

Tomoka Oaks Times

An Independent Newsletter Focused on Preventing Residential Development of the Tomoka Oaks Golf Course

Should we be adding more traffic to N. Nova Road?

The April **Tomoka Oaks Times** has one primary focus - traffic. Although an [updated Traffic Impact Analysis](#) was provided by the Applicant on 4/11/23, the analysis does not take into account the stretch of N. Nova Road located in front of the Trails Shopping Center. In 2016, the section of Nova between Sterthaus Drive and Wilmette Avenue (Main Trail) was identified by the Florida Department of Transportation (FDOT) and the City as being especially dangerous. To date, no safety solutions have been implemented, yet the City is considering a new residential development, inside our Tomoka Oaks subdivision, which will add several thousand additional daily trips to this deadly section of Nova. How can the Applicant's Traffic Analysis omit this recognized hazardous condition? And why is the City allowing this omission?

I have heard that there have been traffic fatalities in Tomoka Oaks and streets near our neighborhood such as N. Nova, so I decided to look into those unfortunate occurrences. I apologize ahead of time if this issue causes a renewal of painful memories for readers who may have lost a family member or friend. My hope is that through awareness, Ormond Beach leadership will think twice about adding more vehicles to our roads before

resolving existing concerns. We won't ever know when a life has been saved due to careful traffic planning, but word quickly spreads when a life has been lost in a traffic accident. By then it is too late, and Ormond Beach residents and City Hall can only wonder if something should have been done that could have prevented the loss of that life.

The Nova 500

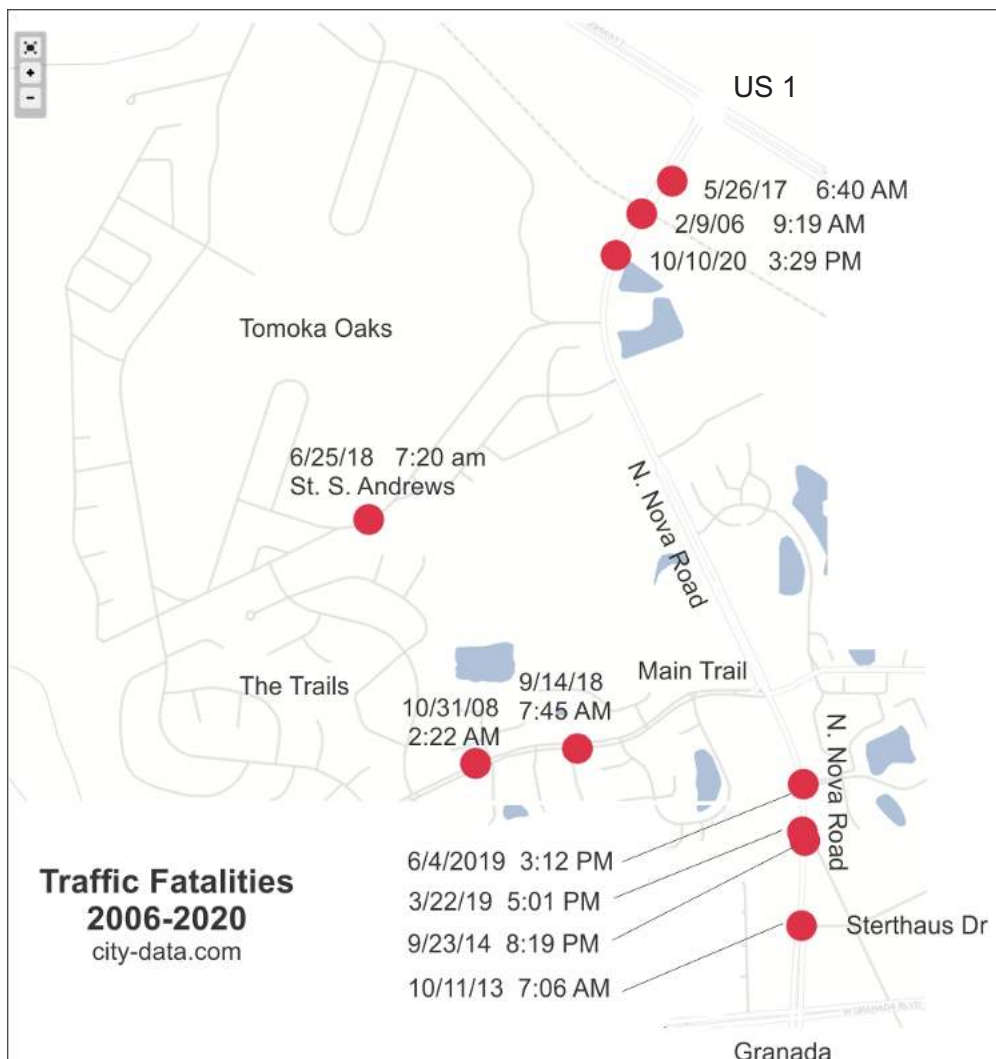
N. Nova road between Granada and US 1 has been referred to as the "Nova 500," an intentional reference to the Daytona 500. The image below pinpoints fatalities along this stretch. My research into these fatalities was supplemented by three **Observer** articles cited here:

1. **Observer** article dated 4/20/2019 [North Nova Road recognized as hazardous](#)

Article Highlights:

In 2016, FDOT determined the stretch of N. Nova Road between Sterthaus Drive and Wilmette Avenue is dangerous after observing pedestrians standing in the middle turn lane, waiting for traffic to clear. Three traffic lanes go in each

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Carolyn's Message

Dear Neighbors,

Many of you go on [Nextdoor.com](#) where people can connect with their neighbors to discuss local businesses, share experiences with service providers, discuss community issues, etc. I go there to get the pulse of our community regarding development and it's side effect - traffic.

So many residents of Ormond Beach, Daytona Beach and surrounding cities are concerned by the explosive growth all around us. And just as concerning are the undercurrents of resignation and cynicism that pervade the comments about development. Very few neighbors are optimistic their city leaders will listen to citizen concerns about anything. Instead, they believe leaders are influenced by "big money" whether that money comes from developers, campaign donors, or the lure of more taxes.

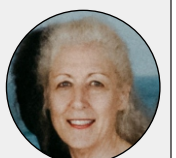
I don't want the golf course property developed with residential homes. The question I ask myself is, "Am I a hypocrite?" Am I guilty of being one of the NIMBY (not in my backyard) whiners who complains that development is fine but not when it impacts me? After all, like many of us, I came here from somewhere else. Obviously some developer had to have vision which provided for the home I live in.

But I also ask myself, "Is there a tipping point in any city's development process where more development causes permanent, negative consequences to the character of a community? I believe we are at that point in the evolution of Florida and more specifically Ormond Beach. How much more development can we sustain before we become just another overgrown, traffic clogged city whose charm and character have been forever wiped out by the self-interest of profit-driven developers and any willing partners within our own city government?"

I will continue to appeal to our mayor and commissioners who ran (or will run for future office) on a platform of green space preservation and of decreased development. They should actually walk that platform and deny any residential development of the Tomoka Oaks golf course recognizing the implied green space perpetuity covenants every Tomoka Oaks resident reasonably relied on when purchasing their home.

Not giving in or up,

Carolyn Davis
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Should we be adding more traffic to N. Nova Road?

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direction, there is a turn lane in the middle, and no medians protect pedestrians trying to walk cross N. Nova.

In a years-long project, the city and FDOT have sought answers, but no solution has been identified. The city says proposed medians in front of the Trails Shopping Center are not feasible, and FDOT is starting a brand-new study. The city is hoping improvements can be made by the end of 2020.

2. **Observer** article dated 6/11/2019 [Ormond Beach responds to increased traffic fatalities](#)

Article Highlights:

The City is working with the Department of Transportation in hopes of getting improvements to N. Nova Road by The Trails Shopping Center where two fatalities occurred in 2019.

3. **Observer** article dated 10/6/2021 [Pedestrian safety, speed management projects for Ormond Beach roads under consideration by FDOT](#)

Article Highlights:

FDOT is still studying N. Nova Road which was determined to be a dangerous road for pedestrians in 2016. Several fatalities have occurred in the stretch of Nova Road from West Granada Boulevard to Main Trail. FDOT is still studying this project, and is again considering raised medians to facilitate mid-block crosswalks and the re-purposing of lanes, which could reduce it from six to four lanes.

"On social media, they've dubbed it the Nova 500," Mayor Bill Partington said. "It happens every single day, and so when your residents are talking about excessive speeds like that throughout your city ... I think the majority of people are going to be in agreement that things need to slow down over there so that it's safe for pedestrians."

What is the Status of FDOT Studies and needed improvements?

