

## **On the topic of Connectivity:**

I am providing three questions you can ask yourself and use as a discussion tool during your deliberation regarding connectivity of the roughly 2.4 mile East Orlando Estates cul-de-sac:

- 1. Is the affected community and the district as a whole better off with the connectivity, or without?**
  - a. My guess would be -- “better with the connectivity”.
- 2. If this connectivity topic were part of a ‘new build’ project, would you and staff insist on the connectivity?**
  - a. My guess would be -- “yes”
- 3. With a focus on good community planning (and without the influence of developer belly aching and resident up-roar) – would you do the connectivity?**
  - a. My guess would be – “yes”

If you have similar answers to the above questions ---, I believe you would be taking the same position as our District 5 Commissioner. As such, I would hope that your deliberation is consumed with conversation about “how to make it happen”, vs bowing to theoretical roadblocks the developer and/or staff might be laying in front of you...

--- I like to keep in mind that it is YOU that runs the county and it is you acting in the best interest of your constituents.

Commissioner VanderLey’s brainstorming thoughts during our last BCC meeting on the topic offered such perspective and strong solutions.

As always, I greatly appreciate your time and consideration...!





**Christmas curve (above) with minimal rural traffic load compared to Lake Pickett curve (next slide):**

1. Minimal homes/traffic and wetland park on the street that intersects at the curve.
  1. 5 homes ~12 cars + ~20 cars for park
2. Alternative route available for commuters that is shorter than taking curve road ensuring low traffic volume on the dangerous curve.
3. Minimal homes/traffic on either side of the dangerous curve
  1. ~13 homes in immediate curve area = ~31 cars



**Lake Pickett curve much higher suburban traffic load contributing to greater commuter risk:**

1. 38 housing units with ~91 cars to enter/exit roadway near apex of the curve (2.8x greater than Christmas curve intersecting roadway). This is the proposed Heartwood development.
2. Neighborhood 6' walls further blocking commuter views and safety
3. 52 homes (125 cars) from Lake Pickett Reserve enter/exit the immediate curve area
  1. And ~50 currently entitled homes (120 cars) on the north side of the curve not yet built to actively use the curve
4. This is the only east/west access for many residents on Fort Christmas Road and Reindeer Road (funneling higher traffic daily volumes to the curve).