

On Street Parking in Celebration

March 15, 2017: Meeting with representatives of the Osceola County Department of Fire Rescue and Emergency Medical Services, Osceola County Traffic Operations, the Celebration Community District (CCDD), and the Celebration Residential Owners Association (CROA)

with Danny McAvoy (Deputy Chief), Tim Blank (Division Chief), Joseph Quillen (Lieutenant), Dale Hylander (Lieutenant), Chris Triplett (Firefighter/Paramedic), Chris Fontaine (Engineer/Paramedic), Margie Potts (Engineer/Paramedic), Lee Jalovecky (Firefighter/Engineer), Joedel Zaballero, PE, PTOE (Traffic Operations Engineer), Geoffrey Mouen (CROA Town Architect & Celebration Resident), and Supervisor Floyd McCollum (CCDD Board County Liaison & Celebration Resident).

* Note: For brevity, first/last initials will be used to identify statements made

DM - Danny McAvoy

TB - Tim Blank

JZ - Joedel Zaballero

GM - Geoffrey Mouen

FM - Floyd McCollum

FR - remaining Fire Rescue & EMS members not separately identified

Bracketed text [xxx] are my comments for clarification

6:00 PM - FM informed the group that Steve Waring, CROA Executive Director, was ill and would not be attending. DM opened the meeting.

FM: Before we start, would everyone please print your name and title on this attendance sheet for the record.

GM: Very formal.

FM: Well, the meeting held with Commissioner Choudhry [January 11] didn't have minutes issued, and we need to have them.

DM: I don't need meeting minutes. It's all up here [points to his head]. Safety issues that aren't addressed give me nightmares. I am trying to make the development livable for all. The streets are causing problems for our service. We will drive around to show you some of the difficulties. Before you ask, per NFPA, we can't buy smaller trucks, and besides, it's too expensive to buy new trucks just for Celebration. I'm sure you don't want to pay for them. I am the one who started this crusade. It took me 8 years to get the trees trimmed and now we're on to this issue. If everyone is unhappy after this, that means the meeting was a success. All here are willing to answer questions--we will not fabricate anything. Any questions?

GM: What are the advantages and disadvantages of this community compared to others?

FR: Having the hospital right here is a plus. The ladder truck can't make it down the boulevard one-way streets with islands [ex: Trumpet St.] or the cul-de-sacs [ex: Croton Place], so that is a negative. The engine trucks have the same problem accessing the boulevard one-way streets with islands. Even the new streets out at Spring Lake are difficult to maneuver with the ladder truck.

JZ: Staff went out and physically measured all of the streets in Celebration [County-prepared color-coded street width analysis map was distributed; attached]. Unlike the previous maps we prepared, these are accurate. 7.5 FT parking width is assumed, and the dimensions shown in pink are the existing clear street widths after accounting for parking on one or both sides, as per site conditions.

GM: So a typical 26 FT wide street is 11 FT clear?

JZ: Yes. Per code, you need to park 30 FT from a corner. People are parking up to the corner as well as on the curves of boulevard split points, so it is difficult to get through.

GM: So what do these maps tell you?

JZ: If two cars are parked on a street, you can't pass.

GM: But isn't a 26 FT wide street--with parking on both sides--a standard approved street section?

JZ: Yes it is a standard street, but you may need to have no parking out more than the 30 FT code requirement.

DM: NFPA says the road width must be 20 FT clear. There is no exception.

GM: When was this code enacted?

DM: I don't know. The codes have changed, but I don't know when.

GM: So why was Celebration approved by the County?

JZ: I don't know. I wasn't here.

FM: Celebration pre-dates that requirement.

DM: That's not how NFPA works. You always have to meet it.

GM: I don't have to update my home when the codes change.

FM: The streets and plans for Celebration were approved multiple times in a timespan of over two decades. You don't go back retroactively and apply new codes unless there are changes that trigger that. For example, if you have a commercial building--say a former Publix Super Market that is bought by another grocery chain--that is making no changes and is going to operate as a grocery store, you don't have to update it to the new codes. It is approved under the code it was designed under.

DM: Yes you do.

FM: No you don't, unless there is a change of use or certain levels of expansions / renovations that trigger upgrades.

