control measures on this main route through Goldsboro.
8. **Other issues:**

Legend

-  Public Safety Complex
-  Hospital
-  School
-  Front Porch Council
-  GoldsboroFlyover
-  Bike Trail
-  Goldsboro Trail - Existing
-  Goldsboro Trail - Proposed
-  Railroad
-  Choice Development
-  Choice Neighborhood
-  Henderson Property
-  Housing Authority Property
-  Park
-  Other Recreation Area
-  Municipal Boundary

KEY

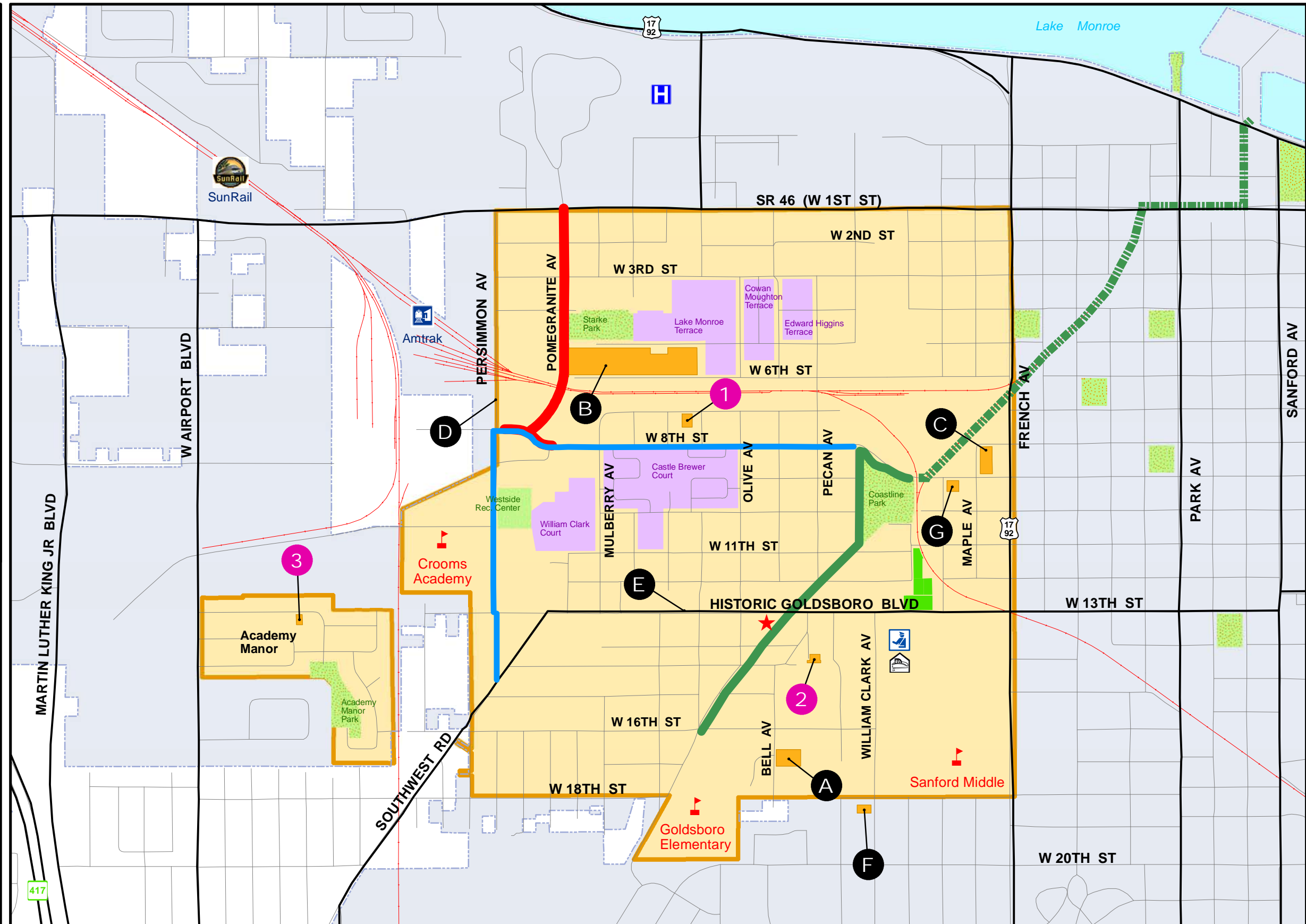
Proposed/Current Projects

- A** Christian Fellowship Church
- B** Seminole Gardens**
- C** Maple Avenue Apartments**
- D** Persimmon Avenue Streetscape
- E** Historic Goldsboro Boulevard Streetscape
- F** Habitat for Humanity Single Family Home*
- G** Habitat for Humanity Single Family Home*

