

Lanes, Volumes, Timings
13: Pioneer Rd & Shared Driveway

5-2027 BUILD DS PEAK HOUR ALT 2

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	138	37	3	155	1	64	0	8	2	0	27
Future Volume (vph)	17	138	37	3	155	1	64	0	8	2	0	27
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	4%	100%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	213	0	0	176	0	0	80	0	0	32	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Control Type: Unsignalized												
Intersection Capacity Utilization 36.4% ICU Level of Service A												
Analysis Period (min) 15												

HCM 7th TWSC
13: Pioneer Rd & Shared Driveway

5-2027 BUILD DS PEAK HOUR ALT 2

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	17	138	37	3	155	1	64	0	8	2	0	27
Future Vol, veh/h	17	138	37	3	155	1	64	0	8	2	0	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	4	100	2	2	2	2	2	2
Mvmt Flow	19	153	41	3	172	1	71	0	9	2	0	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	173	0	0	194	0	0	391	392	174	371	412	173
Stage 1	-	-	-	-	-	-	212	212	-	179	179	-
Stage 2	-	-	-	-	-	-	179	180	-	191	232	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1403	-	-	1379	-	-	569	544	870	586	530	871
Stage 1	-	-	-	-	-	-	790	727	-	822	751	-
Stage 2	-	-	-	-	-	-	823	750	-	811	712	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1403	-	-	1379	-	-	539	534	870	570	521	871
Mov Cap-2 Maneuver	-	-	-	-	-	-	539	534	-	570	521	-
Stage 1	-	-	-	-	-	-	778	716	-	820	749	-
Stage 2	-	-	-	-	-	-	792	748	-	790	702	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.67	0.14	12.45	9.46
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	563	153	-	-	34	-	-	840
HCM Lane V/C Ratio	0.142	0.013	-	-	0.002	-	-	0.038
HCM Ctrl Dly (s/v)	12.5	7.6	0	-	7.6	0	-	9.5
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1

**BUILD PM
ALTERNATIVE 2**

Lanes, Volumes, Timings
1: N. Courtenay Pkwy & Pioneer Rd

5-2027 BUILD PM PEAK HOUR ALT 2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔	↔	↔	↔	
Traffic Volume (vph)	122	22	33	136	21	116	43	1580	124	124	1688	36
Future Volume (vph)	122	22	33	136	21	116	43	1580	124	124	1688	36
Confl. Peds. (#/hr)	2					2	2		3	3		2
Confl. Bikes (#/hr)												2
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	6%	2%	4%	2%	2%	6%	11%	2%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	180	0	0	160	118	44	1612	127	127	1759	0
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		4	4	4	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	41.7	41.7		40.7	40.7	40.7	12.8	30.8	30.8	12.8	32.8	
Total Split (s)	42.0	42.0		42.0	42.0	42.0	18.0	108.0	108.0	20.0	110.0	
Total Split (%)	24.7%	24.7%		24.7%	24.7%	24.7%	10.6%	63.5%	63.5%	11.8%	64.7%	
Maximum Green (s)	35.3	35.3		35.3	35.3	35.3	10.2	101.2	101.2	12.2	103.2	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.0	2.0	3.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7			6.7	6.7	7.8	6.8	6.8	7.8	6.8	
Lead/Lag							Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.0	3.5	3.5	3.0	3.5	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)	28.0	28.0		27.0	27.0	27.0		17.0	17.0		19.0	
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	
Act Effct Green (s)		33.9			33.9	33.9	110.8	104.8	104.8	118.1	110.5	
Actuated g/C Ratio		0.20			0.20	0.20	0.65	0.62	0.62	0.69	0.65	
v/c Ratio		0.96			0.67	0.31	0.34	0.76	0.13	0.68	0.79	
Control Delay (s/veh)		118.2			77.3	10.6	15.4	27.4	6.7	36.9	14.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)		118.2			77.3	10.6	15.4	27.4	6.7	36.9	14.3	
LOS		F			E	B	B	C	A	D	B	
Approach Delay (s/veh)		118.2			49.0			25.6			15.8	
Approach LOS		F			D			C			B	
Queue Length 50th (ft)		193			165	0	14	676	23	32	877	
Queue Length 95th (ft)		#356			254	58	27	797	56	m69	m653	
Internal Link Dist (ft)		649			211			778			658	
Turn Bay Length (ft)						125	150		105	245		
Base Capacity (vph)		196			249	394	160	2108	943	209	2214	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.92			0.64	0.30	0.28	0.76	0.13	0.61	0.79	

Synchro 12 Report

Lanes, Volumes, Timings
1: N. Courtenay Pkwy & Pioneer Rd

5-2027 BUILD PM PEAK HOUR ALT 2

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 105 (62%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 26.7

Intersection LOS: C

Intersection Capacity Utilization 86.3%

ICU Level of Service E

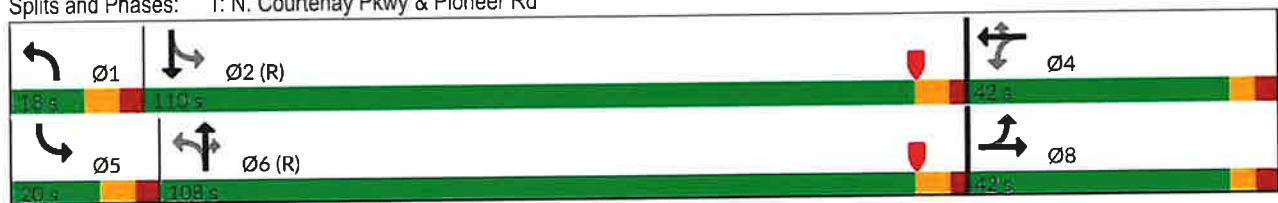
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: N. Courtenay Pkwy & Pioneer Rd



HCM 7th Signalized Intersection Summary
1: N. Courtenay Pkwy & Pioneer Rd

5-2027 BUILD PM PEAK HOUR ALT 2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↕	↔	↔	↕	
Traffic Volume (veh/h)	122	22	33	136	21	116	43	1580	124	124	1688	36
Future Volume (veh/h)	122	22	33	136	21	116	43	1580	124	124	1688	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1870	1841	1870	1870	1811	1737	1870	1870	1870	1870	1856
Adj Flow Rate, veh/h	124	22	29	139	21	72	44	1612	98	127	1722	36
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	2	4	2	2	6	11	2	2	2	2	3
Cap, veh/h	197	28	38	205	25	210	263	2500	1113	233	2531	53
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.70	0.70	0.07	1.00	1.00
Sat Flow, veh/h	1167	207	273	1203	182	1528	1654	3554	1582	1781	3558	74
Grp Volume(v), veh/h	175	0	0	160	0	72	44	1612	98	127	858	900
Grp Sat Flow(s),veh/h/ln	1647	0	0	1385	0	1528	1654	1777	1582	1781	1777	1855
Q Serve(g_s), s	0.0	0.0	0.0	2.2	0.0	7.2	1.3	41.8	3.3	3.6	0.0	0.0
Cycle Q Clear(g_c), s	17.0	0.0	0.0	19.2	0.0	7.2	1.3	41.8	3.3	3.6	0.0	0.0
Prop In Lane	0.71		0.17	0.87		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	263	0	0	230	0	210	263	2500	1113	233	1264	1320
V/C Ratio(X)	0.67	0.00	0.00	0.70	0.00	0.34	0.17	0.64	0.09	0.55	0.68	0.68
Avail Cap(c_a), veh/h	365	0	0	328	0	317	320	2500	1113	301	1264	1320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.5	0.0	0.0	71.5	0.0	66.3	6.4	13.7	8.0	14.8	0.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	0.0	4.5	0.0	1.2	0.3	1.3	0.2	2.0	2.9	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.2	0.0	0.0	11.5	0.0	5.3	0.8	22.4	2.1	3.3	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.0	0.0	0.0	76.0	0.0	67.5	6.7	15.0	8.1	16.8	2.9	2.9
LnGrp LOS	E			E		E	A	B	A	B	A	A
Approach Vol, veh/h		175			232			1754			1885	
Approach Delay, s/veh		74.0			73.4			14.4			3.8	
Approach LOS		E			E			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	127.7		30.1	13.5	126.4		30.1				
Change Period (Y+Rc), s	7.8	6.8		6.7	7.8	6.8		6.7				
Max Green Setting (Gmax), s	10.2	103.2		35.3	12.2	101.2		35.3				
Max Q Clear Time (g_c+I1), s	3.3	2.0		21.2	5.6	43.8		19.0				
Green Ext Time (p_c), s	0.0	30.0		1.1	0.1	24.0		1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			15.4									
HCM 7th LOS			B									

Synchro 12 Report

Lanes, Volumes, Timings
2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps

5-2027 BUILD PM PEAK HOUR ALT 2

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (vph)	472	0	812	0	0	0	0	1428	315	396	1318	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	487	0	837	0	0	0	0	1472	325	408	1359	0
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	7		7					6		5	2	
Permitted Phases									6			
Detector Phase	7		7					6	6	5	2	
Switch Phase												
Minimum Initial (s)	5.0		5.0					12.0	12.0	5.0	12.0	
Minimum Split (s)	9.5		9.5					25.4	25.4	25.8	25.4	
Total Split (s)	40.0		40.0					85.0	85.0	45.0	130.0	
Total Split (%)	23.5%		23.5%					50.0%	50.0%	26.5%	76.5%	
Maximum Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Yellow Time (s)	3.5		3.5					4.8	4.8	4.8	4.8	
All-Red Time (s)	1.0		1.0					2.6	2.6	3.0	2.6	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5		4.5					7.4	7.4	7.8	7.4	
Lead/Lag								Lag	Lag	Lead		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					4.0	4.0	4.0	4.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Act Effct Green (s)	35.5		35.5					77.6	77.6	37.2	122.6	
Actuated g/C Ratio	0.21		0.21					0.46	0.46	0.22	0.72	
v/c Ratio	0.69		1.19					0.66	0.37	1.13	0.57	
Control Delay (s/veh)	67.8		142.4					27.2	3.6	130.7	6.7	
Queue Delay	0.0		0.0					0.9	0.0	0.6	0.6	
Total Delay (s/veh)	67.8		142.4					28.1	3.6	131.4	7.3	
LOS	E		F					C	A	F	A	
Approach Delay (s/veh)		114.9						23.7			36.0	
Approach LOS		F						C			D	
Queue Length 50th (ft)	261		~552					217	0	~508	172	
Queue Length 95th (ft)	327		#702					306	m#60	m#723	186	
Internal Link Dist (ft)		674			677			1602			365	
Turn Bay Length (ft)	385		385						725			
Base Capacity (vph)	710		706					2244	875	361	2382	
Starvation Cap Reductn	0		0					0	0	21	589	
Spillback Cap Reductn	0		0					456	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.69		1.19					0.82	0.37	1.20	0.76	
Intersection Summary												
Cycle Length: 170												
Actuated Cycle Length: 170												
Offset: 99 (58%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow												
Natural Cycle: 110												

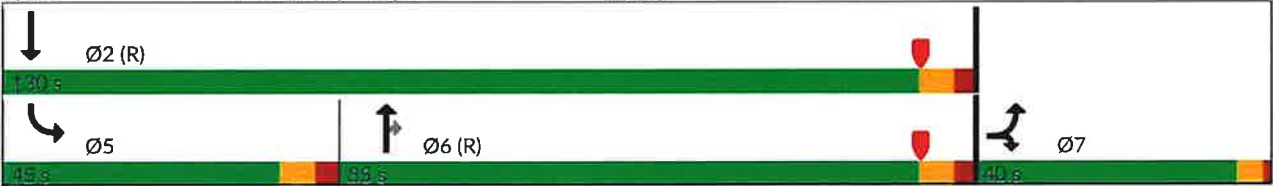
Synchro 12 Report

Lanes, Volumes, Timings
2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps

5-2027 BUILD PM PEAK HOUR ALT 2

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay (s/veh): 52.8	Intersection LOS: D
Intersection Capacity Utilization 121.4%	ICU Level of Service H
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps



HCM 7th Signalized Intersection Summary
2: N. Courtenay Pkwy & S.R. 528 EB on-off Ramps

5-2027 BUILD PM PEAK HOUR ALT 2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Future Volume (veh/h)	472	0	812	0	0	0	0	1428	315	396	1318	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No		
Adj Sat Flow, veh/h/ln	1856	0	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	487	0	0				0	1472	0	408	1359	0
Peak Hour Factor	0.97	0.97	0.97				0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	0	2				0	2	2	2	2	0
Cap, veh/h	545	0					0	2585		390	2740	0
Arrive On Green	0.16	0.00	0.00				0.00	1.00	0.00	0.44	1.00	0.00
Sat Flow, veh/h	3428	0	2790				0	5274	1585	1781	3647	0
Grp Volume(v), veh/h	487	0	0				0	1472	0	408	1359	0
Grp Sat Flow(s),veh/h/ln	1714	0	1395				0	1702	1585	1781	1777	0
Q Serve(g_s), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Cycle Q Clear(g_c), s	23.7	0.0	0.0				0.0	0.0	0.0	37.2	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	545	0					0	2585		390	2740	0
V/C Ratio(X)	0.89	0.00					0.00	0.57		1.05	0.50	0.00
Avail Cap(c_a), veh/h	716	0					0	2585		390	2740	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	2.00	2.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.67	0.67	0.00
Uniform Delay (d), s/veh	70.1	0.0	0.0				0.0	0.0	0.0	47.8	0.0	0.0
Incr Delay (d2), s/veh	11.2	0.0	0.0				0.0	0.9	0.0	50.1	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.9	0.0	0.0				0.0	0.4	0.0	25.4	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.3	0.0	0.0				0.0	0.9	0.0	97.9	0.4	0.0
LnGrp LOS	F							A		F	A	
Approach Vol, veh/h	487						1472			1767		
Approach Delay, s/veh	81.3						0.9			22.9		
Approach LOS	F						A			C		
Timer - Assigned Phs	2			4			5			6		
Phs Duration (G+Y+Rc), s	138.5			31.5			45.0			93.5		
Change Period (Y+Rc), s	7.4			4.5			7.8			7.4		
Max Green Setting (Gmax), s	122.6			35.5			37.2			77.6		
Max Q Clear Time (g_c+I1), s	2.0			25.7			39.2			2.0		
Green Ext Time (p_c), s	23.3			1.4			0.0			23.8		
Intersection Summary												
HCM 7th Control Delay, s/veh	21.9											
HCM 7th LOS	C											
Notes												
Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.												

Synchro 12 Report

Lanes, Volumes, Timings

5-2027 BUILD PM PEAK HOUR ALT 2

3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps

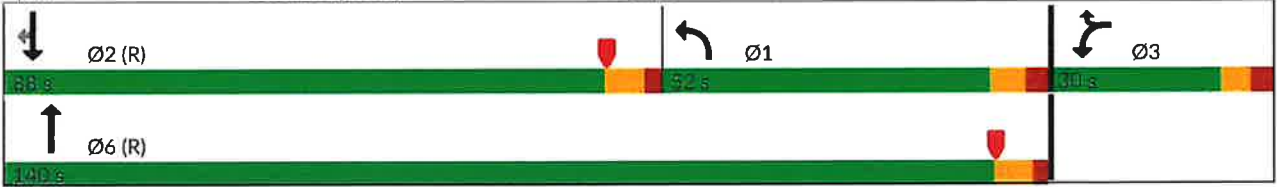
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (vph)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	3%	3%	2%	2%	2%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	394	0	341	807	1252	0	0	1541	1194
Turn Type				Prot		Perm	Prot	NA			NA	Perm
Protected Phases				3			1	6			2	
Permitted Phases						3						2
Detector Phase				3		3	1	6			2	2
Switch Phase												
Minimum Initial (s)				7.0		7.0	5.0	12.0			12.0	12.0
Minimum Split (s)				14.0		14.0	22.5	22.5			22.5	22.5
Total Split (s)				30.0		30.0	52.0	140.0			88.0	88.0
Total Split (%)				17.6%		17.6%	30.6%	82.4%			51.8%	51.8%
Maximum Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Yellow Time (s)				4.0		4.0	4.8	5.3			5.3	5.3
All-Red Time (s)				3.0		3.0	3.1	2.2			2.2	2.2
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)				7.0		7.0	7.9	7.5			7.5	7.5
Lead/Lag							Lag				Lead	Lead
Lead-Lag Optimize?							Yes				Yes	Yes
Vehicle Extension (s)				3.0		3.0	3.0	3.0			4.0	4.0
Recall Mode				None		None	Min	C-Max			C-Max	C-Max
Act Effct Green (s)				23.0		23.0	44.1	132.5			80.5	80.5
Actuated g/C Ratio				0.14		0.14	0.26	0.78			0.47	0.47
v/c Ratio				0.85		1.06	0.91	0.46			0.64	1.26
Control Delay (s/veh)				89.0		106.4	67.6	8.1			35.3	154.2
Queue Delay				2.8		0.0	46.8	0.3			0.1	0.0
Total Delay (s/veh)				91.8		106.4	114.4	8.4			35.4	154.2
LOS				F		F	F	A			D	F
Approach Delay (s/veh)					98.6			49.9			87.3	
Approach LOS					F			D			F	
Queue Length 50th (ft)				224		~280	478	187			469	~1433
Queue Length 95th (ft)				#306		#495	#582	206			520	#1703
Internal Link Dist (ft)		690			789			365			641	
Turn Bay Length (ft)				150		275						90
Base Capacity (vph)				464		323	882	2731			2407	944
Starvation Cap Reductn				0		0	206	719			0	0
Spillback Cap Reductn				24		0	0	0			134	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.90		1.06	1.19	0.62			0.68	1.26
Intersection Summary												
Cycle Length: 170												
Actuated Cycle Length: 170												
Offset: 62 (36%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow												
Natural Cycle: 150												

Synchro 12 Report

3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps

Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.26	
Intersection Signal Delay (s/veh): 74.9	Intersection LOS: E
Intersection Capacity Utilization 121.4%	ICU Level of Service H
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps



HCM 7th Signalized Intersection Summary
3: N. Courtenay Pkwy & S.R. 528 WB on-off Ramps

5-2027 BUILD PM PEAK HOUR ALT 2

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔		↔	↔	↔			↔	↔
Traffic Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Future Volume (veh/h)	0	0	0	374	0	324	767	1189	0	0	1464	1134
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No				No				No
Adj Sat Flow, veh/h/ln				1870	0	1841	1856	1856	0	0	1870	1856
Adj Flow Rate, veh/h				394	0	225	807	1252	0	0	1541	994
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				2	0	4	3	3	0	0	2	3
Cap, veh/h				468	0	211	1164	3022	0	0	2418	745
Arrive On Green				0.14	0.00	0.14	0.68	1.00	0.00	0.00	0.47	0.47
Sat Flow, veh/h				3456	0	1560	3428	3618	0	0	5274	1572
Grp Volume(v), veh/h				394	0	225	807	1252	0	0	1541	994
Grp Sat Flow(s),veh/h/ln				1728	0	1560	1714	1763	0	0	1702	1572
Q Serve(g_s), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Cycle Q Clear(g_c), s				18.9	0.0	23.0	24.3	0.0	0.0	0.0	38.7	59.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				468	0	211	1164	3022	0	0	2418	745
V/C Ratio(X)				0.84	0.00	1.07	0.69	0.41	0.00	0.00	0.64	1.33
Avail Cap(c_a), veh/h				468	0	211	1164	3022	0	0	2418	745
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.70	0.70	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				71.7	0.0	73.5	21.9	0.0	0.0	0.0	33.7	24.0
Incr Delay (d2), s/veh				13.1	0.0	80.5	1.3	0.3	0.0	0.0	1.3	159.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				14.0	0.0	20.4	9.8	0.2	0.0	0.0	22.5	78.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				84.8	0.0	154.0	23.2	0.3	0.0	0.0	35.0	183.8
LnGrp LOS				F		F	C	A			D	F
Approach Vol, veh/h					619			2059			2535	
Approach Delay, s/veh					110.0			9.3			93.4	
Approach LOS					F			A			F	
Timer - Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	66.0	88.0				154.0		30.0				
Change Period (Y+Rc), s	7.9	7.5				* 7.9		7.0				
Max Green Setting (Gmax), s	44.1	80.5				* 1.3E+02		23.0				
Max Q Clear Time (g_c+I1), s	26.3	61.0				2.0		25.0				
Green Ext Time (p_c), s	2.9	17.1				11.9		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				62.1								
HCM 7th LOS				E								
Notes												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Synchro 12 Report

Lanes, Volumes, Timings

5-2027 BUILD PM PEAK HOUR ALT 2

11: N. Courtenay Pkwy & Proposed Dwy 1

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	22	1788	14	37	1856
Future Volume (vph)	0	22	1788	14	37	1856
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	1958	0	40	2017
Sign Control	Stop		Free			Free
Intersection Summary						
Control Type: Unsignalized						
Intersection Capacity Utilization 59.9%			ICU Level of Service B			
Analysis Period (min) 15						

HCM 7th TWSC
11: N. Courtenay Pkwy & Proposed Dwy 1

5-2027 BUILD PM PEAK HOUR ALT 2

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	22	1788	14	37	1856
Future Vol, veh/h	0	22	1788	14	37	1856
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	240	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	1943	15	40	2017
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	979	0	0	1959	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	*565	-	-	358	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	0	-	-	0	-
Mov Cap-1 Maneuver	-	*565	-	-	358	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	11.65	0		0.32		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	565	358	-	
HCM Lane V/C Ratio	-	-	0.042	0.112	-	
HCM Ctrl Dly (s/v)	-	-	11.7	16.3	-	
HCM Lane LOS	-	-	B	C	-	
HCM 95th %tile Q(veh)	-	-	0.1	0.4	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s				
+: Computation Not Defined		*: All major volume in platoon				