GM: We don't need to drive around--I believe you that it's hard. I agree with you, but this is a bigger issue. Real Estate will plummet if you remove parking from the streets. When I asked about the advantages / disadvantages of this community, I was hoping to hear you say that having multiple access points to the homes would be a plus. The multiple intersecting streets plus the 12 FT wide alleys should be an advantage.

FR: We need to be able to use all of the equipment, not just some of it. We can't make turns due to the cars parked on the streets. Yes, we have multiple access points, but we need to park our trucks a certain distance away. All of the fire trucks are 8 FT wide plus 5' outriggers on each side [18 FT overall fire truck width]. It is more complicated than just driving to the front of the house. We can't get through if there are cars on two sides of the street.

GM: How about access into cul-de-sacs?

FR: We have to back out. The ladder truck has larger outriggers--8 FT on each side [24 FT overall ladder truck width]. I wouldn't park in front of my house here--my family is more important than parking my car on the street. If there is parking on just one side of the typical street, we can get through. We need access to do our jobs. We don't want to hit cars.

DM: We need to do what we can to make it work.

FM: So where will all of the cars that currently park on the street park if you eliminate parking on one side of the streets? On the boulevards, there will be no parking at all.

DM: Homes are designed for cars and are required "by use" to have enough garages to park the cars off the street. People just park on the street. Life safety is more important than parking on the street.

GM: If that's the case, I will sell my house. No one can visit--there will be no parking in front of my house.

FM: There aren't enough garages in Celebration to house all of the cars. A typical home has a two car garage--and some have only one. There are also garage apartments around town, and in most cases, their parking is designated on the street. The town was purposely designed to have cars on the streets to narrow the travel lane and slow traffic, and was approved by the County. This makes it safer for pedestrians and bicyclists.

GM: Are you saying we are unsafe in our houses?

DM: You are unsafe.

FM: What has changed? Since there have been no changes to Celebration, are you saying we have always been unsafe?

DM: I wasn't here back then.

FR: There was more development and it has made it worse.

FM: We bought our lot 20 years ago today, and the street parking in my neighborhood is the same today as it was decades ago. Nothing has changed, and what you are proposing will have an incredible impact on the community. This will be a big issue.

GM: Saying "we are unsafe" will not be positively received in our community. Floyd brought up a good point: to make the boulevards 20 FT clear, you will have to eliminate all parking.

DM: We will do whatever we have to, to make it better.

GM: Why can't you use the alleys?

FR: Only our small truck can go down the alleys, and they don't carry water. We can't get our big trucks back there.

GM: It seems that your solutions will be arbitrary, Joedel.

JZ: We want to address the entire town as a whole, and address other subdivisions in the County as well so we are consistent. We have issues in other subdivisions too.

GM: Why were these streets approved?

JZ: Celebration was a PUD. Disney developed it. I don't think they thought there would be continuous parking on the streets. Some subdivisions can't park on the streets at night.

FR: Are there any unbuilt lots that people can park on?

FM: No. The town has been built-out for 10 years.

FR: You could put in a remote parking lot--maybe buy some land on the edge of town for people to park.

GM: There is a small public lot downtown. Where are visitors supposed to park? If my relative comes to visit, is she supposed to park a couple miles away and walk to my house?

JZ: We are not eliminating all street parking.

FM: Yes you are, on the boulevards. They are all divided one-way streets and you can't get 20 FT clear without eliminating all parking.

GM: Take Water Street for example.

FR: You're right. We can't set a ladder truck on it with parking there.

GM: The lengths of streets are short, so you have intersections close by. The streets are all less than 600 FT long.

FR: I use the intersections when I can. Sometimes people don't know how to parallel-park and that makes it even narrower. And commercial trucks, like lawn care companies, sometimes stick out in the street.

DM: People don't care if they park away from the curb. I appreciate you both being here--willing to talk about a solution. I am willing to come to a community meeting. It is all about life safety. I get a TV camera shoved in my face whenever there is a problem. There has to be a solution--it will be a compromise and no one will be happy. It is important to me that you came, and I am disappointed that Commissioner Choudhry isn't here. She said she would come.

JZ: You have big events here and lots of people.

FR: Look at Halloween!

FM: Halloween is not a town event. We don't invite the visitors into town, nor want the crowds. We have to ask the Sheriff's Department to come out and control traffic. The other big town events are sanctioned and promoted by County organizations--if there is an issue with them, then the County should step in.