Permit Activity

- 1** 1405 W. 7th Street**
- 2** 1321 Shepherd Avenue*
- 3** 131 Academy Avenue*

* = Single-family Residential
 ** = Multi-family Residential



Goldsboro Choice Neighborhood





Goldsboro CNI Existing Conditions Review Session: Infrastructure, Parks & Open Space

January 11, 2017 at 3:45pm at Sanford Public Safety Complex

Comments and Feedback

In response to Presentation of Infrastructure, Parks and Open Space related findings

Street Lights

- Perception that lighting is inadequate
- Streetscape improvements may help with lighting along Historic Goldsboro Boulevard
- City standard says light poles should be a maximum of 300 ft apart
- Many streets in Goldsboro only have lighting on one side of the street
- Should we ask people about lighting on their street at the CNI Info Fair?
- Most of the lighting is provided by Florida Light and Power (FPL). Concern raised about setting a precedent for the City providing additional lighting rather than FPL.
- May be issue that wattage is too low. FPL/City are upgrading lighting to 400 watts now
- Need to determine if tree blockage or broken fixtures is contributing to the issue
- Suggestion that ECFRPC overlay the light map with Google Earth
- City to consider conducting a light assessment. How much would it cost? Would a consultant do it?
- New lighting was recently installed in Georgetown using CDBG funds

Flooding/Drainage

- A systematic effort is required to address the old ditches throughout the City, not just Goldsboro. This will require a long term commitment and a major capital investment. Currently the City only has resources to address point maintenance as issues arise. There are three major ditch systems (Cloud Branch, Pump Branch, Mill Creek) in the City with Cloud Branch and Mill Creek being in the Goldsboro district. Cloud Branch is on the 3rd and final phase of improvements; a total of \$30 million to be invested in all three phases.
- Significant investment has been made to date but it has made little dent in the overall problem.
- Individual citizen complaints/work orders are helpful to identify and address individual issues in a timely way.
- A substantial part of the Goldsboro neighborhood is in the floodplain.
- Significant investment in box culverts were made across 17-92 to Coastline Park. This is being addressed in Cloud Branch Phase III, starting this year.
- Standing water caused by flooding can create health issues with mosquitos.

Sidewalks

- Although a full inventory has not been completed, many streets in Goldsboro do not have sidewalks or only have sidewalks on one side.
- Any new construction projects require the installation of sidewalks.
- Existing ditches make it hard to install sidewalks on some streets because there is not enough right of way.
- City completed safe routes to school plan. Need to check if any were in Goldsboro.
- Particular trouble spots were identified at Oleander, Mangoustine, and Olive (from 13th to the railroad). Residents, including children walking to and from school, are forced to walk in the street.
- Need to identify key walking pathways in the neighborhood and safety priorities.
- Does the City have a map of the existing sidewalks? *[The City subsequently provided the attached map that shows a listing of completed and proposed sidewalks to include some connections for safe route to schools.]*
- New sidewalks installed along Persimmon.
- Resident complained that many Goldsboro streets are not swept or are not swept regularly. Public Works noted that only streets with curb and gutters are swept.

Pedestrian and Bike Trails

- The City is working on completing trails that connect Country Club to 20th to SW Road to 9th. *[This is noted on the attached sidewalk map that the City subsequently provided.]*
- There is also a connection from Coastline Park to Goldsboro Elementary to 9th/8th Street to Persimmon to SW Road. This trail/sidewalk is 10' wide.
- The proposed Pomegranate flyover will elevate the sidewalk at 3rd Street near Seminole Gardens using the existing right of way. DOT plans to meet with GFPC and ministers in Feb to review the proposed plans. Fred at ECFRPC will plan to attend to represent the CNI project.
- Most trails follow existing rail lines and do not necessarily connect key nodes in the community. The ones in Goldsboro are used but not heavily trafficked. Suggestion that perhaps exercise equipment stations could be added to encourage more recreation use. Additionally, structured walking programs might be needed to promote usage for recreation purposes.
- ECFRPC was recently awarded a grant to inventory all Seminole County trails, including Sanford/Goldsboro. This would should be completed in June.