Synchro 12 Report

Lanes, Volumes, Timings
12: Pioneer Rd & Proposed Dwy2

5-2027 BUILD PM PEAK HOUR ALT 2

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Intersection Summary						
Control Type: Unsignalized						
Intersection Capacity Utilization 0.0%				ICU Level of Service A		
Analysis Period (min) 15						

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1622	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Ctrl Dly (s/v)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Lanes, Volumes, Timings
13: Pioneer Rd & Shared Driveway

5-2027 BUILD PM PEAK HOUR ALT 2

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	144	37	1	133	0	0	65	3	0	0	29
Future Volume (vph)	25	144	37	1	133	0	0	65	3	0	0	29
Confl. Peds. (#/hr)	2					2	1		1	1		1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	50%	2%	3%	2%	3%	2%	2%	2%	2%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	219	0	0	142	0	0	72	0	0	31	0
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Control Type: Unsignalized												
Intersection Capacity Utilization 32.6%						ICU Level of Service A						
Analysis Period (min) 15												

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	25	144	37	1	133	0	0	65	3	0	0	29
Future Vol, veh/h	25	144	37	1	133	0	0	65	3	0	0	29
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	50	2	3	2	3	2	2	2	2	2	2	2
Mvmt Flow	27	153	39	1	141	0	0	69	3	0	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	193	0	0	371	372	174	388	391	144
Stage 1	-	-	-	-	-	-	226	226	-	146	146	-
Stage 2	-	-	-	-	-	-	145	146	-	242	246	-
Critical Hdwy	4.6	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.65	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1192	-	-	1381	-	-	586	558	870	571	544	903
Stage 1	-	-	-	-	-	-	777	717	-	857	776	-
Stage 2	-	-	-	-	-	-	858	776	-	762	703	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1189	-	-	1381	-	-	551	543	869	484	529	900
Mov Cap-2 Maneuver	-	-	-	-	-	-	551	543	-	484	529	-
Stage 1	-	-	-	-	-	-	757	699	-	855	774	-
Stage 2	-	-	-	-	-	-	827	774	-	666	685	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.98	0.06	12.5	9.14
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	552	210	-	-	13	-	-	900
HCM Lane V/C Ratio	0.131	0.022	-	-	0.001	-	-	0.034
HCM Ctrl Dly (s/v)	12.5	8.1	0	-	7.6	0	-	9.1
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.1

SIMTRAFFIC QUEUES ALTERNATIVE 0

Queuing and Blocking Report Baseline

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	118	219	112	70	65
Average Queue (ft)	13	41	12	30	23
95th Queue (ft)	63	140	77	56	53
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)			139		
Storage Blk Time (%)		2	0		
Queuing Penalty (veh)		3	0		

Queuing and Blocking Report
Baseline

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	49	64	72	60
Average Queue (ft)	5	5	33	21
95th Queue (ft)	26	30	58	49
Link Distance (ft)	203	299	131	326
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report Baseline

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	76	28	4	59	45
Average Queue (ft)	11	1	0	31	18
95th Queue (ft)	47	12	3	53	43
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			139		
Storage Blk Time (%)					
Queuing Penalty (veh)					

SIMTRAFFIC QUEUES ALTERNATIVE 1

Queuing and Blocking Report Baseline

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	23	232	163	90	30
Average Queue (ft)	1	53	19	33	4
95th Queue (ft)	11	166	99	73	21
Link Distance (ft)	203	276		131	326
Upstream Blk Time (%)		1		1	
Queuing Penalty (veh)		3		0	
Storage Bay Dist (ft)			139		
Storage Blk Time (%)		3	0		
Queuing Penalty (veh)		7	0		

Queuing and Blocking Report

Baseline

Intersection: 12: Pioneer Rd & Proposed Dwy2

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	47	56	51
Average Queue (ft)	3	4	21
95th Queue (ft)	23	53	46
Link Distance (ft)	276	322	596
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Baseline

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	12	70	10	77	39
Average Queue (ft)	0	6	0	36	10
95th Queue (ft)	6	34	7	63	35
Link Distance (ft)	203	276		131	326
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			139		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Baseline

Intersection: 12: Pioneer Rd & Proposed Dwy2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	47	31
Average Queue (ft)	4	12
95th Queue (ft)	24	36
Link Distance (ft)	276	596
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report Baseline

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	32	6	68	29
Average Queue (ft)	1	0	29	5
95th Queue (ft)	19	4	56	23
Link Distance (ft)	203	276	131	326
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Baseline

Intersection: 12: Pioneer Rd & Proposed Dwy2

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	49	36
Average Queue (ft)	5	15
95th Queue (ft)	26	40
Link Distance (ft)	276	596
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

SIMTRAFFIC QUEUES ALTERNATIVE 2

Queuing and Blocking Report Baseline

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	61	152	115	71	71
Average Queue (ft)	4	42	6	31	23
95th Queue (ft)	27	119	47	60	53
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			139		
Storage Blk Time (%)		1	0		
Queuing Penalty (veh)		2	0		

Queuing and Blocking Report
Baseline

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	64	40	72	52
Average Queue (ft)	6	3	34	19
95th Queue (ft)	33	19	59	46
Link Distance (ft)	203	299	131	326
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Baseline

Intersection: 13: Pioneer Rd & Shared Driveway

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	TR	LTR	LTR
Maximum Queue (ft)	57	4	10	60	55
Average Queue (ft)	7	0	1	31	20
95th Queue (ft)	36	4	9	55	47
Link Distance (ft)	203	299		131	326
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			139		
Storage Blk Time (%)					
Queuing Penalty (veh)					



BOARD OF COUNTY COMMISSIONERS

**Public Works Department
Traffic Operations Program**

2725 Judge Fran Jamieson Way
Building A, Room 211

February 26, 2026

Daniela S. Jurado, PE
Bowman Consulting Group
4450 W. Eau Gallie Blvd, Suite 144
Melbourne, FL 32934
Email: djurado@bowman.com

Re: Rangewater N Courtenay Pkwy Merritt Island – Traffic Impact Study

Ms. Jurado:

Brevard County Traffic Engineering is in receipt of the Rangewater Traffic Impact Study (TIS), dated and received on February 20, 2026. In response to this submittal, County review comments are provided below:

02/12/2026 Comment 1:	<i>PDF Pg 14. Traffic Forecas</i> t <i>t and Background Traffic:</i> Use the FDOT Season Factor (SF) instead of the Peak Season Conversion Factor (PSCF) to seasonally adjust volumes. Per FDOT 2024 Project Traffic Forecasting Handbook, the PSCF is used to convert a "24-hour count, representing the average weekday daily traffic, to [Peak Season Weekday Average Daily Traffic]."
02/20/2026 Response 1:	The intersection capacity analyses have been updated to use the FDOT Season Factor (SF) instead of the Peak Season Conversion Factor (PSCF). The volumes are presented in Appendix D.
Comment 1 Status:	<i>Comment closed.</i>
02/12/2026 Comment 2:	<i>PDF Pg 17, Table 3. Weekday Roadway Segment Analysis:</i> After coordinating with the Space Coast TPO, it was found that there was an error in the MAV for Segment ID 152, N Courtenay Pkwy (SR 3) from Pioneer Rd to S Ramps SR 528, in the Space Coast TPO Historical Traffic Volumes 2020-2024. Rather than the listed 38,430 vehicles per day (vpd), the MAV should be 34,770 vpd (base MAV of 36,600 vpd for a C3C, 4 lane roadway with LOS D, multiplied by an adjustment factor of 0.95 for "Multilane Undivided Roadway with an Exclusive Left Turn Lane" per FDOT 2023 Multimodal Quality/Level of Service Handbook). The Space Coast TPO is aware of this error and is working to update this information. Please revise accordingly.
02/20/2026 Response 2:	The Existing Conditions Roadway Analysis has been updated accordingly. The No Build and Build Conditions Roadway Analyses were not updated because of the inclusion of FDOT project # 453311-1 as a background project.

Comment 2 Status: *The 1.05 adjustment factor applies to two-lane divided roadways with exclusive left or right turn lanes only and therefore should not be applied to the segments of N Courtenay Pkwy in the No Build or Build scenarios. Please revise.*

02/12/2026 Comment 3: PDF Pg 18, Table 4. Evening Peak Hour Roadway Segment Analysis: Similar to Comment 2, the MAV for Segment ID 152 should be 3,126 vpd (3,290 vpd multiplied by 0.95). Please revise accordingly.

02/20/2026 Response 3: **The Existing Conditions Roadway Analysis has been updated accordingly. The No Build and Build Conditions Roadway Analyses were not updated because of the inclusion of FDOT project # 453311-1 as a background project.**

Please also note that following the same parameters and adjustments used for the daily capacity, the peak hour capacity is as follows:

Existing: 3,130 vph

No Build: 3,450 vph

See calculations below:

Comment 3 Status: *Comment remains open, please see response to Comment #2.*

02/12/2026 Comment 4: General Comment: For any roadway segments where the volume of traffic added by the project accounts for 25% or greater of the segment's remaining capacity, coordinate with Brevard County Planning and Development for a concurrency evaluation.

02/20/2026 Response 4: **Comment noted.**

Comment 4 Status: *Comment remains open pending the resolution of Comments #2 and #3.*

02/12/2026 Comment 5: PDF Pg 214, 2026 Existing Traffic Volumes: The 2026 volumes shown for the intersection of Pioneer Rd and the Shared Driveway do not appear to match those included in the appendix. Please review.

02/20/2026 Response 5: **The Exhibits in Appendix D have been updated to remove driveways not being analyzed under the specified Alternatives.**

Comment 5 Status: *The AM Peak Hour volumes shown for the intersection of Pioneer Rd & the Shared Driveway (Exhibits 1, 2, 5-0, 5-1, and 5-2) do not appear to match the volumes shown in the counts (PDF pg 173).*

02/12/2026 Comment 6: PDF Pg 215, 2027 No Build Traffic Volumes: It appears that the growth rates used to determine the background volumes at the SR 528 EB and WB ramps were switched. The EB approach of SR 528 is Segment 128 (1.77% annual growth rate) and the WB approach of SR 528 is Segment 129 (3.79% annual growth rate).

02/20/2026 Response 6: The growth rates have been updated accordingly. All affected traffic volumes have also been updated, see Exhibit 2 in Appendix D.



Comment 6
Status: *Comment closed.*

02/12/2026
Comment 7: PDF Pg 227, *Synchro Analysis*, Courtenay Pkwy & Pioneer Rd (AM and PM Peak Hours): Please set recall mode to Min for phases 2 and 6.

02/20/2026
Response 7: The synchro files have been updated accordingly. See the submitted synchro files and the synchro reports presented in Appendix E.

Comment 7
Status: *Comment closed.*

02/12/2026
Comment 8: PDF Pg 230, *Synchro Analysis*, Courtenay Pkwy & SR 528 EB Ramps (AM and PM Peak Hours):

- a. Please set recall mode to Min for phases 2 and 6.
- b. Please set the yellow time to 4.1 sec and all red time to 3.0 sec for the EB phase.

02/20/2026
Response 8:

- a. Note that per the signal phasing and timing information received, phases 2 and 6 use max recall during coordination, see below.
- b. The yellow time for the EB phase has been updated accordingly, see to Appendix E and attached synchro files.

Comment 8
Status: *Comment closed.*

02/12/2026
Comment 9: PDF Pg 233, *Synchro Analysis*, Courtenay Pkwy & SR 528 WB Ramps (AM and PM Peak Hours): Please set recall mode to Min for phases 2 and 6, and Off for phase 1.

02/20/2026
Response 9: Per the signal phasing and timing information received, phases 2 and 6 use max recall during coordination. Similarly, phase 1 uses min recall during patterns 1 and 3, see below.

Comment 9
Status: *Comment closed.*

02/12/2026
Comment 10: General Comment: Please provide the Synchro files with the next submittal.

02/20/2026
Response 10: Comment noted, the synchro files have been provided.

Comment 10
Status: *Comment closed.*

02/12/2026
Comment 11: General Comment: Following the coordination meeting with Bowman Consulting Group on 2/11/2026, a new access configuration was presented to Staff. Please revise the TIS to include this alternative (analysis and proposed concept). Ensure that this alternative satisfies all turn lane concerns and future needs at the intersection of N Courtenay Pkwy (SR 3) and Pioneer Rd.



February 26, 2026

02/20/2026
Response 11: The exhibits in Appendix D have been updated to remove driveways not being analyzed under the specified condition. The synchro reports presented in Appendix E have also been updated to remove driveways not being analyzed under the specified condition.

Comment 11
Status: Running the intersection of N Courtenay Pkwy (SR 3) and Pioneer Rd in SimTraffic revealed WBL queuing concerns with regard to the new proposed driveway location on Pioneer Rd. Please be advised that the final driveway configuration will not be reviewed and approved until there is a formal site plan submittal.

02/12/2026
Comment 12: General Comment: The Background and Buildout scenario analyses will be reviewed in further detail upon resolution of the comments above.

02/20/2026
Response 12: Comment noted.

Comment 12
Status: Comment closed.

02/12/2026
Comment 13: General Comment: The turn lane analysis and queuing analysis will be reviewed upon resolution of the comments above.

02/20/2026
Response 13: Comment noted.

Comment 13
Status: Comment closed.

Should you have any questions, please contact us at 321-633-2077.

Best regards,



Sean Smith, EI
Engineer I

Cc: Corrina Gumm, PE, Traffic Operations Manager
Trina Gilliam, MSURP, Planning and Zoning Manager
Peter Nguyen, PE, Engineer II
William Johnson, PE, Engineer III



The map shows a proposed development site at the intersection of Highway 350 and Highway 125. The site is outlined in red and contains several buildings labeled 'BUILDING #1' through 'BUILDING #8' with their respective types. A 'CLUB HOUSE' is also indicated. The map shows existing and proposed turn lanes, a trash area, and surrounding residential and commercial areas.

Buildings and Types:

- BUILDING #1 TYPE 1
- BUILDING #2 TYPE 1
- BUILDING #3 TYPE 3
- BUILDING #4 TYPE 4
- BUILDING #5 TYPE 2
- BUILDING #6 TYPE 4
- BUILDING #7 TYPE 2
- BUILDING #8 TYPE 1

Other Features:

- CLUB HOUSE
- RES-15 RESIDENTIAL NEIGHBORHOOD COMMERCIAL
- TRASH
- PROPOSED 315 TURN LANE
- PROPOSED 350 TURN LANE
- EXISTING 125 TURN LANE
- PROPOSED 125 TURN LANE
- 430' PROPOSED TURN LANE
- 50' TAPER

ZONE 1: Neighborhood Commercial
3.659 acres
109 units max

BUILDINGS 1-2:
Building Type 1
24 Units/EA

BUILDING 3:
Building Type 3
30 Units/EA

AMENITY: 6,500 S.F.

PARKING:
Surface: 368 Spaces
Parallel: 21 Spaces

TOTAL: 389 Spaces
(1.73 Spaces/Unit)

Surface: 368 Spaces
Parallel: 21 Spaces

TOTAL: 389 Spaces
(1.75 Spaces/Unit)

ZONE 2: Residential
7,581 acres
113 units max

BUILDING 5:
Building Type 2
29 Units

BUILDING 6:
Building Type 4
80 Units/EA

BUILDING 7:
Building Type 2
30 Units/EA

BUILDING 8:
Building Type I
24 Units/EA

TOTAL: 222 Units
930 S.F. Average)



March 16, 2026

0000.00

1 Density Study - Option 1

Scale: 1" = 100' 0"

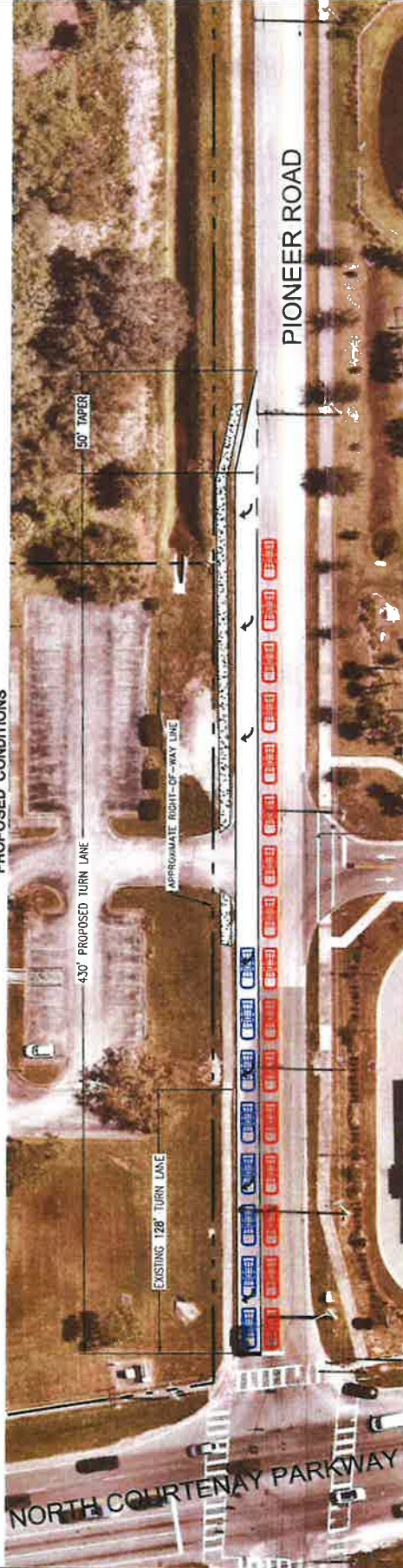
Merritt Island

© 2026 Poole & Poole Architecture, LLC 4240 Pak Place Court, Glen Allen, Virginia 23060 Phone 804.225.0215 Internet www.2po.net

EXISTING CONDITIONS



PROPOSED CONDITIONS



SITE DATA TABLE

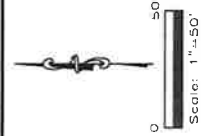
[illegible]

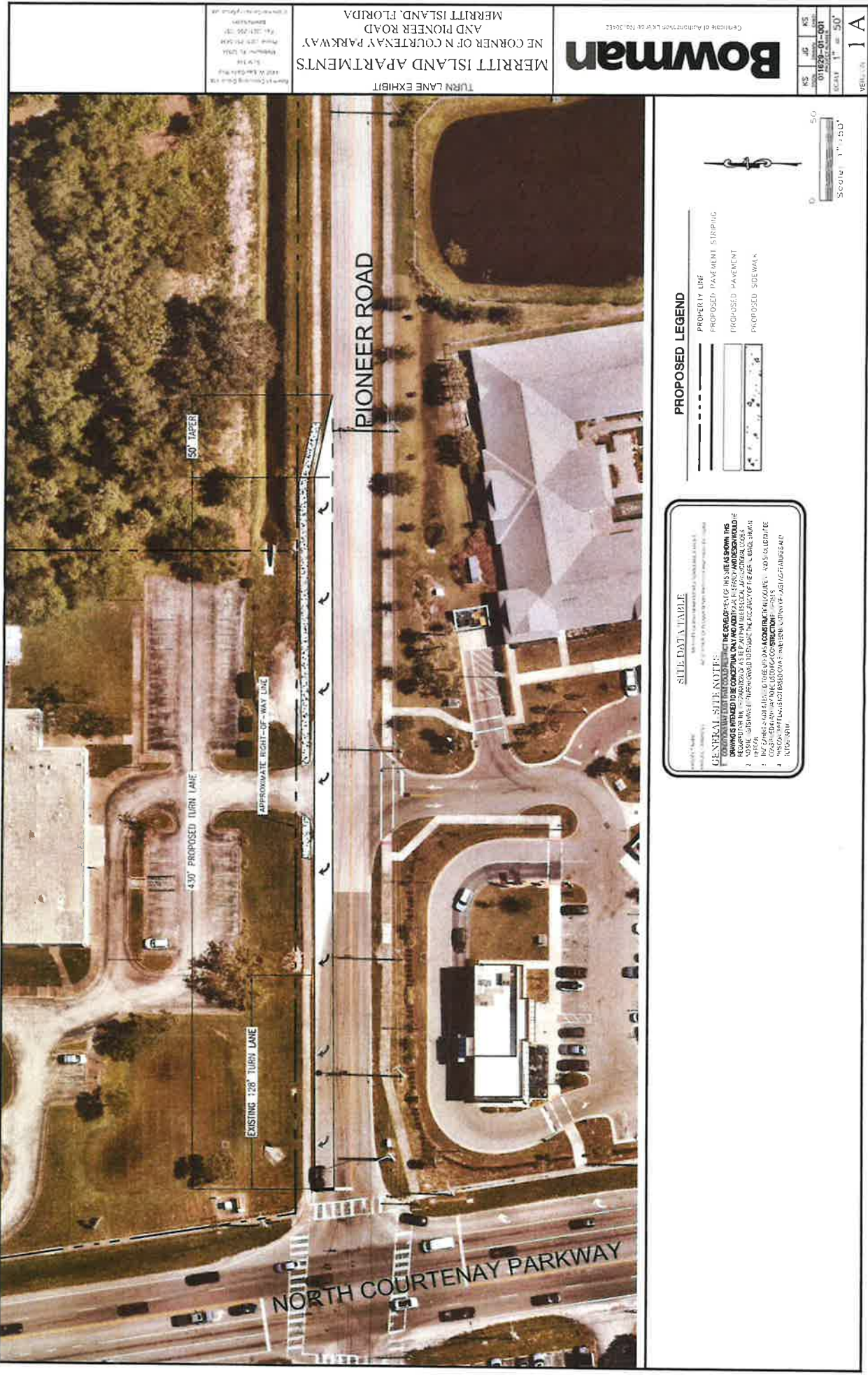
PROPOSED LEGEND

	PROPERTY LINE
	PROPOSED PAVEMENT STRIPING
	PROPOSED PAVEMENT
	PROPOSED SIDEWALK

LEGEND

RIGHT TURN QUEUE
THROUGH / LEFT TURN QUEUE





PROPOSED LEGEND

---	PROPERTY LINE
---	PROPOSED PAVEMENT STRIPING
---	PROPOSED PAVEMENT
---	PROPOSED SIDEWALK

SITE DATA TABLE

GENERAL SITE NOTES:

1. THIS SITE PLAN IS A CONCEPTUAL DESIGN AND IS NOT TO BE USED FOR CONSTRUCTION.
2. THE DESIGNER HAS NOT CONDUCTED A FIELD SURVEY OF THE SITE.
3. THE DESIGNER HAS NOT CONDUCTED A FIELD SURVEY OF THE SITE.
4. THE DESIGNER HAS NOT CONDUCTED A FIELD SURVEY OF THE SITE.