[Engine called out--all FR departed]

TB: Our concern if for the community.

FM: How wide is the widest truck?

TB: 8 FT.

FM: So why can't you make it down an 11 FT wide street?

DM: Corners are the issue.

FM: If it's just the corners, then why do you want to remove parking on one side of the streets? That's what we've been discussing.

JZ: We aren't talking about that. We only want to remove parking on the corners.

FM: 20 FT wide clear is what we've been discussing.

DM: Trees are a problem. They should be moved into the yards instead of in the grass strip next to the street. You have 2 guys full-time cutting trees. I come from Miami, and people there pull up and park there since there are no trees in the way. It keeps the street clear.

GM: Street trees are common in traditional towns. They shade the sidewalk. They are in the right-of-way so they are under public control. If in the private homeowner yards, there would be no consistency of pruning and trimming.

FM: It is also a safety issue. The trees slow down traffic which reduces traffic accidents and increases pedestrian and bicycle safety.

GM: If you removed the street parking and trees, there would be no visual clues to the driver to slow down. People don't look at speed limit signs to decide how fast to go, they use visual clues that narrow the drive lane and cause the drivers to slow down, as they don't feel safe enough to go faster. There are studies that prove more people die in automobile accidents and pedestrians crossing streets than die in fires. It's a fact.

DM: I don't agree. I'm not here to debate that. I live in the City of Lake Mary and my streets are straight. The police sit there writing tickets to control the speed. You can add speed bumps if there is too much speeding. Since the trucks are all gone, do you want to come back another time to drive around?

GM: I believe you. I don't need to drive around to see the issues.

FM: I believe you have trouble turning corners with the size trucks you have.

GM: As a point, you are not allowed to park in front of mailboxes, so that should give you gaps in the parking.

JZ: Yes, but people don't pay attention to that or the 30 FT distance from stop signs.

FM: So if the issue is just parking at intersections, this is the Sheriff's problem.

JZ: You will have a sea of signs.

FM: I am not 100% sure, but I don't believe it has to be striped to be enforced. I'm sure they would like a sign or stripe, but I'm not sure that's required.

DM: Stripe it.

GM: That is not enough. Too many people are from out of the country.

JZ: Yes, there are many visitors and that's a problem.

FM: This all sounds like it is an enforcement issue, not a design issue. From speaking with Deputy Weiland, many visitors from out the country are not ticketed since the fines will not be collected and he will need to waste time going to court--instead of patrolling the town.

DM: We can write tickets if we want--as a code enforcer.

FM: Are you willing to do that? If parking too close to an intersection is the issue and you can write tickets, why aren't you doing it?

JZ: If we can do something to stop the trucks from having to back down streets, that would be an improvement.

TB: We also need to deal with crowds at fire sites, as it can be tough to get down these streets.

GM: Specifically Croton Place - at the [January 11] meeting with Commissioner Choudhry and Staff, someone in the Fire Dept said "I can get through to your house". Was that you, Danny? What are the issues there?

DM: I don't remember who said that. Cars are the problem.

TB: We can 'nose-in' / 'back out', but that doesn't always work.

GM: Croton Place has a huge alley.

TB: We can't always use it. The backyard is too close for the truck.

GM: You haven't been there, have you? Has anyone been there? You planned to make it 'no parking' and no one has seen it?

FM: The front and back yard distances are essentially the same at Geoffrey's house.

TB: You are assuming we know that.

GM: The fire & rescue crew is in the community.

TB: The crews change.

GM: How much do the trucks cost?

TB: \$850,000 to \$1M.

GM: Does Harmony have a problem?

DM: No, the streets are wider there.

[Engine returned--all FR re-joined the meeting]

DM: I admit, I have not been to Croton Place. [Looked at street map] Is it like Downey Place? Can we go over the curb?

FM: Yes.

JZ: What is the largest truck?

FR: All are 8 FT wide. The fire truck has 5'-7" outriggers on each side. The turning radius is too big to make it into the alleys. During the daytime, the streets are usually fine.

GM: If there are no cars parked at the turns, can you make it?

FR: Yes. The ladder truck is 48 FT long plus kick out.

GM: So now you are just looking at removing parking only at intersections?