Parks/Open Space

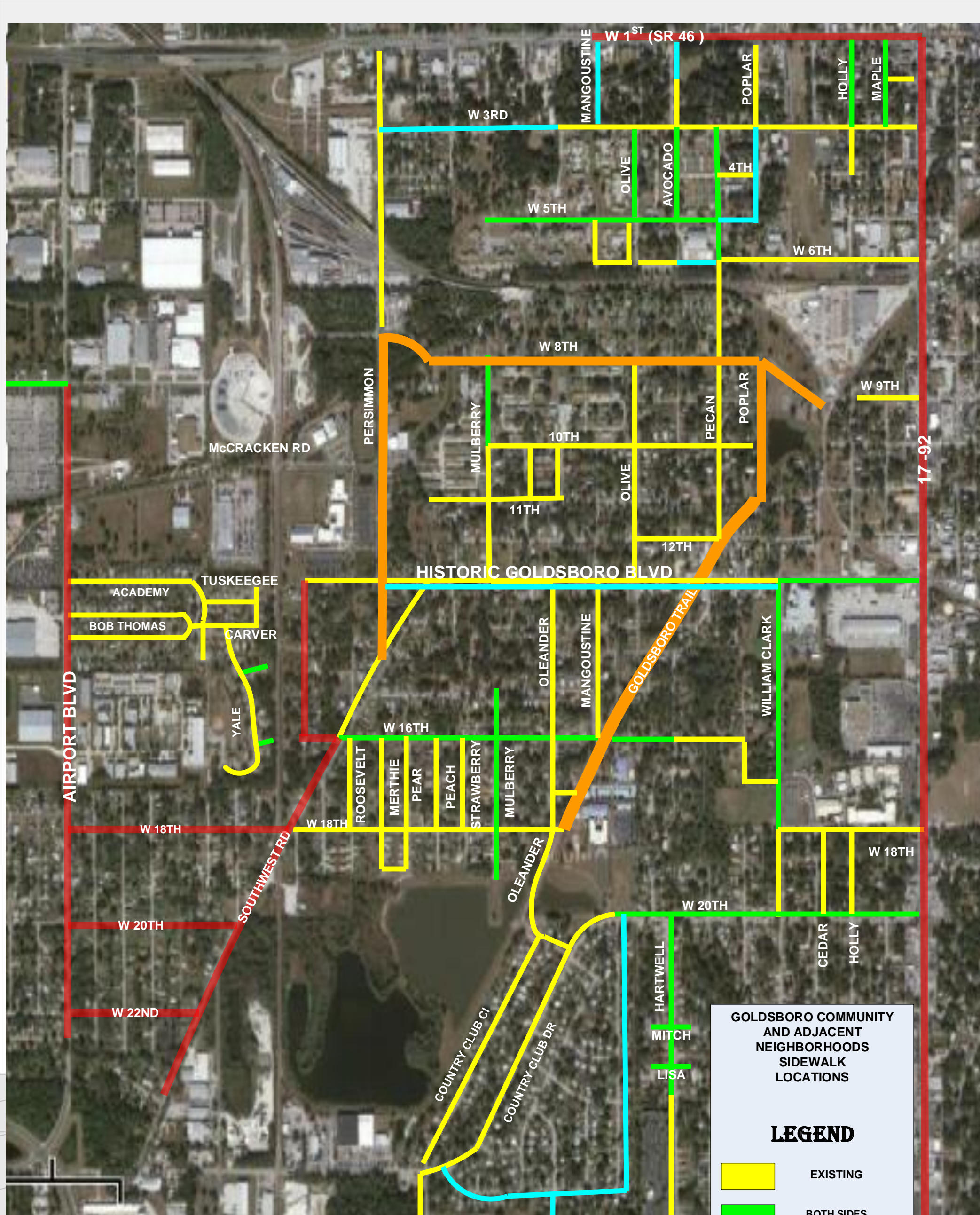
- Nearly \$1million in investments recently made at Coastline Park.
- George Stark Park is located across the street from Seminole Gardens. The City is replacing the basketball courts later this year. They removed the play equipment due to deterioration. However, funds are available for a new pavilion/picnic area. Apparently, Seminole Gardens is also investing in a new park/playground as part of the rehab project for the development. How

does this affect additional city investment in the Park? Noted that residents to the Northwest are separated from the park by a drainage ditch.