Scale: 1" = 50'

Bowman

Geometric of Automobile License Fee, 2002

MERRITT ISLAND APARTMENTS
NE CORNER OF N COURTEYAN PARKWAY
AND PIONEER ROAD
MERRITT ISLAND, FLORIDA

TURN LANE EXHIBIT

From: [Kim Rezanka](#)
To: [Kim Rezanka](#)
Subject: FW: Rangewater Residential Traffic Impact Study
Date: Thursday, March 19, 2026 1:09:05 PM

From: TrafficStudies <trafficstudies@brevardfl.gov>
Sent: Friday, March 6, 2026 9:01 AM
To: Daniela Jurado <djurado@bowman.com>; TrafficStudies <trafficstudies@brevardfl.gov>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina <Trina.Gilliam@brevardfl.gov>
Subject: [EXTERNAL] RE: Rangewater Residential Traffic Impact Study

Good morning Daniela,

Brevard County Traffic Operations has completed the review of the Rangewater TIA and confirmed that we have no further comments, pending the formal site plan submittal. Concurrency will be resolved during the subdivision plan review, following the rezoning process. If you have any questions regarding concurrency, please reach out to Trina Gilliam.

Thank you,

Sean Smith E I

Brevard County Public Works

2915 Pineda Causeway, Melbourne, FL 32940
Office: 321-633-2077

From: Daniela Jurado <djurado@bowman.com>
Sent: Thursday, March 5, 2026 12:26 PM
To: TrafficStudies <trafficstudies@brevardfl.gov>
Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina <Trina.Gilliam@brevardfl.gov>
Subject: RE: Rangewater Residential Traffic Impact Study

Good afternoon,

Please find attached the updated Traffic Impact Analysis report and comment response letter.

Feel free to reach out if you have any questions.

Best regards,

DANIELA JURADO, PE

Senior Project Manager, Transportation | **BOWMAN**

O: (321) 255-5434 | D: (321) 608-0498

djurado@bowman.com

From: TrafficStudies <trafficstudies@brevardfl.gov>

Sent: Thursday, February 26, 2026 2:01 PM

To: Daniela Jurado <djurado@bowman.com>

Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina <Trina.Gilliam@brevardfl.gov>; TrafficStudies <trafficstudies@brevardfl.gov>

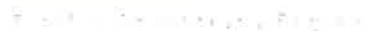
Subject: [EXTERNAL] RE: Rangewater Residential Traffic Impact Study

Good afternoon Daniela,

Brevard County Traffic Operations has completed the review of the revised Rangewater Residential TIS, dated February 20, 2026. Review comments are provided in the attached letter. Please let us know if you have any questions or concerns.

Thank you,

Sean Smith E 1

 Brevard County Public Works

Brevard County Public Works

2915 Pineda Causeway, Melbourne, FL 32940

Office: 321-633-2077

From: Daniela Jurado <djurado@bowman.com>

Sent: Friday, February 20, 2026 4:47 PM

To: TrafficStudies <trafficstudies@brevardfl.gov>

Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina

<Trina.Gilliam@brevardfl.gov>

Subject: RE: Rangewater Residential Traffic Impact Study

Good Afternoon,

Please find attached the updated Traffic Impact Study, Synchro and comment response letter.

Do not hesitate to contact me if you have any questions or need any additional information.

Best regards,

DANIELA JURADO, PE

Senior Project Manager, Transportation | **BOWMAN**

O: (321) 255-5434 | D: (321) 608-0498

djurado@bowman.com

From: TrafficStudies <trafficstudies@brevardfl.gov>

Sent: Thursday, February 12, 2026 11:54 AM

To: Daniela Jurado <djurado@bowman.com>

Cc: Nguyen, Peter <Peter.Nguyen@brevardfl.gov>; Gumm, Corrina <corrina.gumm@brevardfl.gov>; Johnson, William <William.Johnson@brevardfl.gov>; Michael Oliver <moliver@liverangewater.com>; Thomas Leigh <thomas.leigh@liverangewater.com>; Kyle Shasteen <kshasteen@bowman.com>; Smith, Sean <Sean.Smith@brevardfl.gov>; TrafficStudies <trafficstudies@brevardfl.gov>; Jessica Stord <jstord@bowman.com>; Gilliam, Trina <Trina.Gilliam@brevardfl.gov>

Subject: [EXTERNAL] Rangewater Residential Traffic Impact Study

Good afternoon Ms. Jurado,

Brevard County Traffic Operations has completed the review of the Rangewater Residential Traffic Impact Study, dated February 2nd, 2026. Review comments are included in the attached letter. Please let us know if you have any questions or concerns.

Thank you,

Sean Smith  

Brevard County Public Works

2915 Pineda Causeway, Melbourne, FL 32940
Office: 321-633-2077



February 6, 2026

M E M O R A N D U M

TO: Billy Prasad, Planning and Development Director Attn: Trina Gilliam

RE: Board Actions on Planning and Zoning Board Recommendations

The Board of County Commissioners, in regular session on February 5, 2026, took action on Planning and Zoning Board Recommendations.

Your continued cooperation is always appreciated.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
RACHEL M. SADOFF, CLERK

A handwritten signature in blue ink that reads "Kimberly Powell".

Kimberly Powell, Clerk to the Board

Encl. (1)

cc: Alice Randall, Zoning
County Attorney

PLANNING AND ZONING BOARD RECOMMENDATIONS

- Item H.1. **Jay Steinke and Grant Steinke.** Goodson/Adkinson. Approved the request for a change the zoning classification from GU to AU. (25Z00038)
- Item H.2. **Laughing Clown, LLC.** Delaney/Feltner. Adopted Ordinance No. 26-01, setting forth the fifteenth Small Scale Comprehensive Plan Amendment (25S.15) to change the Future Land Use (FLU) designation from RES-2 to CC. (25SS00009)
- Item H.3. **Laughing Clown, LLC.** Adkinson/Delaney. Approved the request for a change of zoning classification from RP to BU-1-A. (25Z00028)
- Item H.4. **Strada Development, LLC.** Goodson/Delaney. Denied the request to change the zoning classification from AU and RR-1 to SR with a BDP, and directed the County Attorney to prepare a Finding of Fact to bring back for Board consideration. (25Z00039)
- Item H.5. **C. Steven Douglas.** Adkinson/Feltner. Approved the request for a change of zoning classification from TR-2 with BDP to AGR with removal of the existing BDP. (25Z00047)
- Item H.6. **Clinton Smith and Kimberly Smith.** Adkinson/Delaney. Approved the request for a change of zoning classification from RU-1-7 to SR. (25Z00048)
- Item H.7. **Lazy River Investments, LLC.** Adkinson/Delaney. Denied the request for a change of zoning classification from RU-1-13 to AU(L) and directed the County Attorney to prepare a Finding of Fact to bring back for Board consideration. (25Z00049)
- Item H.8. **100 Flug Ave., LLC.** Goodson/Feltner. Approved the request for a change of zoning classification from BU-1 to RU-2-15. (25Z00050)
- Item H.9. **Eric D. and Pamela S. Martin Trust.** Goodson/Delaney. Approved the request for a change of zoning classification from BU-1 to BU-1 and BU-2. (25Z00051)
- Item H.10. **Blair Foster (Foster Family Living Trust).** Feltner/Delaney. Approved the request for a change of zoning classification from GU to SR. (25Z00053)

- Item H.11. **Merritt Bidco SPV, LLC.** Goodson/Adkinson. Continued the request for a change of zoning classification from AU with a BSP to RU-2-15 and RU-2-30 with removal of BSP, to the March 16, 2026, Local Planning and Zoning (LPA) meeting and the April 2, 2026, Zoning meeting. (25Z00054)
- Item H.12. **Beverly Jean Richardson.** Delaney/Feltner. Approved the request for a change of zoning classification from RU-1-9 to RU-2-4. (25Z00055)
- Item H.13. **Jacob Foune.** Altman/Feltner. Adopted Ordinance No. 26-02, setting forth the fourteenth Small Scale Comprehensive Plan Amendment (25S.14) to change the Future Land Use (FLU) designation from RES-1 to RES-2. (25SS00008). Commissioners Adkinson and Delaney voting nay.
- Item H.14. **Jacob Foune.** Altman/Feltner. Approved the request for a change of zoning classification from SR with a BDP to SR with removal of the existing BDP and addition of a new BDP to include that the applicant agrees that the rezoning requested companion FLU amendment application was a result of an unlawful split by the predecessor in interest and will stipulate that fact in any future proceeding regarding that action and that this FLU amendment application are not precedential, but instead is being requested to resolve the substandard lot that has arisen as a result of the unlawful split, and under these particular circumstances that it be recognized that these actions are being granted based on the unique conditions of the subject property. (25Z00037) Commissioner Delaney voting nay.
- Item H.15. **Princeton Technology, LLC.** Delaney/Feltner. Continued the request for a Conditional Use Permit (CUP) for (4COP) full liquor, beer, and wine license for on-premises consumption, accessory to a restaurant, to the March 5, 2026, Zoning meeting. (25Z00044)

PLANNING AND ZONING BOARD/LOCAL PLANNING AGENCY MINUTES

The Brevard County Planning & Zoning Board met in regular session on **Monday, January 12, 2026**, at **3:00 p.m.**, in the Florida Room, Building C, Brevard County Government Center, 2725 Judge Fran Jamieson Way, Viera, Florida.

The meeting was called to order at 3:00 p.m.

Board members present were Mark Wadsworth, Chair (D4); Henry Minneboo, Vice-Chair (D1); Jerrad Atkins (D1); John Hopengarten (D1); Ruth Amato (D1); Ron Bartcher (D2); Robert Wise (D2); Erika Orriss (D3); Eric Michajlowicz (D3); Debbie Thomas (D4); Neal Johnson (D4); Robert Brothers (D5); Ana Saunders (D5); and Melissa Jackson (D5).

Staff members present were Trina Gilliam, Planning and Zoning Manager; Paul Body, Planner; George Ritchie, Planner; Derrick Hughey, Planner; Alex Esseesse, Deputy County Attorney; and Alice Randall, Operations Support Specialist.

EXCERPT OF COMPLETE MINUTES

H.11. Merritt Bidco SPV, LLC (Kim Rezanka) requests a zoning classification change from AU with a BSP to RU-2-15 and RU-2-30 with removal of BSP. (25Z00054) (Tax Account 2412106) (District 2)

Paul Body read the item into the record.

Kim Rezanka spoke to the application. Here with me is Michael Oliver from Rangewater, the engineer of record. Kyle Shasteen, and the traffic engineer, Daniela Gerard, and Tom Lee is also here with Rangewater. This is a rezoning. It looks a lot like a future lane use change, but it's not. This is 11.24 acres that is on Pioneer and Courtney. The request is for RU-2-15 on the portion that's RES 15 already future land use, that's 7.5 acres to RU-2-15 from AU. And then on the front portion on Courtenay it's 3.66 acres currently neighborhood commercial that we're seeking to go to RU-2-30 which is allowed by the comprehensive plan FLU policy 2.10. The goal is to put 222 units. It's approximately 19.75 units to the acre. As you know, there have been very few new apartments in Merritt Island. Woodfield is going in behind the mall, but that's been the first apartment complex in the last 35 years from what I understand. This is also seeking a removal of a binding site plan that was done many, many years ago to allow the current medical complex there. The entire property is subject to a BSP for a hospital and medical use. So, in theory, a hospital could be built there. I think that was the intent is to expand the medical facility. It was never done. So, this property is laying vacant and went into bankruptcy. This was the old steward property. It went out of bankruptcy. The owner is a Merritt Bidco which we're under contract with to purchase. That CUP will go away if this property is rezoned. We did have a community meeting on November 24th. Over 200 invitations went out. Approximately 20 neighbors showed up and all the MIRA representatives showed up as well. This also did go to MIRA, that recommended denial as you're aware because of traffic concerns. I would assert that traffic concerns are not the issue at this point. Florida statutes do not let you deny projects because of capacity. It just requires proportionate fair share agreement. We've run those numbers. The developer is willing to donate a proportionate fair share. That is an option and he's willing to do that. At the community meeting, there was a site plan shown, a concept plan, again, not fully engineered, and the neighbors had concerns about height, parking, traffic, flooding, buffering, windows, balconies, location of buildings, and the removal of trees. You've seen that in what appear to be AI generated responses sent to you via emails. We run it through an AI generator, and most of it is done through AI. Spot zoning is a unique term and somehow it came up in AI generated documents. So based upon what the community says the developer is willing to put into a binding development plan that they will have buffers to the east setback for building of 100 ft. Willing to have

setbacks from the north to the building of 50 feet and keep that in Native Preserve. As to traffic, they are willing to work and extend the turn lane on Pioneer that goes to the north and will do whatever is necessary to do a proportionate fair share. That traffic concurrency issue is kind of unique. I've not run into it before where if it's over 85% capacity, you're only allowed to have a certain percentage designated. That's something new. To me it's contrary to Florida law but we have disagreement on that but again Florida law says you can't deny it because of capacity so you have to go into a proportionate fair share. I do want to say that the impact fees generated from this will be over half a million dollars which the county could indeed use to try to improve Pioneer Road. Part of that problem is it's not our right-of-way. We can do the right-of-way on the property under contract to extend that turn lane, but there's nothing else we can do. There's Florida Power and Light poles to the south and that would be something that the county would have to work with FP and L if that were intended to be done. That's just an overview of the project. Mr. Oliver would like to speak a little bit about the company and Kyle Shasteen, the engineer of record will talk about the changes that were made to the concept plan based upon what the neighbors said and then Danielle Gerardo will talk about her traffic study that she did to do the actual counts. The counts currently are used by Space Coast TPO. Her counts came out similar to it, but I'll let her explain it and about the improvements that would be made.

Michael Oliver stated he is the managing director of development for Rangewater for the state of Florida. We develop in Tampa, Jacksonville, Orlando, and here in Brevard County. With me here is Tom Lee, development manager for this proposed project. Rangewater is a national multi-family developer active here in Florida but also across the Sunbelt. In Florida, we've developed 6,000 homes and managed 20,000 units. And then nationally, we have developed 25,000 homes and manage 100,000 units. Over the past decade we have been recognized by the National Association of Homebuilders as the developer of the year. We share this not as a point of pride but to demonstrate the depth of experience, the long-term commitment that we bring to the communities that we build in. Our development philosophy is centered on community focused placemaking, long-term neighborhood compatibility, high quality design and responsiveness to local contexts. As Kim mentioned, we met with the neighborhood and the neighbors, many of which are here today, and we listened to their concerns at a community meeting in November. We heard about building heights, proximity of parking to property lines, building setbacks, and traffic. And we have done everything that we feel is reasonable to alter the conceptual plan that is shown in front of you and on this board right here to accommodate and to be the best neighbor that we can possibly be. Kyle will speak a little bit to this, but I think primarily of note, we are committed to providing a 100-foot building setback on the east property line, to three story residential buildings, which is, as I think most people here are aware, a much larger building setback that is required by most zoning designations. Additionally, we committed early on to doing three-story product, three-story apartment buildings here in lieu of four-story just based on the proximity of the homes to residential neighbors. And the conceptual plan accommodates that. Additionally, we met with neighbors on the north property line, specifically Mr. Clamp and we heard about some pine trees on our property that are mature and they feel suit the needs and aspect of the neighborhood and we have committed to Mr. Clamp and those neighbors to preserve that tree canopy adjacent to their homes within 50 ft to allow for that buffer, adequate buffer between those homes and the parking lot and single-story clubhouse that we have on the other side of that. I say all this to say that we have 13 immediate residential neighborhood neighbors and our goal with the latest iteration of the conceptual plan is to maintain privacy, separation, and enhanced buffering through that landscaping, through storm water features, and long-term maintenance. These refinements were made intentionally and directly in response to the neighbors and their concerns.

Kyle Shasteen stated he will be the engineer of record for this project and responsible for making sure that this site plan meets the county's applicable land development codes as well as any storm water requirements set forth by the state and other agencies once this moves forward to the site planning stage. As Mike said, we have met with the residents nearby two times now. First at a neighborhood meeting and second at the MIRA board meeting. We've heard a lot of input from the neighbors and this site plan has really come a long way to accommodate some of those requests. Being the 100-foot building setback, the setback to the north. Bowman's gone out there. We've conducted a tree survey. I believe it was 20 feet from the north and the east property lines to see what kind of native vegetation is currently there so that we could provide a natural buffer to keep what the residents are used to seeing. Part of that buffer along the east is going to be our storm water retention ponds. We've done some preliminary calculations. We found a model that was done by the county looking at Pioneer Road. There's a ditch along the north side there that kind of drains a larger basin which eventually ends out in Sykes Creek. So, once we do the engineering for this site, we're going to be looking at that base and making sure there's no adverse impacts to the surrounding area. There are also some wetlands on site that we're preserving. You can kind of see it there on the east side. It's the green cluster. So that has been delineated by an environmental scientist locally here in town and confirmed by St. John's. So that area has been delineated. So, we are going to preserve what's required by the county. I'm here to answer any questions. Anything comes up regarding storm water site layout. And I will say just about Rangewater, they have been willing to change their plan to meet some input from the community. It's something that I haven't always seen in the line of work that I do. And I really I'm very impressed with this site plan has come given the process that we've been through.

Daniella Jurado stated she is the traffic engineer with the project. Rangewater Residential has 222 low-rise residential units. It would be three floors and per ITE this is considered low-rise residential. The anticipated daily trip generation of the site is 1,379 daily trips. This would be inbound and outbound trips. The anticipated peak hour trip generation of the site would be 91 morning peak hour trips and 115 pm peak hour trips. That would be for the pm for example would be 72 inbound trips and 43 outbound trips. We have received several complaints or comments regarding the possibility of the impacts of the traffic in the roads and so we reviewed the daily capacity of the roads and based on current volumes the road, North Courtenay operates at 0.88 volume to capacity ratio and under build conditions North Courtenay will be operating at 0.93 volume to capacity ratio. So, the calculated impact of the project would be on the remaining capacity would be 24.95%. We've done a scope with the county and FDOT. We have agreed to a scope and methodology for the traffic impact analysis. This scope contains all the intersections that we're going to be analyzing in the traffic impact study. We have already collected the data and we're currently analyzing all the intersections. We hope to have results by the end of the month. There have been some changes in the access conditions currently but we're still working on analyzing the driveways. For the intersections that we're analyzing, the intersection of Pioneer and North Courtenay. We're analyzing the two ramps and all the driveways. We have also collected two counts at Pioneer, and we also collected videos for the cues along Pioneer Road to make sure that the cues were not backing up to the driveway. The current volume to capacity ratio of Pioneer Road is 0.32. That is one of the biggest concerns of the community. We've also reviewed the peak hour volumes of pioneer especially during the school dismissal and what the peak hour capacity of that road would be 1,333 peak hour trips and the existing school dismissal volumes are 448 peak hour trips from 2 to 3 p.m. And from 3 to 4 p.m. we've collected data and made sure that we had the volumes in that road. We also reviewed the videos, and we also had site visits to make sure that the cues were not backing up into the side driveway and

we are analyzing that data. And for the traffic impact study, we will be addressing any queuing issues along Pioneer Road both onto North Courtenay and onto the side driveway.

Mr. Oliver added North Courtenay Parkway, state road 3, we believe it's Merritt Island's primary north south connector, an arterial and a critical transportation employment corridor. We are aware based on our conversations with MIRA, FDOT, everyone else that it is the focus of many redevelopment planning efforts and corridor studies and infrastructure investments being advanced. This corridor directly serves the region's largest employment centers including the Kennedy Space Center, the growing commercial space industry in Port Canaveral, all of which continue to drive job creation across aerospace defense, logistics, maritime, tourism and advanced manufacturing. That's exactly why we believe that this is a suitable location for a multi-family property. These industries collectively support tens of thousands of direct and indirect jobs and are projected to continue expanding over the coming years. From a land use and planning perspective, as Kim mentioned, this site is appropriately located for a higher density residential development along a major arterial within the urban service area and is in close proximity to major job centers. The project represents from our perspective responsible infill development that aligns with the county's long-term growth strategy and the future land use plan. As mentioned, we have met with the neighbors. We have heard the neighbors' concerns, and we have done our best to reasonably accommodate those comments in the latest iteration of the conceptual plan.

Ms. Rezanka stated I'm not sure the neighbors have seen this plan. I do not believe they've seen the extra buffers. This is North Courtenay. This is Pioneer. They will extend the turn lane that goes onto Courtenay heading north. This is a 100-foot buffer to the east to the building line, where currently the existing BSP only requires a 50-ft buffer and then an additional 50-ft buffer which is in the old BSP and a natural landscape to the north. So again, that's willing to commit to that in a BSP to have the 50-foot buffer to the building line, 100-foot buffer to the building line, and extending the Pioneer Road. And we'll do whatever else the county tells us to do that's within our ability to do, including the proportionate fair share. I did also want to bring up the issue that this is infill as Michael stated, this is an infill development. This is a site that's underutilized. This binding site plan has been on it since 1983 and has not been developed. Meaning it wasn't going to be developed. It wasn't primed to be developed. Wasn't right to be developed. This is an opportunity to have a different type of residential use in Merritt Island. The housing element objective four says that Brevard County shall continue to provide for adequate lands for residential land uses in a wide variety of housing types. Again, there's not been any new apartments in Merritt Island for a good 30 to 35 years, except for Woodfield that's being built behind the mall. There were also issues about the drawbridge and the impact on traffic there. As I mentioned previously that drawbridge is not allowed to be opened between 6:15 a.m. and 8:15 a.m. or between 3:10 p.m. and 6:10 p.m. And, I did want to indicate that there are multiple types of uses. There are condominiums to the north and west of this property. There are single family. There is a mobile home park to the west and there down by Merritt Island High there are some apartments, also JB Somerset. With that, we would ask that you recommend approval of the RU-2-15 and the RU-2-30 on the portion next to Courtenay.