After reading the **Observer** articles, I reached out to FDOT on 4/6/23. I summarized the information I obtained thus far, and informed FDOT, "It appears to me that since 2016 this stretch of Nova Road has been identified as a safety concern, and seven years later in 2023 we are not any closer to a traffic resolution. Any details you can provide me to clarify what the city needs to do, or what studies FDOT still needs to perform, would be appreciated."

On 4/7/23, FDOT responded to my email requesting "a little time to research" my request. I have not yet received an FDOT update. Once I do, I will include the update in a future newsletter.

I also learned from our Zone 3 commissioner, Susan Persis, of an effort called the Nova Road Project Visioning Team which I understand is being coordinated by FDOT and Ghyabi Consulting & Management. Maryam Ghyabi referred me to their FDOT contact who informed me FDOT's Public Information Office will provide me a response. Once I receive details, I will include them in a future newsletter.

After looking at N. Nova Road safety issues, I am left with several questions for the City:

- How can more homes be added near a proven, yet unresolved, traffic safety concern which has resulted in numerous fatalities?
- Why were medians not feasible as stated by the City Manager in the 4/20/19 *Observer*? Medians are located along other areas of N. Nova.
- Why is the City allowing the Applicant's traffic impact analysis to omit this dangerous situation?



Proposed Traffic Light at Tomoka Oaks Blvd and N. Nova Road

The Applicant's Traffic Impact Analysis reports dated 8/20/22 and 3/20/23 prepared by LTG Engineering & Planning both conclude:

- Current traffic conditions in our neighborhood do not warrant a traffic light at Tomoka Oaks Blvd and N. Nova Road.
- BUT the proposed residential development will require a traffic light to safely handle the projected 2,774 additional daily trips resulting from the proposed new homes.

My question for the Applicant and the City is, "How can the character of Tomoka Oaks not be negatively affected by new homes which will necessitate a traffic light on Nova?"

I also question the 2006 Commission hearing comment made by Sans Lassiter of LTG Engineering & Planning (same firm that provided the 2022 and 2023 traffic analysis reports). During the October 3, 2006 hearing, Lassiter explained traffic lights "are a major liability issue because they increase rear end accidents." A light was not warranted for the 2006 Tomoka Oaks Golf Village PRD application which included approximately 118 units. So can

residents conclude that the current proposed Tomoka Reserve development will result in more rear end accidents as drivers speed along the "Nova 500" approaching the curve in the road directly in front of Tomoka Oaks Blvd? How is this an improvement for the quality of life of the existing Tomoka Oaks residents whose existing traffic numbers don't warrant a traffic light?

Traffic During Construction

Let's get real about construction traffic. Development will occur in stages over a period of years currently projected to end sometime in 2028. Questions for residents:

- How will this impact the quality of your life?
- Will the weight of those heavy construction trucks disturb your foundation or water pipes?
- Will you intentionally drive to Tomoka Oaks Blvd to get to Nova, or are you more likely to avoid that intersection entirely and use the back roads going through the Trails?

I know my answers: I will be driving through the Trails. And I will inform my property insurance carrier that construction will occur a mere 70-80 feet from my home and ask what I need to do to proactively safeguard the structural integrity of my property. I suggest you do the same.

Also, if you are considering placing your home on the market any time in the next 8 years or so, good luck. Buyers will have the upper hand in negotiations when they see all the clear-cutting of trees and construction going on in Tomoka Oaks. Once again, tell me how this proposed development at any density level benefits existing residents whose neighborhood totally surrounds the proposed Tomoka Reserve? Will the property rights of the current adjacent homeowners, who have paid property taxes for 60+ years, be given due consideration by city leaders?

The **Tomoka Oaks Times** is an independent newsletter whose goal is to prevent residential development of the Tomoka Oaks Golf Course. This newsletter is in direct opposition to the voluntary Tomoka Oaks HOA and their Golf Course Committee whose efforts are directed at only mitigating development. It is our belief that our development opposition is necessary to accurately and fairly represent Tomoka Oaks residents who desire zero residential development.