- Academy Manor also has a park. Recent upgrades include a playground structure and a pavilion. Basketball courts are also planned. The basketball courts are existing but are planned to be rebuilt due to structural cracks in the court.
- Are there city standards for open space? If so, how does Goldsboro compare. Appears to be relatively well served with the three existing parks and trails.
- Academy Manor park has a ball field area, Coastline has tennis courts and all three have basketball courts. However, there is a desire for more ball fields for baseball/softball, soccer as well as tennis courts. Might William Clark Court be used for ball fields given its proximity to the Westside Community Center?
- There was a suggestion to add fitness stations in the parks; Winter Park was cited as an example. Would this be a worthwhile investment? *[Subsequent to the meeting, the City noted that Academy Manor Park has a concrete walkway with fitness equipment around the park. It has been vandalized over the years and needs to be replaced. The City was awarded a Greenfield Outdoors grant last year which put two seven-piece fitness equipment stations at each park. The grant saved the City about \$20,320 in total but the City had to pay \$57,800 for the equipment and another \$26,000 for concrete and installation.]*
- The Henderson property located on Historic Goldsboro Boulevard across from the police station is a 3-acre, linear plot that was donated to the City for recreation/open space purposes. How might this site be used? A number of stakeholders have raised the concept of a One-Stop Community Facility. Would this be a good location?
- It was noted that there is a superfund site at 6th and Holly. ECFRPC to investigate all superfund sites via the EPA website and map for planning purposes. Ideally will produce parcel by parcel map that identifies environmental status.
- Other sites that were discussed include:
 - The Old Pebble Junction site which is for sale. This property is located across the street from Coastline Park.
 - A parcel on 18th street across 17-92 This park is strictly green space; no development is planned for this park.
 - The Scotty's site at 6th and 19-72. It is for sale and might be an opportunity for both indoor and outdoor recreation.
- Recreation Department to provide dimensions for various ball fields so the planning team knows how much land is required.
- Additional amenities that residents desire include a splash pad and/or swimming pool.
- Suggested that the planning team use the CNI Info Session to ask residents to prioritize park and recreation amenities
- As the planning process moves forward, we will also need to discuss locations for the farmers market as well as desire for additional dedicated land for community gardening and/or urban farming

See attached sign-in sheet for attendance.