Mr. Minneboo commented under most projects we're not supposed to help you design anything, but this is such a significant traffic issue that if I was the one that was submitting, I would say I would need to show you the geometrics of Pioneer. My calculations showed you almost have 3,000 trips every day over and exceeding what's already there. The generation went right out of the manual and unless we've significantly reduced the number of units you're going to look tend to the box. So, I'm

using 3,000 because it's a lot easier for the world to understand 3,000 more cars that are potentially going to be at this intersection.

Ms. Jurado stated yes it's based on the ITE and that's based on national data. That has more than 250 different data points and throughout the nation. The anticipated trip generation of the site is 1,379 trips and that is including inbound and outbound. That's inbound and outbound. It would be 690 trips inbound and 689 trips outbound.

Mr. Minneboo commented I'm not debating this, but in this case, the staff and I agreed. The staff that's going to review it. So, we're close. Saying that, there's no geometric shown for what I think is going to be the primary access to the north. If nothing else, it's going to be an exclusive outbound direction. It's going to go west and north. So, you're going to have significant movements there because the backup on Pioneer now is atrocious. And it's sort of neat to watch. If you can get the timing just perfect, you may be able to get all the way to Sykes Creek. And that's just not a bunch of bull. But you get the mamas out there bringing their kids home. You got Starbucks now that's open all the time. You got the car wash in there. You got the old people's place in there. List goes on that can clutter up at one time. I wish we could have seen the geometrics. I'm debating on what somebody said about the amount of right-of-way that's on Pioneer. I'm going from memory, but I thought it was greater than 50 ft. Every foot there is going to be extremely important, especially when you're going to go to a minimum of 10-foot lanes. So, you really have a tremendous problem and traffic-wise. I don't need to expound upon it. Staff what's the closest RU-2-30 to this site?

Ms. Gilliam responded there's RU-2-30 to the south, south of Butler Avenue.

Mr. Minneboo commented way down there. That's another issue. This intersection was commercially designed because all four quadrants are commercialized with no intent of single-family residents going beyond there. And now we've overloaded it with some additions. How many units do we have in here?

Ms. Jurado responded 222.

Mr. Minneboo stated we don't require that. But to me, something of this nature with this magnitude in the traffic side, we should have had some geometry that clearly depicted what you guys are going to do. The center lane of North Courtenay is nothing more than a left turn bidirectional. That's all it is. It's not what every person uses it for. A deceleration or acceleration. It is not designed for that. That's what it's being used for. So, there's going to be a treatment that's got to be better than what's there.

Ms. Jurado responded this will go on the site plan review once the rezoning is approved, but it must be approved for them to move into like the site design and any geometrical reviews of that intersection. So, for now the only thing that we know is that there is availability for that right turn lane and that they would be able to construct it because that's part of their frontage. That's the amount of information that we have for now. We are looking into that part of the traffic. We know that for example if those are two different lots, if for example the lot on Pioneer was developed without the other one all that traffic would be impacting the road along Pioneer Road. In this case the trip distribution and based on the regional planning model that we use for the trip distribution, is showing that 68% of the trips would go to and from the north. 32% would go to and from the south. That is showing the number of trips that would be allocated to Pioneer. They would still use that road, but not all the trips would be using that road. We're expecting 35 peak hour trips and that is close to one

vehicle per minute on the peak hour and based on that we'll be doing all the reviews and everything but if for example another development was proposed here and they would not have the access along North Courtenay, those trips would be only allocated to Pioneer. If a development that is less intense than what Rangewater is proposing, they would likely not be analyzing any traffic impacts at the intersection. So that's one of the things that we fortunately are reviewing, are the impacts on that intersection and we can propose improvements that can mitigate not just the impacts of the development but also can help with the current queuing issues that they have.

Ms. Rezanka added what I was trying to explain is that there would be a 100-foot buffer here and that Pioneer would be extended eastward because right now the turn lane ends right at this property line. The turn lane to go north would be extended because it's going to be property that they're purchasing. This is multifamily. The trip generation is about 7 and a half per trip. So that's why it's less than 3,000. Also, as you may be aware, FDOT is putting a median in down this road. And they're not going to let any new median cuts. They're in discussions with the current owner of the health center complex there to do a cross access so people can get through the median. Right now, it's a right in right out on the north entrance there. So again, this could be commercial. It's RES 15 with neighborhood commercial on the north portion. If it was intended to have commercial here, the trips generated would be substantially more than that. Also too, if peak hour going on to Pioneer is only 35, that's one every two minutes. That's not a great amount. She did do the school counts as well. We have looked at the school and we would work with the school board to try to figure out how to manage some of their traffic. Right now, we were told by the residents that they're cutting through the subdivision to go north because the turn lane doesn't go east enough. So, that's what we would be working on. Again, there is still capacity on Courtenay. Just the county's ordinance won't let us take it all. We wouldn't take it all and we would enter into a proportionate fair share agreement to assist the county with whatever they thought needed to be done, because to try to align to the west if you add an extra lane to go south it messes up the alignment on the west side of the road. The best we can offer right now is Pioneer Road, extending the turn lane to the east to go north, and then our proportionate fair share so the county can try to fix this problem. We don't have all the answers, and we don't have the right-of-way to fix it.

Mr. Hopengarten inquired if this is going to have security gates.

Mr. Rezanka answered no. There would be queuing that would back up, so no.

Mr. Oliver added the initial plan that we contemplated did have security gates but based on the constraints that we were working around; it got too tight to allow for queuing.

Mr. Hopengarten continued with in this diagram here, it's different than the one that we received originally in our package. Where is the access going to be on the south side here?

Mr. Oliver stated we've negotiated a cross-access easement with the medical office property so that we have a secondary access point which is required for emergency services but also it would be contemplated as a secondary access point but as you can see from the site plan most residents are going to use the main entrance going north south. And that's with the current owner of the medical office property. That's also under contract. We've negotiated with the individual that has it under contract.

Mr. Hopengarten stated he lives north of that area. The traffic going toward the barge canal, highway 528 is horrendous. It backs up all the way to Pioneer. By putting that many units at that spot are going to cause a problem. There must be a better way. There is a traffic light at Pioneer, which means that the better decision would be to have the traffic come out of Pioneer rather than to come out onto Courtenay directly from your site. It would alleviate a lot of the traffic problems that you would have. However, the people that live down the road off Pioneer in those neighborhoods onto Sykes Creek will probably object to that because it would back up all the way to Sykes Creek. It's a strange request here to have that many units, that many vehicles to be right there. I'm all for apartments being put up. So, they're all renters. I think it's a problem. Are there any wetlands on the site?

Mr. Oliver responded there are. The pocket of green north of the medical office is wetlands that we are preserving. We're preserving about an acre of wetlands. And that's formally delineated with St. John's River Water Management District.

Mr. Hopengarten continued with the 100-foot buffer is a good idea. I think the neighbors would like that, but I think that many units are going to be a problem.

Mr. Oliver responded we contemplated having a primary access point off Pioneer based on the feedback that we received from the community. That was not well received. So that is why we've shifted the focus and the primary access off North Courtenay. As mentioned, there will be a median installed along North Courtenay Parkway that is slated for spring of 2027 to commence. By the time this property is built in early to mid-2028, if we're successfully rezoned and permitted, the median would be installed. On North Courtenay. FDOT restricts the number of accident-prone turns that are being generated left and right coming out of the neighboring communities north and south of this property. We initially contemplated a higher zoning designation, RU-2-30 for the entire site. Since the future land use for the east side of the property was RU-2-15, we decided that it was best to proceed with that just given the proximity to the residential neighbors. So, we originally were showing 240 to 250 units. That has been dropped down to 222 units based on that zoning designation.

Mr. Hopengarten asked could you drop it down even more and still be profitable.

Mr. Oliver responded no.

Mr. Michajlowicz inquired what determination or what considerations do you take when you decide to build apartments instead of condominiums.

Mr. Oliver responded our entire business model is apartments, rental housing. Condominium housing is a challenging business to be in. Based on the events of 2007 2008, the GFC, and then subsequently in Florida the challenges with high rises in South Florida. It is a very challenging and sticky business proposition. So, most developers outside of your major cities, New York, Miami are it's rental housing that is being developed across the nation. It's not condominium development. It's just a challenging business model.

Mr. Bartcher inquired if the clubhouse is single story.

Mr. Oliver responded yes.

Mr. Bartcher continued with where you got rid of the retention pond, you put in the 100 buffer. Is that buffer going to be vegetative or just going to be grass?

Mr. Oliver responded it'll be a mixture. We are still working on it. There are new storm water requirements that are affecting the state level. So, we're still determining if that's a retention pond, if that's native grasses and dry retention. It's going to be a combination of water and vegetation, and tree preserve along that 10-foot buffer along the east side as well as the 50 ft on the north side.

Mr. Bartcher asked if it's possible to make that 10-foot buffer a little bigger.

Mr. Oliver responded we can make it 15. Yes.

Mr. Bartcher stated I'm sure the residents would appreciate having a bigger thicker buffer there. Are you going to be able to preserve the trees?

Mr. Oliver responded we are going to be able to preserve the trees. We had a tree we had a tree survey completed. The trees along the north side, there are several trees, and we met with Mr. Clamp on his property, reviewed them that are very mature and beautiful. So, we were focused on maintaining those. On the east side there are mature trees. It's not to the scale that it was on the north side.

Ana Saunders inquired what type of trees were on that east property line.

Mr. Shasteen responded it was a mixture of all species. There was some native vegetation. There's some exotics and stuff in there. It's kind of all over the place. Palm trees, pines, couple oaks.

Ms. Saunders I'm not so worried about oak trees in a 10-foot buffer, but the pine trees will die. You look at them and they die. You drive by it, it's dead. So, those won't make it. From a buffer perspective, I guess through the site plan process, you could enhance that with plantings and stuff.

Mr. Oliver responded absolutely. And that's our plan.

Mr. Hopengarten stated the neighbor to your west; it seems it's somebody's parking lot. But the building, the larger building is a condominium project.

Mr. Oliver responded correct to both. There are three ownership entities and they collectively own, the two condo owners that own the two smaller portions of the property have an easement with the owner of the parking lot and then we have negotiated an easement with the owner of the parking lot with the approval of the existing owners of the condos.

PUBLIC COMMENT

Chelsey True stated she lives in the neighborhood directly adjacent to this site. I want to be clear. I'm not opposed to development. Growth is inevitable and it can bring positive improvements to our community. My concern is that this specific project at this scale on this corner does not align with safe or responsible planning for Merritt Island. I also want to stress that I am not opposed to multi-family housing. I previously worked for a firm involved in multi-family construction and development services in Seattle, Washington. This request is a rezoning that enables a significant increase in density immediately adjacent to single family neighborhoods and that deserves careful scrutiny. I understand the sale is contingent on a rezoning which underscores how significant this change of land use is. According to the Space Coast TPO data, traffic on North Courtenay Parkway has increased by over 40% in roughly two years, rising from 27,000 vehicles per day to over 38,000 today. This corridor is

already experiencing peak hour congestion and is scheduled for major access changes, including median modifications and new signalization at Via Delerena. While the project may technically meet concurrency today, concurrency measures, thresholds and not real-world functionality during peak hours are under changed access conditions. Traffic studies conducted in the coming month will capture a snapshot in time, but they won't reflect what this corridor will look like after continued growth and planned roadway reconfiguration in 2027. Additionally, clearing remaining tree canopy on the site reduces natural storm water absorption and shifts runoff impacts to surrounding neighborhoods, often requiring public drainage retrofits later. My request is not to halt growth, but to ensure density is approved where infrastructure readiness and neighborhood compatibility are aligned. Approval decisions would account for documented growth trends and planned roadway changes rather than assuming current conditions will remain unchanged. That's why MIRA voted to recommend denial. The concerns align with long-term planning and not opposition to housing.

Susan Cole stated she was at the meeting in December as well and doesn't want to go over all the stuff. We've already been there before, but generally I'm concerned that this new development will negatively affect all the existing residents in the neighborhood there. The desirability of our neighborhood is going to go down and that of course is going to affect our home values which will also go down. Specifically, I'm concerned a little bit about the parking because they did say it was going to be 1.6 spaces per unit, but it's going to be one to three-bedroom apartments. This area is not walkable. We must drive everywhere we go. We drive to our grocery stores, work, everything. So now with parking, even a one-bedroom place is going to have two cars more than likely or a three-bedroom could have three or four people in there driving. So, there's not enough parking. What's the plan for the overflow parking? What's the plan for the guests, the holidays when they come? Are they going to go on Pioneer? Are going they going to park in front of the houses, find parking, and just walk to the apartments? That's not a good option. I'm worried also about the traffic. One thing that hasn't been mentioned is there are two ways to get into the development. They're going to go around into Via Delarena and people bike, kids bike, they do their scooters, people are walking dogs. It's a very walkable, lovely neighborhood. And now once people get that little trick that we can cut through the neighborhood 3,000 times, the amount of traffic they were saying more people, cars going through. People are going to get hurt and it's going to really be hard again for the desirability of the people that are there now.

Gregory McClasky stated coming here today it was backed up from the school all the way around Pioneer almost to Courtenay and cars are parked half on the shoulder half on the street, so people must go in the left lane to get around all these cars. So, we've got a safety issue with an elementary school with young kids walking to and from as well. So, the safety issue is important. We didn't talk about the evacuation plan. It's very difficult to get in and out of there. It's going to make much worse if we get into a hurricane situation where we're in an evacuation. I want to remind everybody that this was rejected unanimously by the North Merritt Island Development Agency because of these issues. The flooding has gotten worse because of the increase from Starbucks and the assisted living home and the car wash. So, we're having a lot more trouble in the neighborhoods with the flooding. I don't think that they've considered the groundwater rising like was discussed earlier in the meeting. Privacy issues. It sounds like they've taken care of a lot of it. Parking was already addressed. Somebody had mentioned also that there may be a wildlife issue across Pioneer that there's an eagle nest or something in there and that might be an issue as well because they were saying that that would obviously cause them to have to deal with a lot more.

Kimberly Jarvis stated I am a volunteer with Audubon's Eagle Watch program and I'm the person that spoke at the Merritt Island Redevelopment Agency meeting. I wish I had bigger paper, but there's a little blue dot right here. That's my eagle nest. That's an active eagle nest. There's a 660 ft buffer we're supposed to maintain between us and the nest. I'm guessing all these houses were built before the eagles moved in. It is an active nest. (showing pictures) That's one of the adults. And as you can see, there are two eaglets in the nest. There's one of them and one of the adults. And it appears that they are incubating a third egg. So, there's a possibility of three eaglets in there. All the noise from the construction, the additional traffic is going to disturb that nest. The 660 ft buffer cuts the southeast corner of the projected development. And all that noise, all the construction, that will affect the eagles in a negative manner. And I don't think FWC would be very happy about that because bald eagles are a federally protected species.

END PUBLIC COMMENT

Mr. Oliver stated to address Miss Jarvis's detail on the bald eagle's nest. As Miss Jarvis mentioned US Fish and Wildlife Service, there are two radiuses that they document, 330 ft and 660 ft. To impact and develop within 330 ft is a much more intensive permitting process to get approved, within 660 ft. it's a different process. But as Miss Jarvis mentioned, it does intersect the very corner of our property right here, and we are prepared to preserve that sliver of the land to not impact that 660 ft.

Ms. Rezanka stated this is an unusual project for Merritt Island. I agree. It's a needed project. It's an infill project. We'll bring new apartments, will be new opportunities for people to move into the area to work in this area. Most of this property is already residential 15. We're asking for RU-2-15. Which makes sense. Everything to the east is like RES 6, although it's developed that as single-family home. Then the RU-2-30 is just those four buildings that are on the west side there, that abut Courtenay and then there's neighborhood commercial which could be developed 4 acres of neighborhood commercial which could be intense traffic as well. Regarding the FDOT improvements, FDOT is doing that to help the situation. They're also putting in another stoplight to the north of this which was supposed to be put in. Our traffic engineer spoken to them and they don't know how that's going to impact capacity and concurrency. However, that's something that is a site plan issue. If we get the zoning and we can't build or have to reduce lots, that's how it works. I did want to cite to the county code section 62-613 that if there is a lack of capacity to satisfy transportation concurrency, the applicant shall be notified in writing of the opportunity to satisfy transportation concurrency. So, we're asking for that opportunity. The road is not at capacity, but the county regulations make it at capacity and concurrency is an issue because of that. The other issue is flooding. Again, section 6237241 says that the flood water discharge shall not impact neighbors, and they will make sure that it does not. They've been out there, they've looked at the canals, they understand what's going on. They will take whatever water is coming off the road as they have to do. So those again are site plan issues. The engineers don't look at a snapshot in time. They look at what's existing and what's proposed. They use a concurrency rate. They use an average rate. It's not just what's there today. It's what's projected for a period of time. The parking issue is a code issue. They've suggested 1.75 parking spaces. That's higher than Woodfield and that's an agreement with whatever happens. If it's not at code, there's an alternate parking agreement that must be approved through county commission. Parking will meet code; that's not an issue for rezoning. Evacuation plan, those are all things that are considered. Evacuations happen over time. Not everyone jumps on the road at one time unless they're just behind. The flooding because of Starbucks, again, if that's true, that's going to be picked up by the engineer of record. And the wildlife issue, we've already agreed that they're not going to impact that range there. This lightning site plan was put in place in 1983, and it hasn't been

developed because it didn't make sense. This is an infill project that does make sense and that the developer's working with the neighbors to give them the buffers that they want, and they deserve and that they will do whatever is needed for transportation concurrency.

Ms. Saunders commented I totally understand it's a site plane issue, but traffic is the topic at hand. With respect to this kind of built-in moratorium that happens when you hit 85% capacity. You talked about the PFS, I understand that component. Have you guys had a conversation with Brevard County traffic? You said you want the opportunity to talk with them to figure out how to mitigate it. Do you know what that mitigation strategy is if in fact that comes to be? And is that something that the project financially can bear?

Ms. Rezanka responded we've run the numbers, and the developer has assured me that he can bear that amount. So, the traffic engineer, because the formulas in the ordinances and Danielle did run them, and Michael has agreed that he can afford that built into the project in addition to the half-million-dollar impact fees.

Ms. Saunders inquired do you know what those impacts are? What those improvements would necessitate or require.

Ms. Rezanka responded we don't know because of that alignment with that intersection and because of the Starbucks and the power poles and the light poles. We don't know.

Ms. Saunders continued so, you're just making an assumption on whatever that cost is for making that work.

Ms. Rezanka responded if they demand more, they demand more. I mean, it's the development is willing to take that on.

Mr. Hopengarten commented I noticed that you have a lot of impermeable surfaces here. Are you putting in any retention ponds because you're not showing any on this.

Mr. Shasteen responded yes, the area along the east.

Mr. Hopengarten continued if you do that, then there won't be really a buffer because you wouldn't be able to put trees in it. So, the neighbors to the east would be looking at a pond or a dry pond.

Mr. Shasteen responded there are two shades of green on the plan that you have there. The darker green is going to be the buffer. And the other will be retention.

Mr. Hopengarten stated so it's not really a buffer. Because you're giving them 100 ft and you're not utilizing that as an obstruction for view.

Mr. Shasteen responded there will be along the property line.

Mr. Hopengarten stated I see the trees that you have there, but it may not be sufficient for three story buildings on the other side.

Ms. Saunders inquired based on what you said, it could be wet retention? It could be dry. We don't know yet because of the new rules, St. John's rules trying to figure out the new nitrogen phosphorus, how to buy.

Mr. Shasteen stated you're aware of what's going on, the new rule and unfortunately this is discharging into Sykes Creek, which you know has the most stringent criteria based on the new rule. So, we're in the process of figuring combination of dry retention, wet retention, other mechanical systems, combination of different ways to meet the new criteria.

Mr. Hopengarten commented sewer capacity. I know Sykes Creek sewage treatment plant is almost at capacity. Where are you getting sewage?

Ms. Rezanka stated they're not at capacity.

Mr. Hopengarten stated they're 90%, aren't they?

Ms. Rezanka responded it would be no difference.

Mr. Minneboo added that flow may be going north.

Mr. Shasteen stated I don't know the answer to that yet. I know that there's sewer available. There are mains that were put in as part of the previous development.

Mr. Hopengarten replied I understand that part, but you're adding to it now with 200 units.

Mr. Shasteen responded of course the county is not going to let us put more capacity to their plant than what's available. So that's something that we'll obviously have to address. If it becomes an issue that's something that we'll have to address at that time.

Mr. Johnson inquired if this zoning isn't changed to allow this, what can that property be used for now? What can they do there now?

Ms. Gilliam responded currently, right now, the property is zoned AU, which is agricultural residential. It requires 2 and a half acre lots. It would be all the permitted uses under the AU zoning classification, but primarily it's residential. It can have some agricultural uses on it.

Ms. Rezanka added I would also argue it's vested for a hospital and additional clinic uses because it's an existing use that's there and it's covered by a binding site plan.

Ms. Gilliam responded I was going to follow up with that because there's a BSP on the property it wouldn't be able to be used for the residential. It would have to be used for additional medical center buildings to go on the site.

Mr. Wadsworth asked staff if there was a hospital hypothetically built there, what's the highest we could go with a hospital there? How many floors? Is it 32 feet?

