

Mr. Chisholm –

Good day...

As the public sector moves forward with much required improvements/streetscape to International Speedway Boulevard/US92 (from the eastern base of ICW bridge to the County of Volusia's beachramp), we seek absolute clarity among all professional parties, with ANY concept plan advanced, by ANY public entity (City of Daytona Beach, FDOT, or R2CTPO), that a signalized vehicular intersection at the corner of Grandview Avenue and International Speedway Boulevard (US92) remain for vehicular traffic with, or without, any future roundabouts along the corridor. Understanding the FDOT and R2CTPO play an important role in this road improvement process, I've included their representatives in the address line of this email (Ms. Bollenback / Ms.

Garcia). Appropriate elected officials, staff, professional consultants, and others, are provided a "cc" for informational purposes – there should be no confusion regarding future expectations of private land owners, and all citizen/residents.

Mr. Chisholm, the sheet you placed in my hand on Thursday, June 9, 2016, titled – "Daytona Beach International Speedway Boulevard Streetscape CONCEPT: PLAN (page "7") by "CPH", uses a different aerial photo than the page "7" within the entire set downloaded from the City of Daytona Beach's website in the last 24 hours. <http://www.codb.us/DocumentCenter/View/14484>. Within the "document properties" of the PDF downloaded from the City of DB's website reads "CM454-20160613104733" seeming to suggest it was created in 2016? The document's first page, the title page, says a presentation made in "September 2013". Where? At which public meeting(s)? Main Street/Beachside? CRA? City Commission? Did you send out any notices to any of the property owners that are noted on the "property acquisitions" (page 11) including Cotona Partners LLC? Did you, or the consultant, reach out to Cotona Partners LLC understanding that we, at that time, were the largest land owner in the area – fully prepared to consider additional acquisitions based on available market information? If this body of work was presented in 2013, then why did you personally not present a copy of the sheet from that full-set provided by the consultant ("CPH")? Can you explain why at the neighborhood meeting last week you presented page "7" with an aerial photo that shows Cotona Partners LLC property with buildings on it that were demolished in 2007? Mr. Chisholm, Cotona Partners LLC has stood ready to work closely with the City of Daytona Beach to assemble additional properties to our holding and enhance value, but we are having difficulty understanding the playing field you are attempting to control.

Cotona Partners LLC and the 100+ plus neighbors you appeared before on June 9, 2016, remain equally concerned that City of Daytona Beach staff are working with the appropriate pre-requisite professional consultants under a misbelief, driven by staff, that the intersection at Grandview and ISB needs to be removed due to FDOT traffic engineering requirements associated with the much touted roundabout concept at ISB and SRA1A. Research on roundabouts has included reviewing both safety expectations with the Federal Highway Administration (FHWA) <http://safety.fhwa.dot.gov/intersection/innovative/roundabouts/fhwasa10006/#s42>, as well as similar work by the professionals involved (Ghyabi/Moore). Clearly, there is no underlying safety issue significant enough to suggest that the roundabout proposed at ISB/SRA1A prohibits an intersection at Grandview and ISB. In fact, there is a segment "concept" drawing sheet (page 1) contained in the same 2013 CPH product listed above which depicts a signalized intersection immediately just east (at Palmetto) of the then proposed roundabout in downtown DB at ISB and RT1. Furthermore, I'm confident the rendering of the future corridor in the published "ASSESSMENT REPORT" shows a signalized intersection at ISB and GRANDVIEW with lots of cool hipsters hanging out (see attached). This project is

now being advanced to R2CTPO's Board as part of their "2016 LIST OF PRIORITY PROJECTS" (ITEM 3 TRAFFIC OPERATIONS, SAFETY, AND LOCAL INITIATIVES PROJECTS) placed on their agenda for June 22 2016 (<https://f5bb4f002579f69f86fb-01aa31141b2c16f5a8ae475fd906a8b8.ssl.cf5.rackcdn.com/06-22-16-TPO-Agenda2.pdf>) and attached for easy consumption is that single-page from the Board's full agenda packet listing "ISB East Phase II (\$38,418,179)". Such level of prioritization is a good thing for our whole area, but all parties must agree that the intersection at ISB and Grandview Avenue is a given until such time as a public hearing is held to modify that intersection including any required subsequent action by the DB City Commission.

The beachside now features an existing 200,000SF Ocean Center, OceanWalk, proposed PROTOGROUP on the north-end and proposed HARDROCK/Bayshore on the south-end, all within the traffic free beach core entertainment area... but the corner of ISB and SRA1A will define Daytona Beach for lifetimes! A vehicular intersection at ISB and Grandview is vitally important to the future sociologic/economic fabric of the beachside and nothing should ever suggest a solid median of any kind because it would be swiftly defeated by public outcry. The concept of roundabouts replacing signalized intersections makes a statement of place, but not at the suggestion of having to give up an important intersection at Grandview Avenue. Our aspirations are not mutually exclusive. Furthermore, Grandview Avenue's 50FT right-of-way (one of only three N/S on the beachside), and the resulting intersection at ISB, is an important part of hurricane evacuation requirements. I cannot imagine Federal Emergency Management Agency's (FEMA) agreeing that the closure of a 50FT ROW makes any sense. And, I'm sure that the newly commissioned AECOM work will provide the necessary data to advance this corridor improvement/streetscape with an ongoing vehicular intersection at ISB and Grandview.

For years, I have sought clarity from you with regard to this issue including emails as recent as Tuesday, January 26, 2016 9:00 AM, Friday, January 29, 2016 11:42 AM, and Tuesday, February 02, 2016 10:25 AM. You can instantly quiet multiple parties, associations, groups, and activists, by clearly delineating in all proposed improvement and streetscapes, a fully signaled intersection/roundabout, at Grandview and ISB. Such a simple reassurance from "staff" would help our City gain the required "buy-in" from stakeholders far and wide...

Gerry Nolan, Asset Manager

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