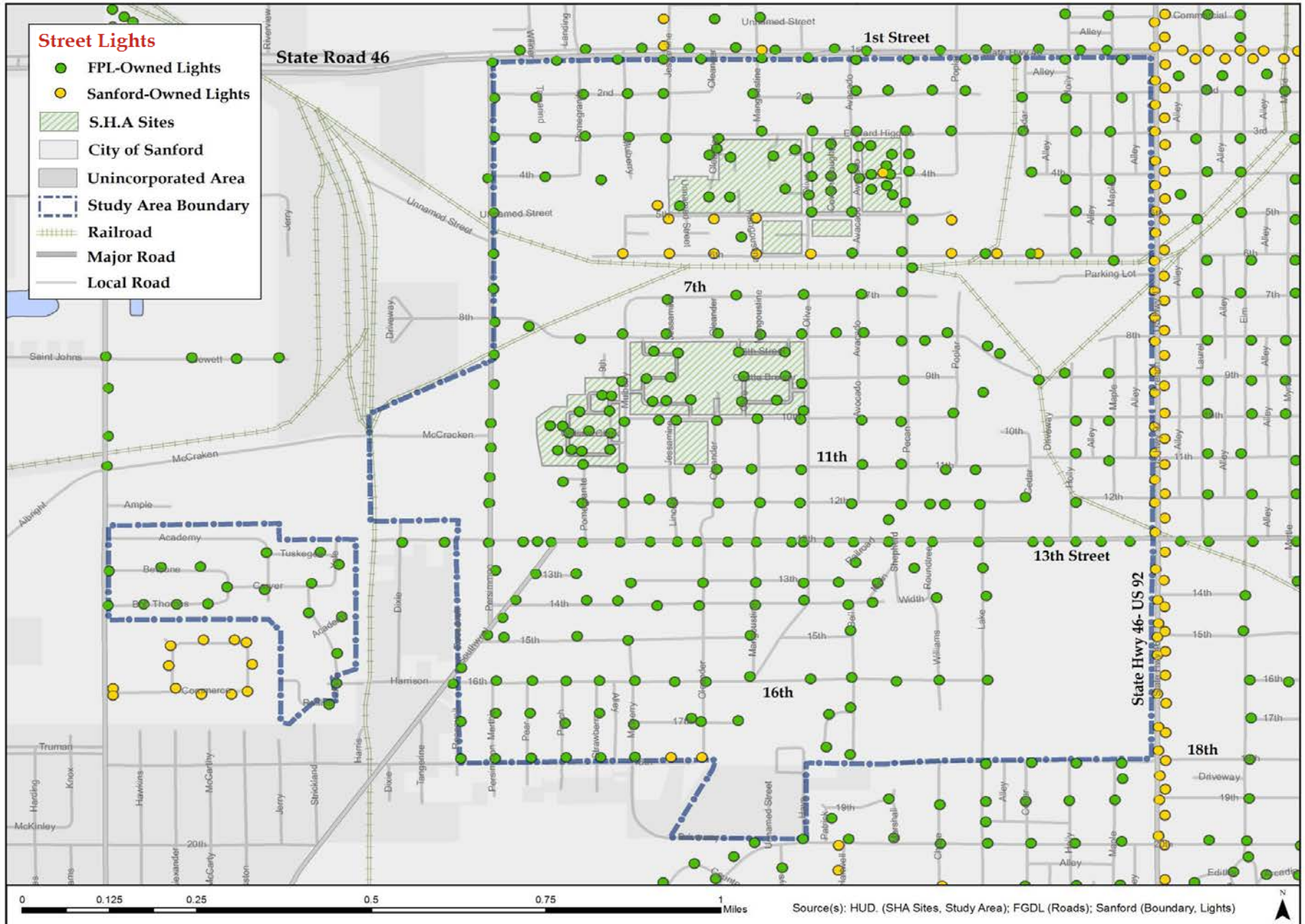
Notes by Kathy Carton, EJP Consulting Group



THE ABOVE MAP SHOWS ALL OF THE EXISTING SIDEWALKS IN THE GOLDSBORO COMMUNITY AS WELL AS THE ADJACENT NEIGHBORHOODS.