Carolyn Davis, Tomoka Oaks
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CarolynDavis3@gmail.com
Sign the **Development Opposition Form**
TomokaOaksHistory.com

Real traffic concerns from real residents

When we moved into Tomoka Oaks almost ten years ago, traffic was not at the level it has increased to today. For example, turning left onto N. Nova when exiting the Trails Shopping Center parking lot (next to Regions bank) was not the life threatening experience it has become today. The increase in traffic on Nova was gradual, but when I found myself holding my breath as I pushed the gas pedal to race across the south bound lanes and into the north bound lanes, I knew it was time to find a better way to exit. Now after shopping, I take the extra time to drive around to the Main Trail street exit and use that street to take me to the traffic light at Nova. Not a big deal, but still a telling sign of the growth in our area.

At the beginning of April, I emailed my readers and asked them to share their experiences with the current traffic in our neighborhoods and explain how they believe any level of residential development of the Tomoka Oaks golf course property will impact them. I found their responses insightful, and I think you will too. Carolyn

Resident of Tomoka Oaks

My wife and I, with our 3 children under 5, moved into this community in June 2022. Since we have moved in, we have noticed increased traffic especially at the main entrance to our community and at/on Nova road. It's almost impossible to turn left out onto Nova road and turning left into the community from Nova road during morning and evening commutes is concerning because of the amount of traffic on Nova and coming out of the community.

When we bought the house, we were told there were discussions about developing the old golf course, but that it would probably never happen. We do not see how adding even more houses to an already overstrained system is going to benefit anyone.

Additionally, I am a Neurosurgeon at Halifax Hospital and take trauma calls, so I am concerned about any more traffic getting out of the community as this would have a direct impact on my ability to get to the hospital for emergencies. We are currently 16 minutes away without traffic so even 4 or 5 more minutes of traffic could make a huge difference (this would put me out of the 20 minute radius from the hospital and may make us have to move). Thank you again and please let us know if there is anything we can help with.

*Dr. and Mrs. Ian and Mande Tafel
Tomoka Oaks*

Resident of The Trails

My name is Scott Frantz. I am a retired police detective and served 25 years with the Daytona Beach Police Department. I live at 16 Rio Pinar Trail.

I have been to some of the meetings regarding the development of the Tomoka Oaks golf course. The meeting I attended, I don't recall anyone mentioning the increased traffic congestion that will be created at Main Trail and Granada as a result of the additional residences with school aged children who will be attending Tomoka Elementary school.

Currently it takes 2-3 light cycles to exit the Trails at Main Trail and Granada during the drop off and pick up times at the school. With the additional households planned for the Tomoka Oaks golf course, which many will include children, the congestion in the area will

obviously be increased. This will also create additional safety issues for both the vehicular traffic and the pedestrian traffic. It's just another issue I think should be added to the list of concerns with the planned development of the golf course.

*Scott Frantz
16 Rio Pinar Trail*

Resident of Tomoka Oaks

My name is Joan Van Lancker. My husband, L.J. Van Lancker ("Van") and I live at 15 N. St. Andrews Dr. (below). We are the first property next to Escondido.



We have lived here 34 years and would not choose to live anywhere else. Unfortunately, over these many years, we have had cars and trucks driving onto our property and damaged many sprinkler heads and grass. Also, trash has been dropped on our lawn, and 4 yard ornaments (statues) have been stolen. Still, we very much enjoy this community and the residents who live here.

Needless to say, the proposed plan to increase the traffic with over 300 more homes concerns us very much. The road passing by our triple car driveway is at the most narrow point facing the island on N. St. Andrews Dr. We have not succeeded in convincing the city not to have the school buses stop and leave the children on and off at this very spot, so I know how much more unsafe this situation would be with increased traffic.

Personally, we must be extremely cautious when pulling out from the driveway. Vehicles coming down S. St. Andrews sometimes round the island in front of our home and onto N. St. Andrews. At times, I am backing out onto the street when I see them, only at the last possible safe minute, crossing behind my car onto N. St. Andrews. It's scary!

There are times now, we must wait 3-5 minutes in our vehicle before being able to leave our home. Imagine with even more traffic, the safety of lives and property will be greatly compromised!

There are times when our 5 children & 8 grandchildren come to visit. Van most often will go into the street and direct traffic so their vehicles can safely back out onto the street. Finally, with more homes and obviously more vehicles and traffic directly passing in and out of our property, we are unhappy knowing our property value will surely go down. This is not a pleasant fact for seniors, or any homeowner to accept.