JZ: We can examine the turn. If we can provide the minimum, the 11 FT wide streets are OK, but the boulevards may be a separate issue. What is the minimum distance you need to keep your trucks away from a burning structure?

TB: It depends.

GM: We can't change that.

TB: Right. The offset is the offset.

GM: So, again, this is an enforcement issue, not a design issue.

FR: Can you tell people to use their driveways?

FM: I'm guessing, but probably 50% or more of the houses don't have a driveway deep enough to park a car.

GM: You are not allowed to park in the right-of-way or alley, as that would block traffic.

FM: Is the list of streets on the Agenda all of the streets under review or just a sample?

FR: Sample. We knew we had trouble at those locations during the day.

GM: Back to Croton Place. I would think local knowledge would help.

TB: The District spans miles and people float in and out.

GM: Couldn't you identify the odd spots and database as local knowledge? There can't be that many. I'd be shocked if you came to my house and didn't use the alleys.

JZ: We don't have information on the alleys.

FM: All of the alleys are either 10 FT wide with 5 FT right-of-way each side [20 FT overall width] or 12 FT wide with 4 FT right-of-way each side.

GM: Almost all are paved 12 FT wide, and the turning radii are similar to the streets.

DM: Code requires 20 FT wide.

FM: Not when the town was designed.

TB: We will use alleys if we have to, but we lose time---maybe 5 minutes.

GM: I get it. What if the person coming knows where to go?

TB: Crews change.

FR: We don't know if a pool is in the backyard. If there is one, we can't fight from there.

GM: I'm selling my house. You can't save me. I don't feel safe.

TB: Call the police and have the cars ticketed.

FM: The majority of cars on Croton Place are parked legally. That's how it was designed and approved.

GM: I am leaving. I'm upset. You've proven to me that I can't be saved. I'm telling my neighbors. There is nothing further to talk about. You have all stated we are unsafe here in Celebration.

TB: Get the cars off the corners and we can save you.

GM: Go look at Croton Place. You would have to eliminate all of the parking. You can't save me. You can only go through the alley to save me.

TB: We won't go there first, so...

GM: You have all given blanket statements about the street parking, yet the alleys are accessible. Even the fire hydrants are located there.

TB: Yeah, maybe the alley is better, if you are the last house straight back against the alley. Other houses--not good as they are further from the alley.

GM: The alley goes behind each of the houses on Croton Place.

TB: We don't know that until we get there.

GM: I feel unsafe. I'm leaving.

[Geoffrey Mouen departed]

FM: I have a list of questions--some dating back to December--that no one at the County will respond to. We have discussed some of them in our conversation tonight, but I'd like to ask the ones that remain unanswered, that were compiled and submitted to the County Commissioners [entitled "On-Street Parking in Celebration", dated February 16, 2017; attached].

DM: Go ahead.

FM: The first bunch are in regards to Celebration Avenue traffic control issues. They are for you, Joedel.

1. Why have crosswalks not been installed at every cross-street along Celebration Avenue as promised?

JZ: Because we stopped the work. When we resume, we will be installing them. We don't have double crosswalks planned for all intersections since some of the curb cuts need work. Some will just have single crosswalks.

FM: 2. Why have the unwarranted turn lanes not been removed--as agreed with County Staff--and instead extended, eliminating additional parking in town?

JZ: We placed them there for a reason. The old turn lanes were too short and people were driving through them going straight.

FM: In our meeting a year ago February, you stated they would be removed and the missing parking spaces restored.

JZ: That's not true.

FM: It's in the minutes.

JZ: Then I disagree with the minutes.

FM: So you are now saying that these traffic turn lanes are warranted based on the traffic?

JZ: Yes.

FM: So you don't take into consideration that the condition increases speed on the road?

JZ: We did not do a traffic speed study. We will.

FM: 3. Why has the turn lane in the middle of Market Square been eliminated through striping? This was never discussed or presented to the Town.

JZ: The lane is too short. It causes head-on collisions.

FM: How many head-on collisions have we had at that location in the past 20 years.

JZ: None.

FM: So who's decision was this to eliminate a lane that has never been a problem?

JZ: Mine.

FM: 4. Was the lane narrowing and parking striping not complete between East Lawn and Waterside not done as well because you stopped work?

JZ: Yes. We will install it when we restart.