THE MAP ALSO SHOWS PROPOSED / PLANNED SIDEWALKS AND TRAILS

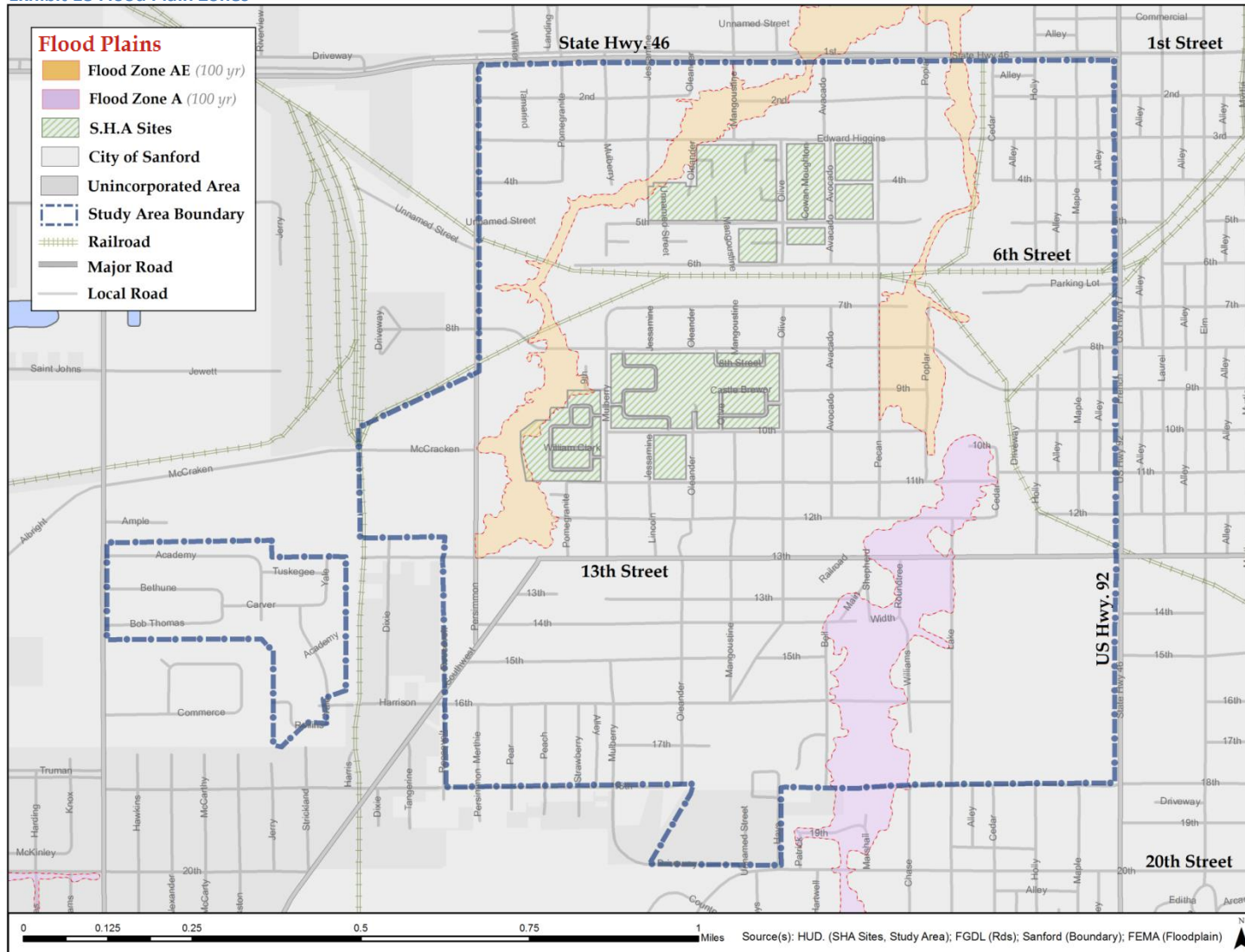
Exhibit 16 Street Lights in the City of Sanford by Ownership



Street Lights

Florida Power & Light operates the large majority of the street lights in the Goldsboro neighborhood. The City of Sanford provides limited lighting on two streets and along US 17-92. Residents indicated a need for both more streetlights as well as brighter lighting in existing streetlights to improve public safety at night.

Exhibit 18 Flood Plain Zones



Floodplain Definitions

The 'A' and 'AE' Flood Zones are areas that have a 1% statistical chance of flooding every year, which normalizes to a one flooding event every 100 years in these areas. The 'AE' flood zone is the 100-year flood zone where base flood elevations are provided. The 'A' zone does not have base flood elevation levels present within the data (which distinguishes the zone from the 'AE' zone) and in addition to the 1% annual flooding probability, this zone also assesses a 26% chance of flooding to properties in these zones over the life of a 30-year mortgage. A majority of the land within the study area (and the State of Florida as a whole) are located within the higher-elevation 500-year flood zone.