*L.J. & Joan Van Lancker
15 N. St. Andrews Drive*

Resident of Tomoka Oaks

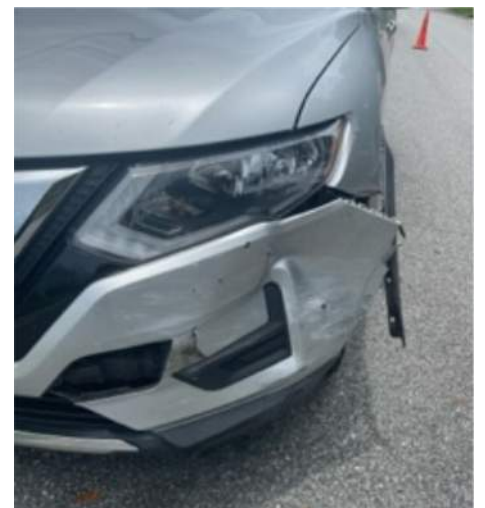
My name is Krystal Ahmad and I live with my husband and young child at 30 S. St. Andrews Dr.

Cars frequently (all day) like to speed down my street. I have almost been hit while walking my dogs and child in a stroller (literally jumping into the grass, shoving the stroller, and almost falling over with my son). And I have been stopped by drivers to harass me because I have a sign on my stroller that says "Please slow down." There have been people on my street that have been struck by vehicles and even someone that has died.

In front of my house, cars speed at probably 40+mph. I cried the day my husband and I ran full speed down my driveway at my toddler who was heading for the road. We never take our son to the front yard or let him walk himself to our car due to the fear of him getting struck by a car. We both know he wouldn't survive.

My street gets bombarded with worker trucks that park on the street. It's not a big deal except that even that is dangerous because you always have a person who, for some reason, has to race by them because they cannot wait.

We had a car parked right in front of our driveway to allow some landscape work to be done, and within 30 minutes it was struck by a driver. The car had major



damage, had to get a rental car, and since Florida is a no-fault state the car insurance went up even though it was the other driver's fault. He was texting while driving and slammed into a parked car.

Another incident was a big truck that was

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Real traffic concerns from real residents

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driving up our street and pulled over to the side of the road and smashed our mailbox because he was trying to allow traffic to get through.

*Krystal Ahmad & David Sonsky
30 S. St. Andrews Drive*

NOTE: The City recently approved 15 speed tables (speed bumps/humps) for various Ormond Beach streets including street(s) within Tomoka Oaks. According to Ormond Beach Public Works Director Shawn Finley, the City will conduct a neighborhood meeting (date TBD) to ensure these are the best options within Tomoka Oaks, and that the majority (60%) of residents want them installed. *Carolyn*

Tomoka Oaks Resident

Like many people, we are extremely concerned with the construction mess/debris from trucks and traffic from the unneeded development within the golf course.

One thing to consider is that the existing Tomoka Oaks is a mixture of retirees that may not drive as much and then families with multiple cars, including driving teenagers. When the last traffic study was done,

not only was it during COVID-19 when less people were driving, but also when some elderly people like my grandfather were still alive and not driving. My grandfather, Hoobert "Hoot" Huhta, who designed the house here in Tomoka Oaks, lived to be 93 years old. One of his last wishes was to keep the house in the family. Now, I'm the third generation. My grandfather didn't drive for the last few years of his life, but now I live here with my partner and he also drives. Now, that's two extra drivers missing from the traffic study. I know many younger families have moved in within the past few years. Other people can move to get away from all this mess, but I will not.

A traffic light is going to be a total nightmare. If The Trails puts up gates, there is going to be a significant increase of the bottleneck effect at the main entrance of Tomoka Oaks to Nova Road.* Cars will be zooming, or speeding, to get through Tomoka Oaks to Nova Road with extra time added to their commutes. We all know that when there is an increase of traffic, pedestrians are at risk of getting injured or killed. It's completely unacceptable to be fearful of walking around for exercise in fear of increased traffic and worrying about more cars zooming/speeding past. That's not quality of life.

Also, if they did the last traffic study

during the summer months a few years ago, they probably did not consider school buses. Some of the bus stops are by our main entrance. When the school bus has its lights on, the traffic ceases and builds up.

My dad, Ned Huhta, had one of his car tires slashed from debris from a big truck when they were demolishing the club house last year. I have asked him to try to look back to send evidence photos if he still has them. New tires can be expensive. This shouldn't be an added expense for us in regards to something that shouldn't be happening in the first place.