FM: 5. Why did the County add angled painted hash marks between the parking line and lane-narrowing striping? This was never discussed.

JZ: It is to define the area. It was discussed.

FM: It was not discussed, and it is not on the striping plan you sent us. I will send you a copy of what you sent us. [undated plan S-1 "Celebration Ave Typical Striping Plan" submitted by Joedel to the CCDD Board on June 24, 2016, attached]

FM: Question 6 issues are being discussed right now. The rest of the questions are regarding the on-street parking Fire Department issues.

Questions 1, 2, and 3 were already touched on tonight.

4. How does pedestrian and bicycle safety factor into your analysis?

JZ: We will consider it if parking is removed.

DM: That is not an issue. Life safety is the issue.

FM: Questions 5, 6, and 7 were already touched on tonight.

8. At Commissioner Choudhry's January 11 County Staff meeting, Staff stated detailed data existed regarding the 5,000 total emergency calls in 2014, and it was agreed that we would be forwarded the information pertaining to Celebration. We have not received anything. When can we expect it?

DM: I don't remember that.

JZ: I don't either. Maybe it was Sorenson?

FM: You were both emailed this question. It came from a Celebration resident that attended the meeting. Of course, it's difficult to know what was said or promised--or even who attended--as there are no minutes.

JZ: An attendance sheet was passed around.

DM: No one ever asked me about data.

FM: I asked repeatedly for meeting minutes and eventually was told by Commissioner Choudhry that none were taken.

DM: 5,000 calls? That's unbelievable. Anyone here know anything about a number like that? 5,000 calls?

FM: I am only relaying what I was told from attendees, and that regardless of the number, we are supposed to get the data. We need that to understand this issue.

DM: I don't know anything about this. No one asked me this. [attached, email chain where this request was asked by Geoffrey Mouen of Deputy Chief McAvoy, and cc'd to Joedel Zaballero, other County Staff, Commissioner Choudhry, and Celebration residents; email dated February 10, 2017]

FM: Here is a copy of the questions sent to the County. We need the requested data.

DM: I will get the information.

FM: Question 9 was already discussed tonight. Let's review the Action Items.

ACTION ITEM 1: Joedel will prepare a sample set of intersections showing proposed no parking areas, and send to the Celebration representatives [Floyd McCollum, CCDD Liaison to the County; Steve Waring, CROA Executive Director].

FM: Timeline?

JZ: It will take 2 weeks to get a consultant on board. After that, I need to put the scope of work together. Then I will tell you how long this will take. I emailed the street width analysis map to Steve Waring. Did you get it?

FM: No. Please include me on all communications. I will ask Steve for the maps.

ACTION ITEM 2: Joedel will email the County plans for the new crosswalk locations along Celebration Avenue, to the Celebration representatives [Floyd McCollum, CCDD Liaison; Steve Waring, CROA Executive Director].

ACTION ITEM 3: Joedel will request a speed study on Celebration Avenue to review the increased speeds caused by the new turning lanes, and send the results to Celebration representatives [Floyd McCollum, CCDD Liaison; Steve Waring, CROA Executive Director].

ACTION ITEM 4: Deputy Chief McAvoy will get the detailed data requested on January 11, and send to the Celebration representatives [Floyd McCollum, CCDD Liaison to the County; Steve Waring, CROA Executive Director].

FM: One last question: you have very large bumpers on your very large and powerful fire trucks. Will you push a car out of the way if it is blocking access?

FR: We can't hit cars. That's just Hollywood. If we cause any damage, it goes to a review committee, we get written up, and it goes in our permanent file. The County will be responsible for paying for all damages.

FM: Thank you all for your service.

DM: Thanks for coming out.

[8:05pm: Meeting adjourned]

SUBMITTED BY: Floyd McCollum

This is not a certified or verbatim transcript, but rather represents the context and summary of the meeting.