Floodplains

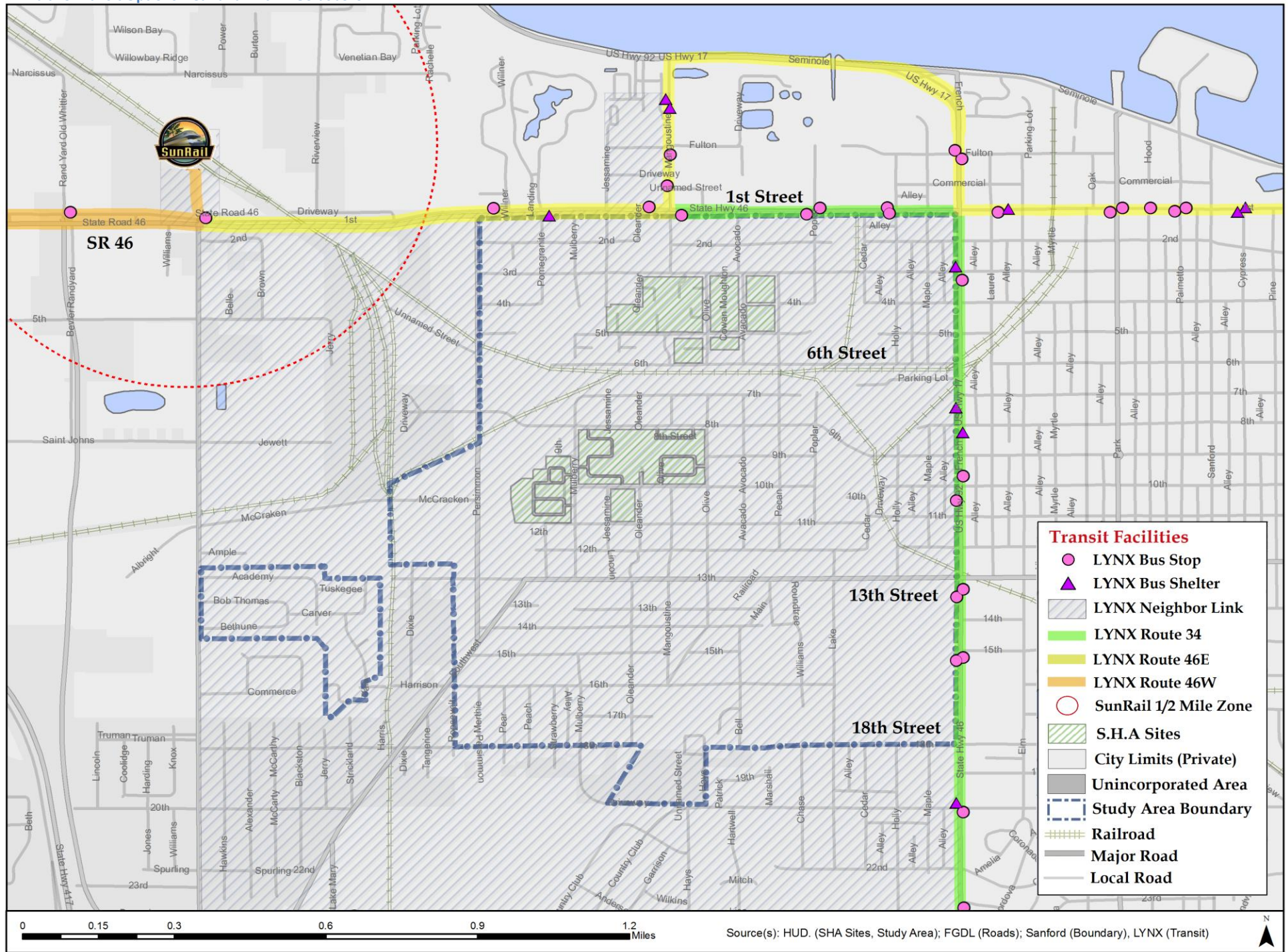
Sanford and the Goldsboro area are proximate to Lake Monroe and the St. Johns River. Lake Monroe is approximately five feet above sea level and the Goldsboro area ranges from about seven feet above sea level along the northern boundary feet to 35 feet above along the southern border. SHA properties are adjacent to, but outside of the 100 year flood zones. However, with sea level rise, the tidal influences from the river may impact more of the areas within Goldsboro.

Future development should not occur within the current 100 year flood zones and planning efforts to identify areas that will be influenced by sea level rise should be identified and avoided.

Many of the streets are drained by ditches and swales, and lack underground drainage structures or poor maintenance/cleaning of existing structures. This presents issues relating to adequate drainage during high rain events, safety and mosquito controls.

The City of Sanford is currently working on improvements to the one of the major ditch systems in Goldsboro that include box culverts across US 17-92 that connect with the Coastline Park area.

Exhibit 19 Transit Options Near and Within Goldsboro





Goldsboro

A Choice Neighborhood

Connectivity Working Group

Role	Name	Organization	Phone	Email
Co-chairs	Marva Hawkins	Goldsboro Front Porch Council	(407) 322-5418	NA
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	Elizabeth Whitton	MetroPlan Orlando	(407) 481-5672	ewhitton@metroplanorlando.com
	Eddie Young	315 Celery Avenue	(407) 300-3271	NA
	Margie Hopkins	NA	(407) 968-0991	NA
	Rosalyn Gibbs	NA	(407) 936-4607	NA