Nobody in Tomoka Oaks wants this new, unneeded development. We are an established neighborhood with unique homes. A cookie cutter neighborhood of two-story houses creeping down on us is

completely unacceptable and inconsiderate. Many of our homes along the golf course have big windows looking out to the golf course, now the windows will overlook pathetic buffers and two-story houses glaring down at us. No privacy.

Not to mention the destruction of established wildlife is unacceptable. What are they going to do about the gopher turtles?

*Lauren Huhta, MEd & Christopher Jaime, DPT
30 Pine Valley Circle*

NOTE: Lauren Huhta's parents are Ned and Pamela Huhta. Lauren co-owns her Pine Valley Circle home with her mother. Although Lauren's parents do not live with Lauren, they reached out to express the same concerns as Lauren regarding the traffic study and the potential for gated streets in the Trails.* They are "very concerned about the golf course development" and wanted to "join the numbers against this development." In her email, Pamela wrote, "There is also another thing to take into consideration with future traffic issues. There are a lot of retired residents that currently live in Tomoka Oaks and do not do as much driving as working families. As these retirees move on and the houses have new working families with kids, there will be even more traffic on our now busy roads."

*Pamela and Ned Huhta
30 Pine Valley Circle*

***NOTE:** I reached out to the Trails HOA regarding gated streets and was informed by Board Secretary Rob Bridger that gated streets are not allowed because 1) The Trails

was not designed to be gated, and 2) The City owns the streets. *Carolyn*

Resident of The Trails

The traffic impact already from Tomoka Oaks pass thru traffic on Rio Pinar is terrible. We have almost been hit by cars and trucks while trying to mow our lawns on the street side.

The increased traffic from the golf course development will directly affect us in the worst way. It will ruin property values along Rio Pinar, congest peak hour travel, and pose a real safety threat to pets and people.

We stand firmly against this irresponsible decision to develop the golf course.

It will destroy our neighborhood.

*Shon MacDughlas / Dee Pope
Rio Pinar Trail*

Resident of the Trails

My name is Greig Rabitaille and we live next to Shon MacDughlas on Rio Pinar Trail. He is 100% correct that we nearly get hit by cars and trucks on the daily thoroughfare in front of our homes, and although not all are Trails homeowners, most of the existing traffic is coming from and going to Tomoka Oaks.

The traffic impact with the addition of another subdivision will make it more dangerous and will negatively impact the value of our homes. The entrance to the Trails at Granada Blvd. is already at capacity, especially when schools are in session and cannot bear another 200-300 cars daily (1/3-1/2 potential cars). The traffic studies performed during Covid were so grossly misinterpreted and we all fear that because the developer is paying the bill for the study, the results will be misinterpreted this time as well.

My wife and I routinely ride our bikes in the evening in the Trails and Tomoka Oaks neighborhoods. The increase in traffic would make it significantly more dangerous, given the lack of patience to drivers in general these days.

As for the impact of the quality of life as we know it in Ormond Beach, the one Mom at the second meeting (which we attended), hit it on the head as she explained trying to park now in the Publix parking lot, and how difficult it is to find a spot now. Adding potentially 600 cars would put a huge burden on all of us who shop there.

We find nothing beneficial about the additional subdivision for anyone and shame on the City of Ormond Beach City Commissioners who vote to proceed just to increase tax revenue. We all know that the developers will sell as soon as they get approval, commissioners will be long gone, and who will be held accountable in the long run. Nobody!

And we will be stuck in the middle.

*Greig Rabitaille
Rio Pinar Trail*

Status of Developer's application as of 4/23/2023

NOTE: The name of the Development Application with the City of Ormond Beach is called "Tomoka Reserve." Details at ormondbeach.org/1013/Tomoka-Reserve

Current Stage of the Application:

- LTG provided an [Updated Traffic Impact Analysis](#) on 4/12/23
- LTG also provided their [response to the City's concerns](#) regarding their first Traffic Impact Analysis
- No later than August 21, 2023, the Applicant is required to submit answers to the City's questions on the second site plan and they must submit a 3rd site plan. But the Applicant [may submit documents sooner](#). (See [March newsletter](#) for a complete summary.)

Highlights of the March 2023 Traffic Impact Analysis and LTG's response to City Concerns

In my opinion, any analysis performed by the Applicant's agents will render traffic numbers that support development. If residents were anticipating huge increases in traffic projections in this updated March 2023, they probably will not find them. Nothing jumped out at me. BUT I am not a traffic engineer, so you should read the analysis and form your own conclusions.