Attachments:

1. County-prepared color-coded street width analysis map [untitled/undated]
2. List of questions sent to the Osceola Board of Commissioners, entitled "On-Street Parking in Celebration", dated February 16, 2017 [2 pages]
3. County-prepared plan "S-1 Celebration Ave Typical Striping Plan" [undated; submitted to the CCDD Board on June 24, 2016]
4. Email chain regarding request for data, asked by Geoffrey Mouen of Deputy Chief McAvoy, and cc'd to Joedel Zaballero, other County Staff, Commissioner Choudhry, and Celebration residents; email dated February 10, 2017 [3 pages]

cc'd: Danny McAvoy
Tim Blank
Joedel Zaballero
Geoffrey Mouen
Steve Waring (for distribution to CROA Board members)
Gary Moyer (for distribution to CCDD Board members)
Osceola County Commissioners
Don Fisher, Osceola Town Manager

ATTACHMENT # 1

- Parking
- No Parking
- Lane Width
- Grass
- Concrete Curb



On-Street Parking in Celebration

Celebration Avenue Traffic Control Issues

- Questions

1. Why have crosswalks not been installed at every cross-street along Celebration Avenue as promised by the County?
2. Why have the unwarranted turn lanes not been removed (as originally agreed to by County Staff), and instead, extended--eliminating additional parking that is critical to the town?
3. Why has the turn lane in the middle of Market Square been eliminated through striping--especially when this was never even discussed as a possibility?
4. The street segment between East Lawn and Waterside Drive only has striping on one side. Why is the street striping not consistent?
5. Why did the County add angled painted hash marks between the parking line and buffer (lane-narrowing) line, which was never discussed?
6. According to County Staff, these identified on-going issues with Traffic Control on Celebration Avenue are not going to be addressed until after resolution of the following on-street parking Fire Dept issues... *"we have to deal with one matter at a time"*. As this matter is no longer progressing--and is the most pressing issue affecting the residents of Celebration every day--please explain why the County cannot address this issue first or at least simultaneously with the Fire Dept's internally-generated issue?

Celebration On-Street Parking Fire Dept Issues

- Questions

1. The design and construction of the streets in Celebration have been rigorously reviewed, and previously permitted and approved by preceding County Staff and County Commissioners in multiple submittals over the past 20 years. What has suddenly changed on the County-identified "Streets in question" (see list below) that Fire Dept. access is now a concern?
2. As the County's "Streets in question" list appears arbitrary, what scientific criteria was used to identify the particular streets selected for the proposed March 15 Fire Dept 'drive-around'?
3. What other County roads--outside of Celebration--are under study?

4. How does pedestrian and bicycle safety factor into your analyses?
5. Are the "Streets in question" noted the only ones where access is considered an issue for the Fire Dept--and not the rest of the streets in Celebration with similar dimensions and parking conditions?
6. Why is Croton Place--the street the County was going remove parking on to test first--no longer on the list of "Streets in question"?
7. Are these identified "Streets in question" unsafe? If so, have the residents on these streets been unsafe all of these years?
8. At Commissioner Choudhry's January 11 County Staff meeting, Staff stated detailed data existed regarding the 5,000 total emergency calls in 2014. It was agreed that the information pertaining to Celebration (i.e., call number, type, and response times) would be forwarded to the Celebration representatives. When can we expect this data?
9. In Commissioner Choudhry's January 11 County Staff meeting, it was noted that the County-prepared street width analysis maps were inaccurate. Have these maps been revised, or further detailed analysis been produced?

* List of *"Streets in question to be reviewed ...provided by the crews of Station 72"*:

Acadia Lane, Acadia Terrace, Reserve Place, Drake Street, Water Street, Oak Shadows, Parlor Street, East Park Crest, Ficus Street, Clayton Avenue, Longview Avenue, Nadina Place, Golden Canna Lane, Trumpet Place, Sycamore Street