Mr. Body responded it would be 35 feet. The residential would be restricting it, also the AU zoning.

Thomas Leigh wanted to add I think this was mentioned by one of the neighbors and I wanted to address it directly about property values and all the issues presenting the surrounding neighborhood, the traffic. Part of what we do and the reason we love what we do is we improve the areas around where we build. We're not the sort of developers who come in bulldoze and leave. We are integrated into these communities deeply. The reason this site plan has been changed, I don't even know how many times, is because we want to respect and honor everyone around us. Typically, our renters have less cars than single family residents. Merritt Island is going through significant changes based on the employment coming to town. The makeup of the American household is changing with it, and we want to offer that option close to the employment that they have. But we're not building, not that there's anything wrong with affordable workforce housing, but this is a beautiful luxury amenities product that young engineers, very highly paid engineers need somewhere to live and there isn't the existing stock. That's the only comment I wanted to mention. And I hope that when we leave the area will be better for it. The roadway, the storm water, all of it. We're not adding problems. We want to remove problems that exist in the locale.

Mr. Bartcher added just reminder; the Merritt Island board recommended a denial. I would like to commend the organization for the response they've made to people's requirements. I think they've did a very admirable job. My concern with this though is I drive that road occasionally. It's never a pleasant experience. Never. It's always backed up. And as John said, it's backed up from 520 or about half a mile down maybe sometimes longer when I'm there and all these people are going in that direction and just make that worse. And then on top of that I just heard that the state's going to come in and put a median in there. That takes up a whole roadway. So, unless they're going to expand the total size of the roadway that's going to make that thing worse. It may be better from a safety point of view making left turns but traffic-wise now it's going to back up way past Pioneer.

Mr. Wadsworth stated I don't want to misspeak but aren't you willing to look at that as far as the traffic issue.

Ms. Jurado responded we're analyzing existing no build and build conditions, and the median will be part the considerations that we take but that's an FDOT project so it would be under no build conditions and the build conditions.

Motion to recommend approval of Item H.11. with a BDP by Neal Johnson, seconded by Debbie Thomas. Motion failed with a tie vote of 7:7.

Motion to recommend denial of Item H.11. by John Hopengarten, seconded by Ruth Amato. Motion failed with a tie vote of 7:7.

Mr. Esseeesse informed the board they could either table the item or move it forward to the County Commissioners with the tie vote of 7:7 either way.

Ms. Rezanka indicated they would like to move forward with the tie vote recommendation.

Mr. Esseeesse stated we'll report to the board that it was a 7:7 tie either way.

Meeting adjourned at 6:28 p.m.

PLANNING AND ZONING BOARD/LOCAL PLANNING AGENCY MINUTES

The Brevard County Planning & Zoning Board met in regular session on **Monday, March 16, 2026**, at **3:00 p.m.**, in the Florida Room, Building C, Brevard County Government Center, 2725 Judge Fran Jamieson Way, Viera, Florida.

The meeting was called to order at 3:00 p.m.

Board members present were Mark Wadsworth, Chair (D4); Henry Minneboo, Vice-Chair (D2); Jerrad Atkins (D1); John Hopengarten (D1); Ruth Amato (D1); Ron Bartcher (D2); Robert Wise (D2); Erika Orriss (D3); Eric Michajlowicz (D3); Debbie Thomas (D4); Neal Johnson (D4); Ana Saunders (D5); Robert Brothers (D5); and Melissa Jackson (D5).

Staff members present were Trina Gilliam, Planning and Zoning Manager; Billy Prasad, Planning and Development Director; Derrick Hughey, Planner; Jane Hart, Natural Resources Management; Peter Nguyen, Public Works; Alex Esseesse, Deputy County Attorney; and Alice Randall, Operations Support Specialist.

Mark Wadsworth stated that if any Board Member has had any ex-parte communication regarding any application, please disclose now.

John Hopengarten stated he had met with some of the residents in the area, just open discussion.

Approval of February 16, 2026, P&Z/LPA Minutes

Motion by Debbie Thomas, seconded by Erika Orriss, to approve the P&Z/LPA minutes of February 16, 2026. The motion passed unanimously.

Mark Wadsworth stated he had received a request to move Item H.3. to be heard first.

H.3. Merritt Bidco SPV, LLC (Kim Rezanka) requests a zoning classification change from AU (Agricultural Residential) with a BSP to RU-2-15 (Medium-Density Multiple-Family Residential) and RU-2-30 (High-Density Multiple-Family Residential) with removal of BSP. (25Z00054) (Tax Account 2412106) (District 2)

Trina Gilliam read item H.3. into the record.

Kim Rezanka spoke to the application. She stated what's being handed to you are concept plans and turn lanes that were sent to you via email that were provided three weeks ago to the staff. We printed them because we knew you wouldn't have printed them big and so you have them in case you have any questions. The question I believe Mr. Hopengarten asked me is regarding new evidence, not necessarily new information. You get lots of new information at these hearings as you're aware. I wanted to start with introductions. I have with me a traffic engineer from Bowman, Trent Ebersole; the contract purchaser Representative for Rangewater, Mike Oliver; and the engineer of record, Kyle Shasteen, also with Bowman. We are back here because at planning and zoning we talked about BDP conditions but there wasn't a formal BDP. We also did a traffic impact study that compared what could be at this site with the CUP of the hospital and what we're proposing with the 222 apartments. That was presented too close in time for staff to review it. Also, there were questions of staff in the addendum that was presented that they asked about traffic studies. So, there have now been three traffic studies presented, 400 pages or so, to the county. The traffic engineer has been in discussion with traffic staff, the engineering staff with the county and they've had many back and forth about that 85% capacity issue. Commissioner Goodson asked that we come back here, that you have a formal BDP to look at, you have the traffic information, we have a traffic engineer that answers all your

questions, and we move forward from there. As you recall, it was a 7/7 vote, although it was with a BDP and the conditions that were discussed. So, now we're back with the BDP. I have copies of the BDP if anyone needs it, or a copy of the TIS if anyone needs it, that shows the hospital comparison. Again, we are here to request rezoning from AU to RU-2-15 on 7.5 acres and RU-2-30 on 3.66 acres. That 3.66 acres is on Courtnay Parkway, which is a major roadway. We also need to have removal of the binding site plan that says we're supposed to have a hospital there and it does require buffers, although we are keeping those buffers and having larger buffers with the concept plan and as in the BDP. 222 units are being sought, three stories, and a one-story clubhouse. The average is 19.75 units per acre. The BDP terms have been formalized and that includes the turn lane extension, the reduced building height of three stories instead of potentially four, reduced unit count from 240 to 222, increased eastern setbacks, maintain landscape buffer along the north property line, a cross-access easement onto Pioneer Road, proportionate fair share agreement if necessary. The biggest thing is the Pioneer turn lane extension, which you have the turn lane extension diagram, which will be further explained by the traffic engineer. Regarding the addendum that was presented by staff, which in my opinion contradicted the original staff report, I do need to address a few things. First there's a claim that we are creating a deficiency in the level of service on Courtnay Parkway and we're not. It's non-deficient. We're not changing the level of service from "D" to something else. So, what they cited, this section 62-602B "F" is only if there is a non-deficiency. "E" is if there's a deficiency. So, we have a non-deficiency but because of this special code we take up too much capacity and then they have criteria for that. We're working through that. If we must do it in stages, which it contemplates in that ordinance we will, but we are not deficient on Courtnay Parkway by adding these 222 units. That's a misnomer. It's misstated in my opinion in the addendum. As to compatibility with the surrounding uses, on page eight of the staff report, they say this doesn't seem to fit in with the character of the area. This character is transitioning to mixed use. We have Starbucks, a bank, assisted living facility just to the south. Then across the street we have a mobile home park and condominiums. So, this is not an incompatible use. And what is also interesting is that the assisted living facility, Manor House, is indeed a multifamily use. It has 144 beds on 6.62 acres or a density of over 21 units to the acre, and it is a multifamily use. There are also several instances of RU-2-30 in this area of Merritt Island. There's some just about a half a mile to the west. There are about four instances of RU-2-30 in Merritt Island and it's usually next to RU-2-15 or it is a transition from commercial. So that is also not necessarily correct, that this is not a compatible use. They talk about, in the addendum, administrative policy for the future land use character of the neighborhood. This project will not introduce traffic into identified boundaries of Villa de Palmas or Raintree by The Lakes and that's what that administrative policy discusses. Any statement that the character of these two neighborhoods will be material or adversely affected is pure speculation. The access to the project will primarily be state route 3, with some access from Pioneer Road, but the residents and guests of the apartment complex will not be going into Raintree or Villa de Palmas. Again, this area should be deemed transitional and not residential.

Michael Oliver stated that he knew we spoke two months ago in front of this meeting and wanted to talk briefly again, reintroduce you to Rangewater and talk a little bit about why Rangewater would like to develop multi-family here at this subject property in Merritt Island. Rangewater has a proven track record. We are a multifamily developer and operator. We've had a successful track record here in Brevard County, in Central Florida, and across the state of Florida. Over the past 15 years, we've developed 27 multifamily communities totaling 7,000 residential units across the state of Florida. We are a national organization. We have twice been awarded the National Association of Homebuilders Multi-Family Developer of the Year over the past decade. So, I just wanted to answer three questions that have arisen across several meetings, several community meetings, meetings with the neighbors,

and at planning and zoning last time. First, why does Rangewater want to build here? Over the past decade, there's been tremendous economic growth that everyone is aware of within Brevard County, more specifically at Kennedy Space Center and Port Canaveral. Kennedy Space Center, both private and public. From a private example, Blue Origin has 4,000 employees across Brevard County. 3,000 of them sit on Merritt Island. They just announced last week they are expanding their facilities on Merritt Island with an 800,000 square foot manufacturing facility that'll double their workforce at Kennedy Space Center. Similarly, at Port Canaveral they've invested significant capital into the facilities over there, and it is now the largest cruise terminal in the world. When you look at new luxury multifamily communities in Brevard County, most of them sit here in Viera. As a developer we've developed two multifamily communities in Vieira. We manage several others. We understand Brevard County. We looked at it in terms of from a planning and zoning perspective, I just Googled time to Kennedy Space Center, the gate there, 36 minutes. Time to Port Canaveral, similar. It's like 38 minutes. That's not very close. So, the young engineers, contractors, technicians, this community would serve as a home and an option, housing for them that's close to their employment. As the developer we see the demand, we see the housing demand, and we see the proximity to those jobs. Similarly to services. There's Publix, Target one mile south of this property. It's on an urban arterial corridor and as a developer we see the demand for that housing, and we think that it's an appropriate location and appropriate property for a 222-unit residential community. Second question is what have we done to accommodate the requests of the neighborhood and comments from planning and zoning? Kyle, our project engineer will speak a little bit about that, but broad level, we met with the neighborhood back in November. I've met individually with several of the neighbors to discuss their concerns. And part of the binding development plan that Kim mentioned basically memorializes those items. We have agreed to a 50-foot preserved landscape on the north perimeter so that Mr. Clamp and his neighbors can have the existing mature trees and we can preserve those over the course of construction. Similarly, on the east property line, we have expanded our building setback to over 100 ft. That's five times what would be required by code. In response to comments from the neighborhood and concerns from neighbors of units being too close to the property, Trent will speak a little bit about what we've considered on Pioneer, but we also heard that there's significant concern with congestion on Pioneer Road. We've looked at that. We studied it. We've submitted multiple 400-page traffic studies to public works and the result of all that discussion was extending a turn lane on Pioneer to unclog the backup that happens at that light during AM and PM peak travel hours and during school dismissal. Lastly, I want to answer the question of what happens to the land if Rangewater doesn't build a multifamily community on the property. To answer that question, I need to backtrack a little bit and give the history of the property itself. The property used to be owned by Medical Properties Trust. Stuart Healthcare operated the property adjacent to this property, which is a medical office facility. That same entity owns this 11-acre parcel. Stuart Healthcare went bankrupt in 2024. Medical Properties Trust was the owner of the land and Stuart Healthcare leased the property from them. Stuart Healthcare leased most of their assets across the United States from Medical Properties Trust. When Stuart Healthcare went bankrupt, Medical Properties Trust was in a world of hurt. A lender took over this property. That lender is highly motivated to sell this land. So, if it's not us, it is someone. Kim mentioned that there are existing uses on the site that could be developed as a large footprint medical office facility. We've done a case study, and someone could come in and build a 100-bed regional hospital if it meets the height requirements. Another commercial developer could come in and propose a large, big box retailer with out parcels. But I say all this to say the property is going to be sold. It is private property and there is going to be an owner out there that is trying to develop on this property. We believe that our use is responsible. It is not a significant amount of traffic when you consider it amongst the different uses. And we believe that we've been very respectful in this process

trying to hear the concerns of the neighborhood, the community, and planning and zoning staff and this commission to incorporate it into our conceptual plan. So, we appreciate you having us here today to hear our case again. And we look forward to any additional questions you might have.

Kyle Shasteen stated Bowman will be the project engineer for this project. Kim and Mike have highlighted several things that we've done on the site plan. I'm here to reiterate them all at one time. There was discussion of the reduced building height and reduction of number of units from the original proposal from Rangewater after discussions with the community. There were also increased building setbacks on the north property line, that being 50 ft, and we'll preserve as many trees as possible along that property line backing up to those homes. Along the eastern property line, we're increasing the building setback to 100 ft. Within that setback we're going to do a combination of tree preservation, above ground retention and open space for the development. We're also doing a cross-access easement on Pioneer to combine access for the existing medical facility that's there with the apartments to reduce the number of conflict points on Pioneer. There'll also be wetland preservation. The existing wetlands have been formally delineated by St. John's, and we are preserving a vast majority of those wetlands in conformance with the county's code. And we are also providing the 660-foot protection buffer for the documented bald eagle nest per FWC requirements.

Trent Ebersole stated he is with Bowman. We did the traffic study for this development. I'm a Florida professional engineer and over 36 years of experience doing traffic engineering. I'd like to give a quick summary of the traffic analysis that's been conducted so far. Starting with the trip generation based on Institute of Transportation Engineer rates, the 222 dwelling units are anticipated to generate 1,379 daily trips, and that's 85 in the morning and 115 in the PM peak hours. We also did an analysis comparing this to the conditionally approved hospital use. The hospital would generate about four times as many trips daily and four times as many morning peak hour trips and about a little over three times as many PM peak hour trips. The analysis looked at three alternatives for access. They're in the study, numbered 0, one, and two, but alternative two is the one that we're looking to move forward with, and that is single access along Pioneer Road. That would be full access and one driveway to the residential area along Courtney Road. That access would be right in, right out, and a left in. And that was coordinated with FDOT and the upcoming improvement project that they have. FDOT indicated that we would be able to get that left turn lane into the site. It would be a southbound left turn lane if our driveway aligned with the driveway on the opposite side of Courtney Road, which is the current plan. We looked at segment analysis and intersection analysis. Three segments were looked at on Courtney Road from Pioneer Road to the south ramps on to 528 and then the link between the south ramps and the north ramps. We also looked at Pioneer Road east of Courtney Road for the daily segment analysis on Courtney Road along the site. Without the site the anticipated volumes in 2027 will use about 95% of the roadway capacity. So, it is above that 85% threshold but less than the theoretical capacity. The site trips would represent about 2% of the roadway capacity. So that would take it to 97%, still under capacity. Again, if the conditional use hospital were built the volumes would be well above capacity at that point. On Pioneer Road without any development the volumes in 2027 would be about 26% of the capacity and with this proposed development it would be 30% of the capacity. We also did the intersection analysis, and I'll focus on the intersection of Courtney Road and Pioneer Road. In 2027, there's going to be no difference in the level of service with and without this site. The no build level of service overall for the intersection is a level of service "B". The north and south bound approaches show as level of service "B" and the eastbound and westbound show as level of service "E". That's with the existing signal timings there. When we add to the site traffic, same levels of service, the delay increases by about one second per vehicle in total. That's in the morning peak hour, I think it's 1.3 seconds additional delay and in the PM peak hour it's

7/10 of a second increase. So very little. It's important to understand that the additional trips that this proposed development would add are very, very small. It's about one additional vehicle every two minutes during the peak hours. That's one vehicle per signal cycle. It's not detectable to the eye, if you were watching this without the site and with the site developed you wouldn't notice any change whatsoever. In fact, getting to the cues, the diagram that's provided, the top one is the no build scenario where the red cars represent the cues from the throughs and lefts. They extend at times well beyond the length of the right turn lane prohibiting some of the right turns from getting into the right turn lane, that adds delay to the right turns and to the left turns as well because what's not represented in the diagram is some of those blue cars would be up a little farther. You'd have more throughs and lefts stacked behind the right turns that can't get into the right turn lane and it's additional delay for everybody. So, the project's proposing to greatly extend the right turn lane to around 400 ft. This will allow all the right turns to get into the turn lane, reducing the delays for the entire approach.

Mr. Wadsworth asked, with a show of hands, who is here to speak for or against this matter. Kim, let's go with you first. We'll take the public last. Hopefully, we can answer some of the public's questions by doing this.

Ms. Rezanka stated truly there's not much new from when we were here last time. It's been formalized. We have traffic studies. There's been some new information presented, but nothing else has changed.

Mr. Wadsworth stated he just wants to go over a couple of things. We've reduced the building height.

Ms. Rezanka responded they originally had wanted to do four floors. Yes. Which would have had greater setbacks.

Mr. Wadsworth then stated you have either met or exceeded the setbacks.

Ms. Rezanka replied Correct. The PSP required a 50 ft setback to the east. We've now gone to 100 ft.

Mr. Wadsworth stated you have wetland preserved.

Ms. Rezanka replied Yes.

Mr. Wadsworth stated and if a hospital was to go in here, it's going to have a greater impact.

Ms. Rezanka replied over 5,000 trips per day, and they could have higher height and closer setbacks.

Mr. Wadsworth stated I was doing some calculations with your traffic study prior to and we're increasing this traffic by approximately 3%. Is that correct? We're going from 27% to 30% capacity.

Ms. Rezanka replied that it's on Pioneer.

Mr. Minneboo stated I want to talk to Billy first and then I'm going to talk to the traffic engineer next. Forget everything you've heard on this site. If somebody wanted to build there, how many units could they put in with both parcels.

Billy Prasad responded today, before the rezoning, five single family residences across the site. Or

under the BSP. So, they can develop under the existing BSP or five single family residents under the AU zoning.

Mr. Minneboo asked where does the number 417 come? I remember that from the last time we converged. The potential was there that they could put 417 units.

Mr. Prasad responded with I think we might be getting mixed up with the Strada item that was also on the last agenda. In any case, there's RES-15, but the zoning is AU.

Erika Orriss asked what happened during session because I might have missed something with SB 180 because that does tie our hands in a lot of our buildings.

Mr. Prasad responded absolutely nothing. The Senate did pass; I think it was SB 280. There was a potential fix to the issues we're having with SB 180. It's obviously a larger bill and there's a lot of different aspects to it. But it failed to be passed in the house. So, it appears to be dead.

Ms. Orriss stated that it says that we can't have any high density on Brevard's barrier island. This isn't something that we could build even. Is that my misunderstanding?

Mr. Prasad responded no, the section of SB 180 that's been problematic for Brevard County is that section that says you can't do anything more restrictive or burdensome. And, because there was a law at the same time or previous law that was passed that also required us to have more restrictive regulations on the south beaches, those two state mandates appeared to be in direct conflict and so it kind of paused our comprehensive planning process. But I don't know of any impact that would have on this application whatsoever. This is not in the barrier islands. I don't know of any regulations that would have been in the comp plan that would have made it either easier or harder to develop the site. As far as I'm aware it has no impact on this application.

Ms. Orriss replied I just wanted to make sure and because it does affect us down in district three.

Mr. Minneboo stated I read your dossier, and I don't want to say all 480 pages. I know that intersection well. I knew when it was dirt. I knew when it wasn't there. Geometrically, I looked at it numerous times because I think it's so critical and it's not unique to Merritt Island. The lead car, westbound direction is wanting to go straight. 392 cars, mamas, are wanting to turn left. Am I with you? I haven't gone out there and measured it, that's not my job. Why can't we have an exclusive left, a through, and a right. I do understand without you answering there's a monstrous pole there. There isn't enough money in the United States to move that pole, but you would think you could triangulate to where you could let the right people go before they even got to the signal. You know what I mean? Turn right. Did you look at all that. I'm not coming up with new information, but it's always a guy in the front, a person in the front. He wants to go straight, and the 380 mamas want him to turn left.

Mr. Ebersole responded Yes. Shared through left is certainly not ideal. The challenge here is to fix that problem on the east leg on the westbound approach. You'd have to fix it on the other side of the road as well and it wouldn't be within our ability to make any improvements on the other side regarding right-of-way. Even just looking at potential signal modifications to allow those left turns to go, without a left turn lane, you can't have the left arrow unless you go to split phasing. That is something that FDOT just doesn't allow anymore.

Mr. Minneboo inquired if they're allowing split phases.

Mr. Ebersole responded they really don't like them.

Mr. Minneboo replied I understand, but that would have solved my problem or what I think's a major problem there. I mean, you've got Starbucks, you got the bank in there, you got the car wash, you got the mamas trying to get out of there, the people are trying to go to work, and they're going to put this median in there. And honestly it's not going to get better. It's going to get worse.

Mr. Hopengarten stated the Department of Transportation just came out with a new road improvement program putting medians on Courtney. Did you notice that they also want to add a traffic light at Villa Del Rena.

Mr. Ebersole responded I'm not familiar with that one.

Mr. Hopengarten replied well, they do. Also, by putting in the concrete barrier that they want to do in the median, they're taking away the suicide lane, which means that anybody wanting to make a left turn from an area that does not have a traffic light, and I'm referring to Skyline Road, which is just to the south of this property, that they no longer can do that. So, what will happen is people that were using that Skyline Road to get to Courtney will no longer be able to do so going south. They'll have to go around Lewis Carol school and then come on to Pioneer. Which will add additional cars to that roadway. Also, I noticed that in your study you only had two days where you studied the traffic. One was December 11th and the other was January 27th, a Tuesday and a Thursday. Is that correct?