My observations of the updated analysis:

- 2,774 additional daily trips that will be generated by the new development.
- A traffic signal at Nova and Tomoka Oaks Blvd is warranted.
- Nothing was significantly different from LTG's August 2022 analysis except for:
 - The Escondido driveway was determined not to be blocked during peak hours
 - Striping should be added for an exclusive right-turn lane on the eastbound approach onto Tomoka Oaks Blvd from Nova
 - Need for increased turn lanes on Nova at Wilmette and at US 1
 - The existing "diamond" design of Tomoka Oaks Blvd, S. St. Andrews, and N. St. Andrews is acceptable but could be improved for flow and safety by implementing a single-lane roundabout.

Overall recommendation from LTG is that there are no major issues with approving the Tomoka Reserve development. Will the City agree? Do you agree?

Please Share This Newsletter!

I need your help! Please forward this newsletter to your Ormond Beach friends. And share the following information on your social media accounts.

Links to all **Tomoka Oaks Times** newsletters (and a newsletter sign up form) can be found at:

TomokaOaksHistory.com/newsletter



Sign the **Development Opposition** form at:

TomokaOaksHistory.com/opposition/



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COMMISSION CORNER

I went to my first ever Commission hearing on April 18th. It was interesting and surprising. I didn't know the commission could table a vote like they did with the Tymber Creek Apartment vote. I thought it was required that they either approve, approve with conditions, or deny. Glad I went.

Since the April newsletter is all about traffic, I wanted to highlight Comprehensive Plan Policy 2.1.1.h which is to, "Ensure safe and convenient traffic flow."

How is safe and convenient traffic flow measured other than by a Traffic Impact Analysis provided by the Applicant which can present findings in a light favorable to the Applicant? Such an analysis presents numbers of vehicles against predefined formulas to determine if streets can handle projected traffic. But what about the subjective impact on safety and convenience? Where does common sense weigh in?

At the April 18th meeting, I heard several commissioners acknowledge traffic is a problem for Tymber Creek, but it appeared to me that all but one commissioner was willing to accept traffic issues as an acceptable and inevitable element of any new development. Why is that OK when residents throughout Ormond Beach are waving red flags to the contrary?

If you think about development density

and it's resulting traffic, are residential development elements that different than other scenarios resulting in density and traffic implications? For example, a theater has a specific number of seats. A venue cannot sell more tickets than the available seats and must also consider their parking lot capacity. Let's compare that to the proposed Tomoka Reserve residential PRD application.

The Tomoka Reserve plan proposes to sell center stage seats (homes) to an already sold-out performance (the surrounding Tomoka Oaks neighborhood). The Tomoka Oaks residents who have years-long season tickets (implied covenants of green space perpetuity) would now be required to forfeit their premium seats (right to quiet enjoyment) to make room in the theater's center for new audience members (Tomoka Reserve homeowners). The benefit to the overall operation of the theater (Tomoka Oaks neighborhood) is minimal at best despite claims by the theater owner (developer) that season ticket holders (Tomoka Oaks homeowners) will have an improved experience.

During intermission, the new center seat holders (Tomoka Reserve drivers) will use one exit to merge with longstanding ticket holders (Tomoka Oaks drivers) to access concession stands and restrooms (shops, schools, hospitals). Will everyone get served before the intermission is over?

If the theater owner (developer) prevails in adding any new center seats (any level of new home development in the center of Tomoka Oaks), the season ticket holders

(Tomoka Oaks drivers) will be forced to make room on the aisles (roads) for new audience members. Theater attendees will now compete with each other for limited parking spots in the theater parking lot (Ormond Beach service providers). And overcrowding prevents an enjoyable theater experience for all attendees (Ormond Beach community).

Lastly, should there be a fire or natural disaster during a theater performance, will the audience members (all residents) be able to safely and conveniently exit the theater (our two neighborhoods) without tragedy resulting? Will the theater owner (developer) who already received their revenue (profit) be around to see the consequences?

Just something for you to think about when it is time to vote on the Tomoka Reserve PRD. I will continue to advocate for zero residential development and request that the legacy commissioners leave for Tomoka Oaks residents honors the reasonable expectations of original residents such as Hoobert "Hoot" Huhta who wanted his descendants to enjoy the implied covenant of green space that still borders the home he designed on Pine Valley Circle decades ago.

Thank you,

Carolyn