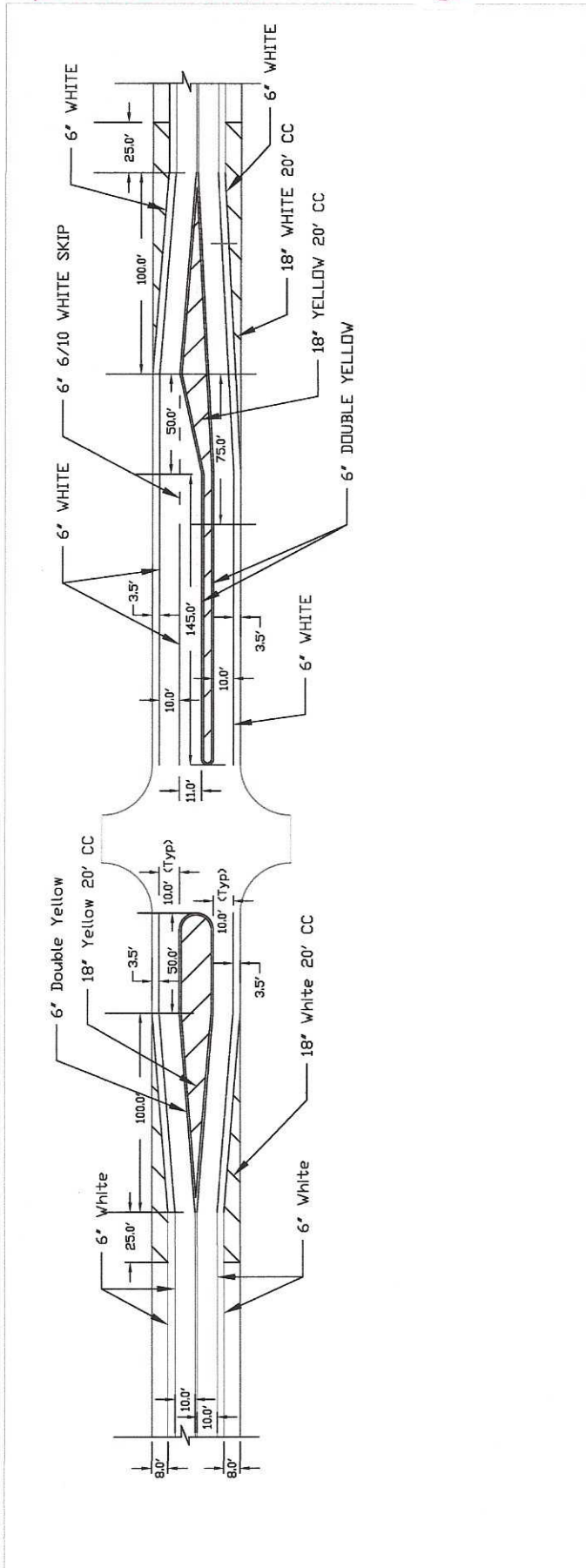
Submitted by: the Liaisons from the Celebration Community Development District and the Celebration Residential Owners Association

Floyd McCollum, CCDD Supervisor

Steve Waring, CROA Executive Director

Geoffrey Mouen, CROA Town Architect

ATTACHMENT # 3



Sheet No.

S-1

Celebration Ave Typical Striping Plan

Oscola County
Traffic Engineering
K. Courthouse Square, Ste 3100
Kearney, NE 68849
Voice: (407) 742-0662
Fax: (407) 742-0600



Drawn By	Checked By	Date

REVISIONS

NO.	DATE	BY	DESCRIPTION

ATTACHMENT # 4



From: **GEOFFREY MOUEN** gmouen@me.com

Subject: Re: Celebration Community Parking.docx

Date: February 10, 2017 at 3:27 PM

To: Daniel McAvoy Daniel.Mcavoy@osceola.org

Cc: swaring@celebrationtownhall.com, floyd.mccollum@celebrationcdd.org, Robert L. Sorenson Robert.Sorenson@OSCEOLA.ORG, Beth Knight Beth.Knight@osceola.org, Humberto Vergara Humberto.Vergara@osceola.org, Joedel A Zaballero Joedel.Zaballero@OSCEOLA.ORG, Jimmy Wells Jimmy.Wells@OSCEOLA.ORG, David F Tomek David.Tomek@osceola.org, Peggy Choudhry peggy.choudhry@osceola.org, Mike Jackson mljackson2@comcast.net

Dear all,

Dear all,

Thank you for your efforts.

I am sorry I cannot make the proposed dates. I will be out of the town from Feb. 20 through March 5.

I am willing to go on a drive through sometime after March 5. Honestly, however, I don't understand the point of the drive through. It appears to me that large trucks can and do access all of the streets in Celebration.

I don't understand why there is a new assessment since the streets have been rigorously reviewed, and previously permitted and approved on multiple occasions by your predecessors in the County. Do you believe we are no longer safe? Have we been unsafe all along?