Mr. Ebersole inquired you're talking about regarding the data collection? Yes.

Mr. Hopengarten asked if that is enough for a traffic study?

Mr. Ebersole responded the standard is to count for just one day. If it's a typical day, no events, we look to make sure the school's in, there's no holiday, there's no special events in the area, but if it's a typical day, then it would typically just be one day of counts. Yes.

Mr. Hopengarten stated So, it was only those two days. I noticed in your data that you show projections of 10% a year, that you took the data from another source. It wasn't your source. The growth rate, which we've kind of thrown into the garbage because people are moving down here in droves which is not really anticipated by those studies. Also, I noticed that most of your traffic efforts were when everybody's going north to either 528 or to the space center. You really didn't consider what was happening south, which is where all the services are. The Publix, the Target. So, there'll be several people that may want to go that way and may be working that way and go to 520 instead of 528 because 528 might be backed up. I didn't see that you considered that. Also, I didn't notice if you considered the residences on Sykes Creek, which are east of this property, and their only way out is Pioneer or the roadway that's in the next neighborhood north where there's the new traffic light. So, you're adding more cars other than your 222. And I don't expect everybody to come out of that apartment project at the same time. But there'll be a lot of cars. Did you also consider the ALF doesn't have much traffic from the residents. But the staff do, and the staff come in at regular intervals and they're going to be coming in and going out. And I don't know if you all considered that or the school buses that are coming out and going in because the school buses always use Pioneer to come out because there's a light. It's safer than trying the suicide lane. Which will be gone. So, you've got nice congestion going on at the intersection of Pioneer and Courtney. I looked at your numbers. I went through both studies. You gave us two. You gave us one that was 480 pages and then another one

for 406. You took out 71 pages of data. But I scrutinized it all and I find it disconcerting that you're taking a low count on what you think the impact of this project will have. And I think it's much greater than your projections. You want to stand by your traffic study?

Mr. Ebersole replied Yes. I'll stand by our methodology. Our trip generation, everything that we've done is based on the methodology that was ironed out with the reviewing agencies and industry standards. So, the trip generation, it's not an exact science. It's based on decades of data and many iterations of experts refining analysis processes. So, to change that project by project is not something I would advise. I stand by our methodology.

Mr. Hopengarten asked, and did you look at evacuation during a hurricane?

Mr. Ebersole replied No, that was not in the methodology.

Mr. Hopengarten responded it's something to consider. This is a barrier island. And we got people coming from the other barrier islands through us.

Mr. Ebersole replied I'll stand by the fact that as far as development on this lot goes, what we're proposing is one of the lowest impacts you will see regardless of any of the other things that you're discussing. So, if you have four times as much traffic as what we're proposing, whatever impact you're foreseeing is going to be four times as bad. The 1300 vehicles a day that we're proposing to generate with the 222 dwelling units has an impact about 2% of the Courtney road. I'm just throwing a number out there. It's 2% of the roadway capacity. If you have a use that generates four times as much traffic, the impact will be four times as much. So, the only thing better is zero. If you believe that the lot will never be developed, then I guess there is a better scenario.

Mr. Hopengarten responded I don't believe that you've bought this property yet, but if you don't, somebody else will. That's all very nice, but they'll still have to come before us. There was one document that had a couple of dots on it on the area of the building itself. I don't know if that was in the traffic study. Is that just showing the exits from the project? I saw three different site plans for this project and one of them showed that the setback where you're going to have, your exits were different. One of them had an exit coming straight south. Another one had an exit going west and then south. Which one are you doing? I'm confused.

Mr. Ebersole replied those are the three alternatives I mentioned. The three access alternatives that were considered along Pioneer there were basically two different subsets if you will. One is a separate driveway for the residential. That's directly south I think that you're referring to. And then the other was to combine the access of the residential with the existing parcel of the medical facility that's there into just one driveway. That's the alternative that I believe is moving forward.

Mr. Oliver stated he could speak to that. We negotiated a cross-access easement with the owner of the medical office facility to allow for exit at that entrance so that it would minimize the conflict points along Pioneer. So, there would be one exit instead of two.

Mr. Hopengarten inquired if they are the owner or a tenant.

Mr. Oliver replied they are the owner. It's the lender that owns the medical office facility as well.

Mr. Hopengarten inquired if they are anticipating selling another property.

Mr. Oliver responded there's potential that they might, but at this point they are talking to the existing tenants of the facility.

Ms. Orriss commented on the staff notes that say a site plan or subdivision shall not be allotted more than 25% of the remaining capacity of a facility. And then it says the proposed development would utilize more than 25% of the remaining capacity. That's in staff notes and that's just a little concerning to me.

Mr. Ebersole replied I'm not sure what that refers to. On Courtney Road site traffic uses about 2% of the roadway capacity and Pioneer Road about 4%. So nowhere near 25% of the roadway capacity on any of the facilities that we analyzed.

Ms. Orriss continued this is a question to staff because it was noted on page 85 on the bottom part and it says also relating to traffic concurrency, Brevard County Code section 62-602F6B states the threshold capacity restrictions described in subsection F6A of this section a site plan or subdivision shall be allotted no more than 25% of the remaining capacity of a facility. And it goes on to say in bold, the proposed development would utilize more than the allowable 25% of the remaining capacity.

Ms. Gilliam responded what I have is that there are two segments on North Courtney Parkway, 152 and 155 that will exceed the 25% capacity.

Peter Nguyen stated that when a development comes in a site plan cannot exceed 25% of the remaining capacity of the roadway. North Courtney Parkway from Pioneer to the south ramps at 528 and then Courtney from the south ramps to north ramps, from the study the project is expected to have 855 trips in the first segment and 662 trips in the second segment which both exceed 25% of the remaining. There's an existing condition no build, so you grow the growth rates up to the year that they expect to develop and then they add the project traffic on top. So based on the available capacity in 2027 it's about 2,000 for the first segment and then 1,200. So, you take 25% of that and you compare it to the project traffic you're over. We notified Bowman of the last submittal on March 6 or so. We acknowledge that all traffic related comments were addressed. However, there was this outstanding concurrency concern which would be addressed normally with a formal site plan or subdivision submittal which would proceed depending on whether this rezoning was approved.

Ms. Rezanka stated I just handed you out the entire 62-602, which is what this comes from. And as I mentioned, this is a preliminary evaluation for rezoning. They're talking about site plan, which we're not at site plan. If you, Mr. Minneboo asked me, we don't usually require you to design your project at zoning. This one has been. So, they have met with traffic. They've submitted three traffic studies. They've worked with that. And so, that is a site plan issue. They've identified it as an issue, but again, we are not exceeding the capacity even with this development. And I think also, Mr. Ebersole was talking about the hospital. The hospital would be five times the capacity and we would not have to come back to this board for the hospital.

Mr. Hopengarten stated the current maps on the county website show that two thirds of this site are wetlands. Now, in the different site plans or site drawings that were provided here, you have some with a dry area, you have some with a retention pond, you have some with a walking trail. Which one are you guys going to do?

Mr. Shasteen responded I believe it's going to be similar to the handout that you received today.

Mr. Hopengarten stated I know we're not supposed to review site plans, but I'm just concerned about how you're going to mitigate all that wetlands.

Mr. Shasteen responded I don't know if the wetland map that you were referring to matches the wetlands that were delineated by St. John's.

Jane Hart stated we haven't received a wetland delineation for the project yet. There are indicators that there are wetlands on site. That's why we've requested an environmental assessment/delineation from an environmental professional. They said that they have delineated wetlands on site and are getting their permitting. We haven't received a permit yet, though.

Mr. Hopengarten responded so that's in question.

Ms. Hart stated if they did impact wetlands, they would be limited to 1.8%. I think they're 11 point something acres. You must convert that, multiply it by 43560 to get square feet per acre, and then multiply that times the 1.8% and you'd get how many square feet that they could.....

Mr. Oliver stated as the developer, we noticed that there were wetlands on the property at the outset of our due diligence of the property acquisition, and we had our consultant go out, flag the wetlands, and we have had St. John's River Water Management District go out and confirm those flags. Those were memorialized in a survey and confirmed with St. John's River Water Management District. We have not submitted them to the county at this point because we are waiting for this rezoning approval to go through. As we worked through the conceptual plan, we have been very consistent with making sure that we did not impact more than 1.8% of the total property wetlands. So, the pockets of greenery that you see on the conceptual plan are pockets of wetlands that we are preserving. There's a pocket of wetlands west of building number four, between buildings number two and building number four in the parking lot by building number two. So, that is a pocket of wetlands. That's the predominant pocket of wetlands on the property. Additionally, there was a very small pocket of wetlands on the northeast corner east of the clubhouse.

Mr. Hopengarten stated according to the maps that I have, most of that top section is all wetlands.

Mr. Oliver responded it's typical for the maps that you see on GIS maps to not actually reflect what's on the site. You have to put boots on the ground, verify what's there and have the water management district delineate those wetlands and we have done that and those are the wetlands that we're referring to.

Mr. Hopengarten stated I agree with what you're saying. The maps that they have are not 100%, they're very old by the way. So, it's good that you've looked at that. You're showing two means of egress from this property. You're showing directly onto Courtnay on the north side. And then you're showing the one onto Pioneer. And this is not a gated apartment complex.

Mr. Oliver responded No, sir.

Mr. Wadsworth stated I just want to bring it back to the board quickly. They're requesting a zoning classification change. We're getting into wetlands and we're getting into designing the project for them. And this is not what we're here for.

Mr. Hopengarten stated no, we're not. We're questioning what they're doing. So, what impact will it

have on the neighborhood?

Mr. Minneboo responded that this is a zoning issue. I know it's not a design issue. I don't know if we're capable of using this staff to ask technical questions.

Mr. Wadsworth continued with I just want to bring it back to the board. They're asking for a zoning change. I understand the public's concern. My biggest concern about this whole project was traffic. You've answered that because if they put a hospital up here, it's 100. How many rooms or beds is it? 122 beds.

Ms. Rezanka responded it's 100 beds. It could be three stories because you could have parking underneath. You could have a separate parking garage. You could have over 5,000 trips.

Mr. Wadsworth stated my biggest key thing is when you said it was going to be four times the impact than if we pass this zoning. Correct?

Ms. Rezanka responded Yes.

Mr. Wadsworth asked, "Do you agree Brevard County Traffic?"

Mr. Nguyen responded without the hypothetical numbers present; I would agree that a hospital of that size would generate significantly more trips than the existing proposal.

Mr. Wadsworth continued so, as far as the County, and I'm concerned, this would have the least impact on this parcel.

Mr. Nguyen responded it would just depend. Any development that breaks or exceeds capacity must reimburse the county in some way, shape or form, whether that's building required improvements or a prop share or some other mitigation.

Eric Michajlowicz asked why apartments instead of condos?

Mr. Oliver said the market for condos, since GFC back in 2008, 2009, has been a very challenging business proposition. So outside of your New York's, Miami's, Boston's of the world, condo development has really hit a pause since 2008, 2009 just because it's a very risky asset class. Multifamily provides, especially what we're proposing here with a luxury multifamily community, provides a housing option for the young maybe 26, 27-year-old that is getting paid six figures from one of the space organizations, private and public, to live when they don't necessarily want to own and be committed to a home. The average home priced in Merritt Island right now is approaching \$500,000. So, there's a lot of people that can't afford a 20% down payment on a \$500,000 home. Our average rent on the property for a two-bedroom unit is \$2,500 a month. It's much more reasonable. It's a much more reasonable proposition to pay a monthly rent of \$2,500 than to pay out a 20% deposit and then pay your mortgage behind that. Mortgage rates are very high right now still. So, it's a different environment. You look at the different organizations within Brevard County, they promote housing diversity. They promote the need for different forms of housing for employment and the growing employment within Brevard County. This is a different housing option to service the engineers, the technicians, the contractors, nurses, teachers from this growing population that Brevard County is experiencing.

Mr. Michajlowicz stated I have one comment I'd like to make that I studied about traffic on this project. If it came to that, it's obviously not my decision, when you tossed around numbers, are you in a position to be able to lower density?

Mr. Oliver responded Sure. Some of our team mentioned that we originally contemplated a higher density on this property. We were going to submit a rezoning application requesting a PD with four-story buildings and 240 to 250 units. Per initial feedback that we received from the county, from council, from initial feedback from the community, we backtracked and went to RU-2-15 and RU-2-30 to align with Brevard County's comprehensive plan that dated almost 40 years ago. So here we are 40 years later trying to rezone a property that 40 years ago staff slated for this use. So, if you think about how the community and the county has evolved over the past 40 years, for us to only be asking for what the county previously allotted for this land seems to be a responsible and reasonable request.

Mr. Michajlowicz stated my comment about traffic is just as a point. I did a thing just through my own interest on a similar sized development with condominiums and similar size development with apartments. And the interesting part about it is when you go out there in the morning or even mid-morning out of the condos, because you have either snowbirds or retirees or some people that are working, it's kind of a little bit of a flow that comes out at different times. In apartments it's almost the same time, everybody's going to work. So, that's just as a point that I'm keeping in mind when there's a conversation about traffic studies. But to get back to that point at 222 you cannot if that option was made available to you, you would not be able to lower that density and make sense financially for you.

Mr. Oliver responded it would be challenging. Yes, we've already reduced it to a point that it....

Neal Johnson stated he had a clarification question because there was a comment made that if this project wasn't approved that anything else would have to come back to this board and then another comment was made that if it was a hospital it would not. I'd like clarification on that. Would a hospital have to come back to this group for approval, or could they just put it up?

Ms. Gilliam responded a hospital on the site that is not included in this request would not have to come back to the board. Their BSP states that they can build up to four stories for a medical facility on that site. So that would not have to come back to planning and zoning.

Ron Bartcher asked about traffic and the difference between the increase from 2026 to 2027 is what? Just more people coming to Florida.

Mr. Ebersole responded at the ramps, existing at Courtnay Road and the eastbound on/off ramps, the existing level of service is "E" in the morning and "B" in the afternoon.

Mr. Hopengarten asked to have those levels defined.

Mr. Ebersole responded a level of service "F" is failing. That's above the theoretical capacity. Level "E" is approaching the capacity. But a level of service "E", for example, at an intersection, generally 95% of the time, every vehicle will get through on one cycle. You won't have to sit through two red lights. At an intersection that's kind of the best way to define the difference between "E" and "F". Level of service "B" is operating well. "C", you're starting to see a little bit of heavy traffic but still doesn't really impede your flow. "D", it's still not stop and go conditions. It's getting full, but again, you're going

to get through every signal in one cycle. "E" is full is getting full, but you're not beyond the ability to get through an intersection in one cycle. Again, at those ramps the analysis still is the same and exists as it is all the way to the built scenario.

Mr. Bartcher said you're saying that adding these 1379 trips will have no effect on those ramps. Now is that because the effect is so small it's not measurable or is it zero effect? Or is it just because the level of service is already so bad that it can't get any worse?

Mr. Ebersole responded it's not zero. That would be "F". If we were showing "F" you get what's called a constrained capacity where you can't rely on the counts any longer because you're only counting as many cars that can get through. But that will show up as an "F", not as an "E".

Mr. Bartcher commented your study did show that one of them was an "F". So, I was just wondering if that was the reason why because once you reached "F", it can't get any worse.

Mr. Ebersole responded one of the approaches on one of the intersections, you're right, that one is an "F", just over the threshold. So, it's not that there's no impact. There is an impact. It's a second or two more of delay for a vehicle. Every measure has a threshold. There is an exact line where it crosses over from "E" to "F" for example, but each level of service is a range. So, you can increase the delay by a second and be an "E" and still be an "E" or maybe you're right at that threshold and you're an "E" and you add that one second and now you're over to an "F". That's case by case. And as you move out from the source, the traffic dilutes. Yeah. So, there's less additional traffic at the ramps. And the reason why I was keying in on Pioneer at Courtney, is because that's where the highest concentration is. That's where the largest impact is. The impact gets less as you move out from there.

Mr. Bartcher stated I just wanted to be sure I understood that because that's the fact that the people at your client base are going to be working in the space center. So, they're going to be going that way.

Mr. Ebersole continued the distribution we used was based on existing patterns and it was effectively a 60/40 split. Like 60% of the traffic is oriented towards the north and 40% to the south.

PUBLIC COMMENT

Mr. Wadsworth inquired has anyone here spoken on this item before? Not today now, but before. Because this has all been on record where they came before us before. We understand the issues. We hear them all. Traffic, wetlands, etc. I just don't want everyone to come up here and say traffic's a problem. We realize this. So, I'm going to give everyone two minutes.

Mike Wilson stated I'm coming before you today because I think that all of you know that we have a comprehensive plan in Brevard County and it's meant to make sure that our zoning and building are in compliance with what the county wanted to establish. This group has come before you today and they're asking for a variance because they want to build a project. Right now, it's zoned for about five parcels, five homes. They want to go from five to 222. This does not conform with the comp plan whatsoever. The group is also saying that if they don't have RU-2-30 or RU-2-15, they can't make money. The responsibility of your board and of us citizens who oppose this rezoning is not for us to help them to make money. We're not against them making money by any means. If they want to build five houses and sell them, that would be just fine. No problem at all. But we should not break our comp plan for a special interest. And this appears to me to be a special interest. I'm also wondering if

the constant mention of a hospital is a foregone conclusion or is it just fearmongering, because we have a brand-new hospital going up in Merritt Island, Health First. Now, does a hospital want to come in and compete against that? I don't know. But I hope that you will take what I've said very seriously and stand by the comp plan that exists and oppose the rezoning.

Gregory McClasky stated I'm not opposed to development. In fact, I was glad to hear about the apartments being built behind the mall, which of course will increase more traffic on Courtnay going northbound to commute there. I was looking forward to more single-family homes being built there because we knew somebody would take it. We know about traffic issues. I heard from a friend that looked at the data that one of the surveys was done on Friday from 2:00 to 4:00 p.m. Well, school gets out on Fridays at 1:30. So, that would have been understated if that's correct. A couple of personal examples quickly. If you try to go home on Pioneer about a half hour before school gets out, the cars are starting to line up on the side of the road and you're forced to drive on the wrong side of the road to get around them. Recently trying to exit Pioneer about 15 to 20 minutes after school let out to turn left and go southbound, it took three stoplight cycles for me to make that turn. It's also led to a traffic problem that's led to many drivers cutting through behind Starbucks and alongside the bank and the car wash to avoid the long delays at the stoplight. In addition, the significant safety concerns for the school children. Recently, Hampton Manor Assisted Living Facility started advising elderly residents to be extra careful when walking to the bank or Starbucks because of some near misses from cars that were cutting through on this road. They won't be able to cut through and that'll add more to Pioneer. Next on Courtnay, it's my understanding that traffic data, you've pointed out some of the limitations or perhaps some of the misstatements that might be on there. The fact that it exceeds limits in certain areas is a particularly scary thing. When the barriers are up, that's going to force more cars, as you mentioned, turning north or more cars turning on to Pioneer to try to get to the stoplight there. I don't know when they expand the right turn lane how these cars are going to get out to get to the left turn lane.

Chelsea True stated she is a nearby resident and would like to briefly address three of the criteria this board is asked to consider when evaluating a rezoning request like this. First, compatibility. The county's own staff analysis states that the proposed use is not consistent with existing patterns of surrounding development, which is predominantly single family residential to the east with limited commercial uses along the corridor. That finding matters because compatibility is one of the core factors this board is charged with weighing. Second, while the staff report notes that the project could be considered a transition between commercial uses and lower density residential, transition can happen at different scales. A 222-unit three-story apartment complex on roughly 11 acres is not a minor transition. It is a significant increase in intensity at a corner already constrained by surrounding uses, roadway conditions, and neighborhood context. It has also been suggested that other uses may be possible under the current zoning. But respectfully, the decision before this board is not based on hypothetical worst-case scenarios. The question is whether this specific rezoning request at this scale and intensity is appropriate and compatible at this location. Third, infrastructure and access remain unresolved. North Courtnay Parkway is already the subject of an active FDOT safety project and access scenarios referenced in the traffic analysis as preferred to remain dependent on future approvals that are not yet guaranteed. Proportionate fair share has also been discussed, but payment alone does not resolve physical traffic constraints, queuing, or safety concerns near an active school corridor. The staff analysis also states that this development has the potential to create traffic impacts that could adversely affect the safety or welfare of residents in the surrounding neighborhoods. This is not an argument against growth or housing. The question is whether this scale at this location is appropriate before those issues are clearly resolved. Once intensity is granted through rezoning, the

long-term impacts remain even if unresolved details are addressed later at the site plan. I'm hearing a lot of hypothetical arguments here. We can build. They're going to be six figure tenants. There's going to be access, but there's no proof right now.

Danielle Delude stated today I speak for the people of Merritt Island and every existing homeowner in Brevard County. The families who built this community already paid for roads, drainage, schools, fire, and police services. This rezoning from agriculture use to RU-2-15, RU-2-30 for 222 multifamily units on 11 acres is not responsible redevelopment. It is subsidized growth that will force us taxpayers to foot the bill for the developer's profit while our quality-of-life decreases. I urge you to recommend denial or at minimum ironclad conditions that require the developer to pay 100% of all infrastructure upgrades before approval. Infrastructure and growth pay its way straight from Brevard's own comprehensive plan. The capital improvements element in chapter 13 of Brevard's comprehensive plan could not be clearer. Brevard County should not consider financing needed capital improvements with impact fees and other forms of development exactions to ensure the new development pays a pro rata share of infrastructure development costs. Policy 4.5, page 13-7, Brevard County shall continue to utilize a concurrency management system to review the impacts of all development proposals on existing public facilities to ensure that levels are not degraded below acceptable level of standards. Policy 5.1 page 13-6. And crucially, building permits may be approved and developers agree to construct all improvements necessary to accommodate the specific impacts of the proposed project concurrent with this development. Policy 5.2 to criteria D page 13-9. The plan even warns against subsidizing growth. Limit future expenditures for infrastructure and service facilities which serve to subsidize growth. Objective 3, page 13-6. Transportation facilities must be in place or under actual construction, not more than 3 years after the certificate of occupancy. Policy 5.2 criteria C. Yet Brevard's own impact fees have not been updated since 2007 and do not cover actual costs. Existing homeowners pay the difference through property taxes. The 1,000 friends of Florida report put it plainly. Without the fees, existing residents would in effect subsidize the cost of new development. Page two. This project will do exactly that.

Kimberly Jarvis stated I'm a volunteer with Audubon's Eagle Watch program. I'm also an avid birder, as you can see from my shirt. Last time I was here I brought a map of the proposed development along with the 660, 330-foot buffers. To put it in perspective for some of you people, 660 feet is two football fields and two first downs. That's not very far. Eagles can see three miles. They can see a rabbit from three miles and their hearing is equivalent to that of a human. This project will disrupt the nest. That nest has been there for eight years. Somebody on Nextdoor was kind enough to send me a picture of a fledgling barred owl. It's learned to fly and now it's learning to be an owl. That picture was taken in Villa Del Rena or somewhere in Villa de Palmas. And I was out there last Tuesday, and I did hear barred owls.

Madonna Bailey stated many things have been said already, but things I wanted to stress is first, I'm just one of many people that couldn't come today because of the time of the day. There's a lot of people moving here for the space industry. I understand they need homes. We would welcome five single homes for them to purchase with their investment. The medical trips that I just heard today about there would be more trips in and out being a resident of Merritt Island. We do need more medical. And if those medical people would already be living here, it wouldn't be a new 222 units. The units that are going up behind Merritt Island Mall, the 296 units that are expected to be completed in early 2027 have not even been considered in this study, which we know they'll be going right down Courtney to go to the space centers. We love our island. The traffic is getting to be ridiculous. And like you've heard from so many today, just hope you take in consideration that we do welcome people

to our community, but we do welcome the five single homes, the American dream.

Diana Schommer stated she is a resident of Merritt Island. I use Pioneer quite a bit and I live on North Tropical and Andrix and I really appreciate the hard work that many of these people have done. In my case, I'm acutely concerned with sewage. I understand that Sykes Creek has the capacity for this project. I'm told that it does, but it still has spills. It has spills when it rains a lot. And that always goes into the Indian River Lagoon. We all voted for a half cent tax to clean up the lagoon. As far as I can tell, it has made no difference. It has not improved one iota. And that half cent, oddly enough, generates \$4 million a month. Not one cent has gone to fixing sewer lines or replacing old ones. A few years ago, they did a couple of studies in Catalina Isles and Hampton homes and 65% of those sewer lines leak. They leak. Has anybody done anything about it? No. Not one red cent has gone to upgrade the infrastructure. Sure, they'll have new lines for their project, but they'll be tying them into old ones that leak and then it goes to Sykes Creek and when they have heavy rainfall, it will leech into the lagoon. I think 222 is too much. We're full. Courtney's a nightmare most of the time now. And when they put that concrete barrier in there, it's only going to make it worse. At least you have a way to maneuver. My neighbors are opposed to this. They're not here, but they are opposed to it.

John Clamp wanted to point out to Michael that we worked at Space Center. I worked out there for 20 years. Not everybody lives on Merritt Island. They live in North Merritt Island. They can go out on State Road 3 or what was State Road 3 into North Brevard County. They can take two routes into the mainland through 405 into Titusville. There's the "B" Line off to Orlando. And there's Merritt Island. And then there's places further south. You're not stopping anybody moving into this area by building or not building condos here. It makes no sense. I just didn't go along with the reason that apartment blocks were needed. There are all kinds of opportunities to build properties. On another issue, much more personal, I guess, I was a real estate broker. And anybody that thinks something like this does not devalue single houses is not paying attention. This would. Now I happen to live directly by the woods. I figure my property's five or 10 above the average for the same house. Take that away and you're costing me money. And I'm sure that there are a few other people here that would also cost them money. Regarding the traffic, that's an obvious one. It truly is obvious. But Merritt Island is full up. It really is full up. You can't get a quart into a pint pot. So, stop trying, please.

Susan Cole stated she lives in Merritt Island. My husband and I have recently moved here. We're one of the people that you're talking about working for the space industry for 30 years coming down here all the time. We do not rent apartments yearly. We rented on the beach. We rent nearby where the contractors are paying us. So, I don't believe that that's a good theory. The other one is the cruise terminals. People are not going to be moving into apartments to go on cruises. That is a silly argument. They mentioned mobile homes and condos. They're not in this area. They're on tropical trailer a little bit further away. They mentioned that in November they informed people in our area. That is not true. I live in that neighborhood. I was not informed. We heard through the grapevine. There's over 2,000 people on a petition that have signed about this right now. And still word is getting out. I don't know who they say they mentioned. If it's probably their own builders or something, I don't know, but it certainly wasn't the people in the neighborhood. I want to mention that the hospital versus apartments. The apartments are going to come. They're wanted. They're trying to sell it to the people that are working. They all leave at the exact same time. The people who go into hospitals or medical centers or whatever, they're coming and going. It's not going to be that flux of traffic that you get at 8:00 a.m. They're spouting out numbers here and there, but as we heard with the traffic, it's four hours in two days that they've studied the traffic. We all know that's not a good accurate picture. The development is going to bring nothing to the people of Merritt Island that are here now. We already

have stores, restaurants, everything we need. It's not going to bring us anything.

Peggy Robinson stated she lives on Raintree Lake Circle. We've been talking a lot about numbers today. And I'd like to talk about maybe just the feeling that you have when you come to Merritt Island. When I moved here, I felt at peace and now I feel like I'm being crowded out. I don't know anybody who wants a three-story apartment, eight apartments, 222 apartments built in their backyard with balconies overlooking their yard, overlooking their house, overlooking their family. Merritt Island is only so big. It's only so long. It's only so wide. You can't squeeze everything into Merritt Island. I don't know anybody who is for this. And, I don't know how many three-story buildings there are on Merritt Island, but I don't think there's very many. And, the ones that we have have large buffers. So, you're not on top of a neighborhood. You're not on top of each other. They're set back and there's a reason for that and it's called congestion. I'm not in favor of congestion. I'd like to live my life peacefully here in Merritt Island for the rest of my life.

Hazel Banks stated her address is right behind their backyard. And being 50 ft away is not good enough because of the noise, the lights, the rentals. We all know type of people that come to rentals and they're not the quiet people that we want. I was coming down from Orlando last Thursday and I came across KSC down Courtnay and I was stopped because of the traffic at the Causeway Diner which is 2 miles from my street, and it took 30 minutes for us to get through and this was around 3:30 p.m. I was on Pioneer on a Thursday again going north and that's where I saw all the parents cars are all down Lewis Carol Drive and halfway west on Pioneer. And like the other person said, the people that wanted to drive south couldn't because of the school traffic waiting and there was about a mile and a half of school traffic and the buses coming from the school to go to the intersection to turn right and/or left or go straight. Also, a builder came to my apartment, and he was at a similar unit and the people next to it couldn't sell their house because they knew of all the noise that the apartments were making.

Victoria Benavidez stated I work here. You can see my shirt, and I work in the utilities department. My one concern somebody mentioned is sewage because I know Sykes is at capacity. But beyond that, I wanted to talk about the traffic situation. I do not go down Pioneer because of the buses and all the parents sitting there waiting. So, in the morning rush hour traffic, I go around to Villa De Lorena. I think there are a lot of people who do this and then I go right onto Courtnay and get on 528. Now the other issue, so that's one thing is because that's a tiny little street, Villa De Lorena, and it's heavy with children walking to school. I see them every morning and I do my best to stay within the 20-mph speed limit that's on that street because I know that. But I also know that there are a lot of people who just zoom down that road. Now you're saying that that is just going to get way worse because these apartment people are also going to find that work workaround and use that way as well. Then the other situation is the median on Courtnay. So, if you have not been in that area during rush hour, then you do not realize that that median on Courtnay backs up way down because the line of people that are waiting to turn left on 528 to get on westbound, they line up in that median. So now FDOT is going to put up a median there, a hard median, so that the cars can't do that. Now we're talking it's going to get even worse. And you add 440ish cars to that situation with this apartment building. That scares me. I have no other way to get out of my area except Pioneer or Villa De Lorena. That's it. There's no other way.

Jenny Eckberg stated a couple things I drew from this meeting. One of them that just popped into my head was the drawbridge that does occasionally on the half hour can go up on whim, you can't tell the boats when and where they're going to come. And so that backs up Courtnay. That kind of plays into

the other conversation of when they put the median in and the people in the turn lane trying to get on 528 westbound. That's going to back up the left lane. And then there was something this is maybe more of a question when we were talking about the capacity use using more than 25% of the capacity remaining and we were talking about two trips a day 855 and 662 trips and then the capacity is 2000 and 1200 and I heard the argument being oh well that's if you're doing the site plan. So, I don't really know where site plan comes into play but I'm just looking at the numbers and that this was well above this 25% capacity. Just to reiterate that maybe someone needs to look into that. So, does site plan come after we do the rezoning and the numbers are still going to be the same. Lastly was the argument about having a hospital and I don't know enough about that, but wouldn't it still require rezoning if this 11 acres are zoned AU? If you're putting a hospital there, are they talking about the current infrastructure, the current building that they're going to build that up to maybe three or four stories hypothetically if they do put a hospital there? And then the fact that two thirds of that are also wetlands and wouldn't that still need to be reviewed? So again, we got this hypothetical of this hospital that may or may not go in and still impacting and still an eagle's nest and still all this that still needs to be viewed.

END PUBLIC COMMENT

Ms. Rezanka began with the wetlands are only about 1 acre. It's not 2/3. It's been ground proofed, but again that's a site plan issue. Regarding that 25%, it's very confusing. Again, first time I'd seen it raised in a zoning issue. That's section 62602. I handed you the entire ordinance. The big thing to understand is we're at preliminary evaluation for rezoning purposes. Usually, a full-blown traffic study has not been done for zoning. We did it here because of the concerns and traffic engineers here, they've reworked it. They've met with Mr. Nguyen. They've met with many people at traffic and right now we're not going to make the level of service on Courtney worse or the intersections worse, that's the standard regardless with the 62-602. If we do go to site plan and if we are taking up more than 25% of capacity it can be phased it can be proportionate fair shared roadway improvements can be made. So, the 62602 was for informational purposes only, which made the developer do more work to determine if they still wanted to go forward. And they still do want to go forward. Regarding lights and noise and the types of people that live in apartments, that's relatively offensive, but lights and noises are performance standard issues and noise ordinances. So, if there are problems then that is taken care of at the time the performance standards with lights and noise. Again, these are luxury apartments. The only other apartments that are new in Merritt Island are the ones that are going behind the mall. Also, those were already in development when this project came forward. So, all their traffic impacts have been accounted in the methodology that was in the traffic study that was here. About depreciation and value, that requires an MAI appraisal which you do not have any evidence before you today on that. Miss Cole said she was not notified of the meeting. Our office pulled the 500-foot radius for the community meeting, and it did go to the HOA because they had property in it too and there were quite a few people there and we've had several meetings since that time as well. Regarding paying for growth as it comes along. This project, if approved, would pay over half a million dollars in impact fees and a proportionate fair share is required and would be another \$200 or \$300,000. And improvements will be made. There will be a turn lane going into the project. There will be an extended turn lane on Pioneer, which again should cure some of these problems with stacking on Pioneer. Pioneer is only at 30% capacity. This really seems to be a schoolboard issue and school board should do something about it, but I know they don't have the ability to do it either. The access to State Road 3 is an FDOT issue. It's not a county issue. State law doesn't require a site plan even to be held up without an FDOT permit. So that is something again at a site plan issue. The traffic counts were 24-hour counts. They were done on December 11th, which is a

Thursday, and January 14th is a Wednesday. 24 hours. They also did it specifically to count the school times because that was raised at several of the meetings. Going back to the comprehensive plan it is residential 15 and neighborhood commercial which allows the bump up to 30 units to the acre. So, in 1989, this county thought multifamily was going to be on this property. And somewhere along the way in 1983, they put this conditional use for a medical office and clinic. So, it's either or. Or it could be five homes, but it's been this way since 1983 with this conditional use permit and 11 acres have not been built. So, there's some reason this hasn't been built. It doesn't make sense to do AU there. This one was a holding category. And the comp plan is for 15 units to the acre bumped up to 30 units to the acre. Again, the traffic study was done because of concerns about traffic. Mr. Hopengarten I know you don't believe it, but the school buses were counted and everything that travels on the road has been counted on it. They've done the methodology as required by the county and the county has said we're good until you go to site plan. Also, with that package I provided to you, the 62-602, if you turn to page 8 and these are all county records, these are all future land use maps. This shows the variety of zoning. Actually, let's talk about the comp plan a little more. Villa de Larena is residential six. So, they thought six units to the acre could go there as well, which could have been multifamily if chosen to be so. Page eight shows the zoning map. It shows Hampton Manor is written on it, and AU is a property to the north. The AU property that's left is all undeveloped land. It's intended to be something other than agriculture. You don't usually have farms with pigs and horses in a residential neighborhood. A mixed-use neighborhood because you have all the commercial along the corridor there. Page nine, just to give you a perspective of where the RU-2-30 is behind Target with the housing authority, there's also some RU-2-30 south of 520 both east and behind the mall, Harbor Woods. So, this is just a little bit of a perspective. The compatibility, this is an infill project. This is going to fill in a gap with luxury apartments. People who are moving here can't afford to buy a house, as Mike Oliver explained. Hampton Manor is assisted living facility, which is also multifamily. It's even further to the east. In summary, there's no expert or fact-based evidence, competent or substantial, to deny this rezoning. There is compatibility. Traffic is not interfering to the extent that it would require proportionate fair share at this time because we're not decreasing the level of service. Property's never developed and has wetlands to preserve. There's a BDP to address any potential negative impacts. There's a bigger buffer to the east and a 50-foot natural buffer to the north which was not anticipated even in the binding site plan in 1983. The development of this property will not be averse to the comprehensive plan or the land development code and will not be detrimental to immediate neighbors or commercial uses. With that we request the rezoning to RU-2-15 and RU-2-30 with the removal of the binding site plan.

Mr. Wadsworth reminded the board that they need to realize they're here for zoning. That's our thing.

Mr. Hopengarten asked where planning comes in. It says planning and zoning. I have one statement to make. I've been in real estate development for 40 years as an architect and we're always concerned about our projects for the end user, and I didn't notice any comments regarding the consideration to the residents that will be there. I mean if the traffic is like you say it's going to be, aren't those people going to have trouble getting out of that property?

Ms. Rezanka responded the company has decided to come here because it meets their business model. They have two developments in Viera, which traffic is far worse in Viera than it is on Merritt Island.

Mr. Hopengarten asked, "Did they make the traffic worse?"

Ms. Rezanka responded no, because the county code doesn't allow you to make it worse. So, the end user, that's a business decision that planning and zoning shouldn't really be involved in.

Mr. Hopengarten replied I'm not I'm just stating the fact that you need to look at who's going to be living there and what impact their lives are going to have. I mean you're probably going to build something beautiful which is great. The price might be fine, but Mr. Chairman I would like to move for denial.

Motion to recommend denial of Item H.3. by John Hopengarten, seconded by Ruth Amato. Motion failed with a tie vote of 7:7 (voting yea: John Hopengarten, Ruth Amato, Erika Orriss, Jerrad Atkins, Robert Wise, Ron Bartcher, and Erik Michajlowicz; voting nay: Henry Minneboo, Debbie Thomas, Neal Johnson, Melissa Jackson, Robert Brothers, Ana Saunders, and Mark Wadsworth)

Motion to recommend approval of Item H.3. by Henry Minneboo, seconded by Debbie Thomas. Motion failed with a tie vote of 7:7. (voting yea: Henry Minneboo, Debbie Thomas, Neal Johnson, Melissa Jackson, Robert Brothers, Ana Saunders, and Mark Wadsworth; voting nay: John Hopengarten, Ruth Amato, Erika Orriss, Jerrad Atkins, Robert Wise, Ron Bartcher, and Erik Michajlowicz)

Alex Esseeesse stated "We'll communicate that to the board. Seven/seven tie each way."

H.1. SFT IV, LLC. and MOS 18, LLC. (Stephanie Harris) requests a CUP (Conditional Use Permit) for Alcoholic Beverages for On-Premises Consumption, accessory to a bar. (25Z00060) (Tax Account 2862142) (District 3)

Trina Gilliam read item H.1. into the record.

Stephanie Harris stated they're looking to serve beer and wine at the hotel to guests that are staying there.

PUBLIC COMMENT

Suzanne Marszal stated she has two houses there, 130 and 205. 130 is part of the homeowners association. 205 is not. It's a dead-end street. It's a residential development of maybe 13 houses, 14 houses. The homeowners association sent in a bunch of denials for this request. I did not have the time unfortunately to get my email into your board ahead of time to say that we're denying it. We want to keep it residential, quiet. We're worried about the traffic. There's nowhere to park. The hotel is very small. The resort that they're calling it is very small. We have people coming up and down the block now. There's also a bus stop in front of the subdivision which is right across the street from the hotel. We're worried about people coming back and forth, the litter. Once it's zoned to have this then we don't know if they ever decide to sell it what's going to happen next. Also, they're saying that it's only for consumption of the people that are staying there. How do you prove that that's the person that's going up to that bar or tiki bar to have a drink there? Are they going to get back on the road, get back on A1A, which we've had many head-on collisions due to drunk driving on A1A down south of 192. I don't know how many people are familiar with that area, but it's only one way both ways. It's just the residents and I am very concerned about what's going to happen if it gets approved.

END PUBLIC COMMENT

Ms. Orriss inquired if it's only the people staying there that are going to be able to make use of this.

Ms. Harris replied it is a very small hotel. It only has 16 rooms. I pretty much greet every single person. I would most likely be the one serving it. That's how I can control it. And, parking is limited.

Ms. Orriss responded I live in that area and to be quite honest with you, I wish you would maybe open it up to the public but thank you.

Ruth Amato inquired about whether with the tiki bar they are going to have live music.

Ms. Harris responded not at this time. No.

Ms. Amato asked staff if it's approved, would it have to have something saying that they can't have live music or is that automatically not going to be allowed? How does that work? I'm worried about the noise at night in a residential neighborhood.

Ms. Gilliam responded they would need to meet our performance standards, which include noise.

Ms. Amato continued but that could be what, what's a late night, 11?

Ms. Gilliam replied I would have to check the noise ordinance to see what the time frame is to limit the noise.

Ms. Amato stated there's a bar who has a tiki bar in another place and it complies with its noise ordinances and what not, and the neighbors still don't get any sleep. So again, that would be my major concern in a residential neighborhood.

Ms. Gilliam responded there is residential to the north and where the tiki bar is proposed to be located on the deck, there's quite a bit of distance away from that single family property that's located there. There also is some vegetation that's already on the property to the north and the single family and that would buffer some of the noise as well. However, on the application, they proposed that they would only be serving from 2:00 p.m. to dusk, which is typically probably about 9:00 p.m. in the summer. Again, with no outdoor music right now.

Ms. Orriss stated she was okay with it because her concern is the turtles and things like that, but because of the hours of operation, I felt more comfortable with it.

Ms. Harris stated it would probably close by six to be honest. We want to go home.

Ms. Amato asked if that was something that could be put in a BDP or something with the CUP to memorialize it so that's not a concern.

Ms. Esseeesse responded the board could put conditions on the approval with certain restrictions including time considerations with music.

Mr. Hopengarten asked where's your tiki bar going to go.

Ms. Harris replied on the deck, underneath a cabana.

Motion to recommend approval of Item H.1. with a BDP limiting the hours of operation to 1:00 p.m. to

6:00 p.m. by Erika Orriss, seconded by Jerrad Atkins. Motion passed unanimously.

H.2. AMBEWITH, LLC. requests a zoning classification change from AU (Agricultural Residential) to RU-1-11 (Single Family Residential). (25Z00063) (Tax Accounts 2411077, 2411074) (District 1)

Trina Gilliam read item H.2. into the record. She stated "I want to make a correction to our staff report. We say that they would not be able to realize three properties without three splits without a variance. However, when we looked at that again, there's a particular configuration of the existing site where they can get three lots without doing a variance."

Everett Rolle stated he has a parcel that is .945 of an acre and right now it's zoned AU for agricultural uses only. But under that definition, it requires it to be 2 acres or more for what I want to do. So, I'd like to change the zoning on it to RU-1-11, which will allow me to put single-family homes on it. When I made the application, I was told that there were a few outstanding issues that I needed to address with it. One was that I first had to combine the properties, do a replatting and submitting them to the county and combine it to make it one property. Then to get it rezoned for the RU-1-11, I was told I'd have to show how it was going to be subdivided and to have civil engineering drawings to show the entrances to the properties. This is my first time in front of a zoning meeting, so I don't have the utilities like some of your other folks have had here this afternoon. The property faces West Railroad Avenue here.

Ms. Gilliam stated that he has two properties that would be off Railroad Avenue. He can do this southern piece and ingress/egress off Railroad. And then this northern piece to the top corner here, he can have an entrance either off Railroad or Rolle Place. And then obviously the one to the west would have an entrance off Rolle Avenue as well.

Mr. Rolle continued they wanted me to also address the driveways, to get civil engineering for the driveways. And I have it here. This shows the driveways to the individual lots. The dimensions of it. They're more clearly defined on the larger drawings that I have there. It's hard to get the surveyors to come out in a timely fashion. And I really thank God they were able to get it for me.