Additionally, as stated in our meeting with you and Commissioner Choudhry, unlike most communities in Osceola County the gridded street pattern in Celebration allows for multiple points of access, and the alleys provide a secondary direct access point to the homes. It just does not make sense to apply a single cross section dimension to a particular street to determine access.

In review of the identified streets, it appears the list of streets scheduled to drive is arbitrarily selected. Why are these particular streets of concern as opposed to all of other streets with similar dimensions and parking conditions? With the changing condition depending on the time of day and parking demand by current occupancy, this seems subjective.

At our Meeting in the Commissioners Conference Room, Mr. Jackson (resident) asked if the County could supply data that supports and clarifies the detail of 5,000 total number of calls in 2014. I believe he asked for specific information that pertains to the Celebration community. Commissioner Choudhry confirmed the request and you (or Mr. Sorenson) responded that more information is available. When can we expect this information to be sent to us? Would you please e-mail the data that identifies the number, type and response times of all the calls to specific Celebration homes?

Has Mr. Wells or Mrs. Zaballero produced any further detailed analysis of the streets? It was clearly stated in the meeting with Commissioner Choudhry that the previous County-prepared street width maps were not accurate.

How is pedestrian safety factored into this analysis?

Sincerely,

Geoffrey Mouen,
Celebration Resident

On Feb 10, 2017, at 7:51 AM, Daniel McAvoy <Daniel.Mcavoy@osceola.org> wrote:

Good Morning,

I do appreciate everyone trying to work out a schedule that will work. I will propose two additional dates to consider. I have attached a new agenda with proposed dates to consider.

Please let me know which of the dates will work for you.

Thank you,

PAGE 1 of 3

Daniel G. McAvoy
Deputy Chief / Life Safety Management
Osceola County Fire Rescue
2586 Partin Settlement Road
Kissimmee, FL 34744
407-742-6701 Phone
407-742-6714 Fax
dmca@osceola.org

“To Be the Best Communicator You Must First Be the Best Listener”
“The Media Is Our Friend”

“Please Note: Florida has a very broad Public Records Law. E-mails to this entity or its employees may be considered a public record. Your e-mail communication, including your email address may be disclosed to the public and media at any time.”

From: Daniel McAvoy
Sent: Thursday, February 9, 2017 9:39 AM
To: 'swaring@celebrationtownhall.com'; gmouen@me.com;
'floyd.mccollum@celebrationcdd.org'; Robert L. Sorenson; Beth Knight; Humberto Vergara;
Daniel McAvoy; Joedel A Zaballero; Jimmy Wells; David F Tomek
Subject: FW: Celebration Community Parking.docx

From: Daniel McAvoy
Sent: Thursday, February 9, 2017 9:20 AM
To: Robert L. Sorenson
Subject: FW: Celebration Community Parking.docx

Good Morning Mr. McCullum,

I do agree with you, there are two issues that need to be addressed. Understanding the need to address both, I respectfully request we continue with the scheduled tour on Tuesday, February 28th or Friday, March 2nd. To have each of you witness what the crew's experience on a daily basis is paramount.

The opportunity to meet the crews and talk with them about their issues will be a positive start in the process. We are dedicated to be good partners with the Celebration Community and will continue to work on a resolve that will be acceptable to all of us.

I do hope we can continue going forward making this tour the first step. Life safety is our number one concern. Protecting the community is why we chose the fire service as our profession. Conflicting schedules will require a change of date so attached is a revised agenda showing a new date of Tuesday, February 28, or Friday, March 2, 2017. The time and location will remain the same.

If I can answer any questions please do not hesitate contacting me. Thank you in advance for your consideration.

Respectfully submitted,

Daniel G. McAvoy
Deputy Chief / Life Safety Management
Osceola County Fire Rescue
2586 Partin Settlement Road
Kissimmee, FL 34744
407-742-6701 Phone
407-742-6714 Fax
dmca@osceola.org

“To Be the Best Communicator You Must First Be the Best Listener”
“The Media Is Our Friend”

“Please Note: Florida has a very broad Public Records Law. E-mails to this entity or its employees may be considered a public record. Your e-mail communication, including your email address may be disclosed to the public and media at any time.”

Please Note: Florida has a very broad Public Records Law. E-mails to this entity or its employees may be considered a public record. Your e-mail communication, including your email address may be disclosed to the public and media at any time.

<Celebration Community Parking.docx.doc>