Mr. Hopengarten asked if there was sewer in that area.

Mr. Rolle responded no, sir.

Mr. Hopengarten then asked if he wanted to use septic.

Mr. Rolle responded yes, sir.

Mr. Hopengarten asked if he knew there is a moratorium on septic in that area.

Mr. Rolle stated he wasn't told that.

Mr. Hopengarten continued new construction there's a moratorium because of the Indian River. You might want to check that just to make sure. This was recent within the last eight months I think that they did that.

Mr. Esseeesse responded staff included the Indian River Lagoon septic overlay map in the GIS map

packet that's part of the agenda item, and it doesn't appear to be included in that area. Now, obviously, when he comes in for building permits, he can go through that process, but at least at this point, it doesn't look like his property falls within that area.

Mr. Hopengarten stated he just wanted to give him a heads up that might be an issue for him. And you have plenty of land to do a third of an acre for each of the houses, which is what's needed for septic. But I just wanted to make you aware that there is a moratorium and it may include your site, or it may not.

Mr. Rolle stated he would take that under advisement.

Motion to recommend approval of Item H.2. by Jerrad Atkins, seconded by Neal Johnson. Motion passed unanimously.

Meeting adjourned at 5:10 p.m.

From: [Kim Rezanka](#)
To: [Liesenfelt, Jim](#); [Calkins, Tad](#); [Prasad, Billy](#)
Cc: [Esseesse, Alexander](#); [Bernath, Marc](#); [Randall, Alice](#); [Gilliam, Trina](#); [Richardson, Morris](#)
Subject: RE: 4.2.26 Brevard County Commission Meeting, H.3 (Merritt Bidco SPV, LLC)
Date: Tuesday, March 31, 2026 3:27:25 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Mr. Liesenfelt, Mr. Calkins, and Mr. Prasad,

Applicant, Merritt Bidco SPV, LLC, will be seeking a postponement or continuance of the hearing before County Commission on April 2, 2026. My Client is investigating the possibility of acquiring additional property adjacent to the current proposed apartment site, is reviewing the potential of modifying the proposed number of units, and considering further modifications to access to the site and for offsite improvements.

This will be the first continuance request of the Applicant. We will be asking that this be postponed until the May 7, 2026 County Commission Meeting.

I will be present to request the postponement.

Please do not hesitate to contact me with any questions, comments or concerns.

Chairman Altman and all the Commissioners have been blind-copied on this email.

Sincerely,

Kim Rezanka

LACEY REZANKA

6013 Farcenda Place, Suite 101

Melbourne, FL 32940

krezanka@lrr.law

Office 321.608.0892

From: Kim Rezanka

Sent: Tuesday, February 3, 2026 4:07 PM

To: 'alice.randall@brevardfl.gov' <alice.randall@brevardfl.gov>; 'Gilliam, Trina'

<trina.gilliam@brevardfl.gov>; 'billy.prasad@brevardfl.gov' <billy.prasad@brevardfl.gov>;
Richardson, Morris <Morris.Richardson@brevardfl.gov>
Cc: 'Esseesse, Alexander' <alexander.esseesse@brevardfl.gov>; Marc.Bernath@brevardfl.gov
Subject: RE: 2.5.26 Brevard County Commission Meeting. H.11 (Merritt Bidco SPV, LLC)

Mr. Prasad,

Based upon the submission of new evidence in support of this rezoning item, including the BDP, we agree that this item should be continued to the March 5th County Commission Hearing. I will be present at County Commission to agree to that recommendation.

I have blind copied all the Commissioners with this email.

Thank you.

Sincerely,
Kim Rezanka

LACEY REZANKA
6013 Farcenda Place, Suite 101
Melbourne, FL 32940
krezanka@lbr.law
Office 321.608.0892

From: Kim Rezanka
Sent: Monday, February 2, 2026 5:25 PM
To: alice.randall@brevardfl.gov; Gilliam, Trina <trina.gilliam@brevardfl.gov>; billy.prasad@brevardfl.gov; Richardson, Morris <Morris.Richardson@brevardfl.gov>
Cc: Esseesse, Alexander <alexander.esseesse@brevardfl.gov>; Marc.Bernath@brevardfl.gov
Subject: RE: 2.5.26 Brevard County Commission Meeting. H.11 (Merritt Bidco SPV, LLC)

Attached is the TIS prepared by Bowman, with recent traffic counts. This has also been blind copied to all the Commissioners.

Sincerely,
Kim Rezanka

IMPORTANT: The contents of this email and any attachments are confidential. They are intended for

the named recipient(s) only. If you have received this email by mistake, please notify the sender immediately and do not disclose the contents to anyone or make copies thereof.

From: Kim Rezanka

Sent: Monday, February 2, 2026 4:30 PM

To: alice.randall@brevardfl.gov; Gilliam, Trina <trina.gilliam@brevardfl.gov>;
billy.prasad@brevardfl.gov; Richardson, Morris <Morris.Richardson@brevardfl.gov>

Cc: Esseesse, Alexander <alexander.esseesse@brevardfl.gov>

Subject: 2.5.26 Brevard County Commission Meeting. H.11 (Merritt Bidco SPV, LLC)

Attached is a draft BDP for the Commissioners Consideration on Thursday, for further review by County Attorney staff if the rezoning should be approved. The BDP includes the conditions discussed at the P & Z Hearing, which led to a 7-7 split vote regarding the rezoning request.

Also attached is a Rezoning Traffic Analysis prepared by Bowman Engineering, regarding the CUP allowed use as a hospital instead of as a 222 unit apartment complex. A full TIA has been prepared, with traffic counts obtained last week, which will be submitted today or tomorrow.

Finally, attached are photographs of the two projects that Rangewater has developed and manages in Brevard County. Marisol was one of the first multifamily developments in Viera. It sits right across from Avenue Viera. Olea at Viera is directly behind Health First Viera.

All of the Commissioners have been blind copied on this email.

Please let me know if you have any additional questions.

Sincerely,

Kim Rezanka

LACEY REZANKA

6013 Farcenda Place, Suite 101

Melbourne, FL 32940

krezanka@lrr.law

Office 321.608.0892

Merritt Bidco SPV, LLC / RangeWater: 25Z00054

Dated: April 24, 2026

RE: Response to Staff Addendum and submitted public comments

By: Kimberly B. Rezanka, Esq. (Applicant)

Days before the County Commission Meeting of February 5, 2026, Staff published an Addendum to this zoning application. Staff issued a Second Addendum days before the April 2, 2026, County Commission Meeting (dated March 24, 2026, but not provided to Applicant), renewing its spurious “concern” to the rezoning based upon “driveway configuration” and the Project’s use of “greater than 25% of the remaining capacity”. The Addenda include several conclusory statements, without supporting facts or analysis, much like the numerous emails sent to the County in opposition to this rezoning. Additionally, the Addenda and Staff Report – and opposition emails – misinterpret Sec. 62-602, County Code of Ordinances.

I. TRAFFIC.

Per Sec. 62-602(b), only a “preliminary evaluation” is to be completed to show the availability of services and facilities for a zoning application. A full “concurrency evaluation” is only required for a “site plan, subdivision plat or building permit approval”, per Sec. 62-602(c). Under Sec. 62-602(e), if there is a “finding of deficiency”, based upon a full concurrency evaluation, the County and the developer have options to make necessary improvements to provide adequate capacity. If a full evaluation results in “finding of nondeficiency”, Sec. 62-602(f), sets forth the process for vesting of site plans and subdivisions only for “Road capacity”. This Ordinance defines a “threshold capacity”, not a deficiency, and defines it as “(t)he affected roads are operating or committed at a level equal to or less than 85 percent of the acceptable level of service.” *Sec. 62-602 (f) a. 1., Brevard County Code of Ordinances.*

This reliance by Staff and opponents as reason for denial is disingenuous because: (A) Staff has **admitted that there is a nondeficiency** and (B) has **utilized a Code provision intended for site plans** and plats, not for zoning applications. The proposed trips generated from the proposed apartment complex does not decrease the level of service of Courtenay Parkway or Pioneer Road. While the Applicant is willing to provide offsite improvements and enter into a proportionate fair share agreement, if deemed necessary, these potential solutions are not at issue as this is not a site plan or a subdivision plat application.

However, because of the County's concerns regarding trip generation and impacts on N. Courtenay Parkway and Pioneer Road, Bowman Engineering was hired by the Applicant to conduct traffic counts and provided several version of a Traffic Study (revisions needed due to Brevard County Traffic Operations' comments and requests for revisions), the last one dated March 5, 2026. The Traffic Study has identified improvements to be constructed by the Applicant/Developer, and the improvements will be a condition of construction.

Additionally, the Applicant has offered to enter into a Proportionate Fair Share Agreement, as contemplated by F.S. 163.3180 (5)(h)1. c. Under this Statute, the County **must** "Allow an applicant for . . . rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government's concurrency management system" through a "binding agreement to pay for or construct its proportionate share of required improvements". Denial of 25Z00054 based upon "traffic", when the Applicant has offered to enter into a binding agreement contemplated under F.S. 163.3180 would be a violation of Florida law.

Regardless, the Capital Improvement Element of the Comprehensive Plan clearly allows approval of this rezoning as it does not reduce the adopted Level of Service on N. Courtenay Parkway. Under Policy 5.2, "Brevard County **may approve rezoning** applications, subdivision plats, site plans, and building permits if the potential impact of the proposed development does not decrease the level of service below acceptable standards for any existing public facility or a facility listed in this Element's Schedule of Improvements."

II. EXISTING FUTURE LAND USE DESIGNATIONS.

Seemingly overlooked by everyone is the fact that a portion of the Property has for a long time been designated with the Future Land use of Neighborhood Commercial (NC) and Residential 15 (RES15) in the Future Land Use Map of the Comprehensive Plan. This Property has always been intended to be developed with a commercial use and with multi-family, also a commercial use.

The Florida Growth Management Act requires Brevard County to create and implement a Comprehensive Plan to guide future development. *F.S. 163.3167 (2025)*. The Future Land Use Element of the County's Comprehensive Plan establishes a range of allowable uses and densities and intensities over large areas. The Comprehensive Plan must provide the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of

the area that reflects community commitments to implement the Plan and its elements. *F.S. 163.3177(1) (2025).*

The Plan shall establish meaningful and predictable standards for the use and development of land and provide meaningful guidelines for the content of more detailed land development and use regulations. *Id.* The amount of land designated for future planned uses shall provide a balance of uses that foster vibrant, viable communities and economic development opportunities and address outdated development patterns, such as antiquated subdivisions. The amount of land designated for future land uses should allow the operation of real estate markets to provide adequate choices for permanent and seasonal residents and business and may not be limited solely by the projected population. *F.S. 163.3177(6)(a)4 (2025).*

III. **ADMINISTRATIVE POLICIES.**

The Comprehensive Plan Administrative Policies have been cited by opponents as reasons for denying this rezoning, but the opponent to not provide hard facts to support the recitation of the Policies. The Addenda (and MIRA and opposition emails) do exactly this – mere recitation of Policies – only by number or letter - without competent or substantial factual support.

Administrative Policy 3 Criteria A. *Whether the proposed use(s) would have hours of operation, lighting, odor, noise levels, traffic, or site activity that would significantly diminish the enjoyment of, safety or quality of life in existing neighborhoods within the area which could foreseeably be affected by the proposed use.*

While the focus of the mention of this Policy seems tied to “traffic”, the concept plan and proposed Binding Development Plan (“BDP”) reveal greater buffers from residential neighbors than would be required under the existing BSP. But, as related to traffic, the proposed use will generate substantially less trips than a potential hospital or emergency clinic on the Property, which is allowed on the Property by the existing CUP and BSP. According to the January 20, 2026, Rezoning Traffic Analysis prepared by Bowman Traffic Engineer Jurado, the Property could generate 5,535 daily trips, 369 morning peak hour trips, and 370 evening peak hour trips if developed as a hospital.

Looking simply at the trips generated from the proposed Project, per the Bowman TIA, the AM peak hour traffic leaving the site is slightly more than one (1) per minute – one every 60 seconds. The peak PM school dismissal trips leaving the site are slightly more than (1) per every two (2) minutes. The PM peak trips into the site are also slightly more than (1) per minute, and trips out of the site are one (1) per every 83 seconds.

These ratios are low and will not impact those in the residential neighborhoods to the east.

Administrative Policy 4 *Character of a neighborhood or area shall be a factor for consideration whenever a rezoning or any application involving a specific proposed use is reviewed. The character of the area must not be materially or adversely affected by the proposed rezoning or land use application. In evaluating the character of an area, the following factors shall be considered:*

Criteria: *A. The proposed use must not materially and adversely impact an established residential neighborhood by introducing types of intensity of traffic (including but not limited to volume, time of day of traffic activity, type of vehicles, et cetera), parking, trip generation, commercial activity or industrial activity that is not already present within the **identified boundaries** of the neighborhood.*

The Project will not introduce traffic into the **INDENTIFIED BOUNDARIES** of the residential neighborhoods of Raintree-By-The Lake (to the east) or Villa De Palmas (to the north), and any statements that the character of these two neighborhoods will be materially or adversely affected is pure speculation. The access to the Project will primarily be from SR3, with some accessing from Pioneer Road, but the residents and guests of the apartment complex would have no reason to travel into Raintree-By-The-Lake or Villa De Palms.

B. 3. An area shall be presumed not to be primarily residential but shall be deemed transitional where multiple commercial, industrial or other non-residential uses have been applied for and approved during the previous five (5) years.

Based upon the recent development of the ten (10) acres of commercial land to the south of this Property – Starbucks, Hampton Manor ALF, Space Coast Credit Union and Twins car wash – the area of this Property **is “transitional”** and not primarily residential.

In fact, Hampton Manor ¹ is a multi-family residential rental proper ², a commercial use property, AHCA Facility ID 11970185, located directly south of the Property at 2250 N. Courtenay Parkway. At 140 beds situated on 6.62 acres of land, the density of Hampton Manor is 21.15 units/acre. This density is higher than that sought by Applicant and defeats any hint of spot zoning.

¹ Owned by ZAMZAM FLORIDA III LLC.

² Fannie Mae, *Multifamily Selling and Servicing Guide*, Sec. 5.01, dated February 2, 2026.

Administrative Policy 5 *In evaluating whether substantial and adverse transportation impacts are likely to result if an application is approved, the staff shall consider the following: **Criteria:***

- A. *Whether adopted levels of services will be compromised;*
- B. *Whether the physical quality of the existing road system that will serve the proposed use(s) is sufficient to support the use(s) without significant deterioration;*
- C. *Whether the surrounding existing road system is of sufficient width and construction quality to serve the proposed use(s) without the need for substantial public improvements;*
- D. *Whether the surrounding existing road system is of such width and construction quality that the proposed use(s) would realistically pose a potential for material danger to public safety in the surrounding area;*
- E. *Whether the proposed use(s) would be likely to result in such a material and adverse change in traffic capacity of a road or roads in the surrounding area such that either design capacities would be significantly exceeded or a de facto change in functional classification would result;*
- F. *Whether the proposed use(s) would cause such material and adverse changes in the types of traffic that would be generated on the surrounding road system, that physical deterioration of the surrounding road system would be likely;*
- G. *Whether projected traffic impacts of the proposed use(s) would materially and adversely impact the safety or welfare of residents in existing residential neighborhoods.*

This Policy has been referenced by Staff in the February Addendum, but the Addendum was prior to the Bowman Traffic Study/ies. The Bowman Study found no reduction in adopted levels of service, or any safety issues that could not be mitigated by offsite and onsite improvements. There has been no evidence that the qualities of Pioneer Road or N. Courtenay Parkway are inadequate or that *“the proposed use would realistically pose a potential for material danger to public safety in the surrounding area”*. Any position that this proposed rezoning violates Administrative Policy 5 is, again, purely speculative.

IV. **COMPATIBILITY & SCALE**

Neighbors have complained that the proposed apartments are out of scale with the residential neighborhoods to the north and east. However, the Project is clearly an infill project, adjacent to a major Florida highway (principal arterial with MAV of 38,430), in an area designed generally for commercial use. See Area FLU Map. While the Property is suitable for commercial development based upon its location, the residential use (multi-family) is a proper transition from single-family residential use to commercial use. Also, the Hampton Manor ALF is a higher density than that proposed by the Applicant. This is

an urbanized area, and this Property likely meets the definition of “urban infill” of F.S. 163.3164 (51): “Urban infill” means the development of vacant parcels in otherwise built-up areas where public facilities such as sewer systems, roads, schools, and recreation areas are already in place and the average residential density is at least five dwelling units per acre, the average nonresidential intensity is at least a floor area ratio of 1.0 and vacant, developable land does not constitute more than 10 percent of the area.

Also of importance are the policy considerations related to the Future Land Use Designation of the eastern portion of this Property as RES15, adjacent to RES6 (Raintree By-The-Lake and Villa De Palmas). The commercial FLU designation of NC on the western portion of the Property, as well as commercial FLUs to the north, south and east indicate that this area is intended to be for higher residential use or high intensity commercial – like a hospital or medical clinic – allowed pursuant to the 1983 Conditional Use Permits for a Clinic and for a Hospital (Resolution No. Z-6584), which are commercial uses.³

Moreover, RU-2-30 zoning exists only 1025 feet to the west and south of the Property, for Island Village Condominiums. RU-2-30 also exists approximately 2700 feet to the south of Island Village Condominiums, south of the Merritt Island Post Office, on property owned by the Brevard County Housing Authority.

Finally, this rezoning and Apartment Complex is supported by the December 11, 2025, Merritt Island Redevelopment Agency (MIRA)⁴ Staff Report:

The requested rezoning is consistent with the County Comprehensive Plan and the MIRA Redevelopment Plan, as both the existing and proposed future land use designations are NC (neighborhood commercial) and Res15 (residential, up to 15 units per acre). . . .

³ Also subject to Resolution No. Z-6584 are three (3) parcels known as Merritt Medical Center, Parcel ID 24-36-14-00-290, 24-36-14-1A-1-.XA and 24-36-14-00-290.1-.XA, which include several commercial units and a common area parking lot.

⁴ The Merritt Island Community Redevelopment Agency (MIRA) was established in 1988 by the Brevard County Board of County Commissioners as a dependent special district pursuant to Chapters 163 and 189, Florida Statutes. The purpose of MIRA is to eliminate conditions of slum and blight within designated areas of Merritt Island through strategic redevelopment initiatives, infrastructure improvements, and coordination with public and private partners. <https://mymerrittislandfl.com/wp-content/uploads/2026/04/MIRA-FY-2025-Annual-Report-and-Independent-Audit-COMPRESSED-1.pdf>

This portion of Courtenay Parkway exhibits a robust mixture of commercial businesses and single-family residential properties, as well as an elementary school. In Merritt Island, there exists a deficiency of newly constructed multi-family rental units. Aside from the Woodfield Development multi-family apartment project on Fortenberry Road, the development of rental properties has been scarce in Merritt Island. However, because of increased employment opportunities in the space industry, as well as the tourism industries and other industries at Port Canaveral, individuals seeking to fill those vacancies require housing that is proximate to their work. Apartments appeal to younger individuals because of decreased maintenance, enhanced security features, amenities such as onsite fitness centers and common gathering areas, and a sense of community.

In fact, the MIRA Mission Statement⁵ advocates for this rezoning, to fill the stated need of “workforce housing, senior housing, luxury condos and apartments . . . The need is felt by current residents, those attracted to the island’s unique lifestyle, and those working in the area.” An issue identified in the MIRA Mission Statement is the “need for housing to accommodate the space center, hospital, medical and hospitality industry.”

V. LIVE LOCAL ACT POTENTIAL PER BREVARD COUNTY POLICY NO. BCC-100

The Live Local Act preempts certain county and municipal zoning and land use decisions to encourage development of affordable multifamily rental housing in targeted land use areas.⁶ Local governments are prohibited from restricting the density of a proposed development below the highest density currently allowed (or the highest allowed on July 1, 2023) on land within its jurisdiction where residential development is allowed³⁷ and may not restrict the floor area ratio of a proposed development below 150 percent of the highest floor area ratio currently allowed (or the highest allowed on July 1, 2023) on land within its jurisdiction where residential development is allowed.

Because of the Conditional Use Permits, the Property is zoned for commercial use. “Commercial use”, defined in F.S. 125.01055 (7)(n), is “activities associated with the sale, rental, or distribution of products or the performance of services related thereto.

⁵ Operating and Capital Budget Proposed FY 2025-2026 | BREVARD COUNTY, p. 94-96.

⁶ Live Local Act (2025) CS/CS/SB 1730, Bill Analysis And Fiscal Impact Statement, April 9, 2025.

The term includes, but is not limited to, such uses or activities as retail sales; wholesale sales; rentals of equipment, goods, or products; offices; restaurants; public lodging establishments as described in s. 509.242(1)(a); food service vendors; sports arenas; theaters; tourist attractions; and other for-profit business activities.” The existing CUPs are still valid,⁷ provide for commercial uses, thereby allowing utilization of the Live Local Act.

The Applicant believes – **and is prepared to argue to the Brevard County Circuit Court if necessary** – that it could build a four-story, (45') multi-family apartment complex, with 337 units, reduced parking and minimal setbacks. This would eliminate the Applicant’s offer to create larger buffers, to extend the northbound turn lane from Pioneer Road to N. Courtenay Parkway, and the increased vegetative buffer currently offered.

As stated in the Florida House of Representatives Final Bill Analysis for CS/CS/HB 1389 (LLA 2026), dated March 27, 2026: *In practice, an increase in density for a proposed development offers an economic incentive for developers to produce affordable housing. The allowance of full density allowed by local land use and zoning regulations, as well as additional approved units allowed by density bonuses, creates the opportunity for an affordable housing development to be financially feasible. The allowance of more density also incentivizes market-rate developers to produce affordable units. The sale of more units or the leasing of more apartments offsets the lower sales price or rent payments for each affordable unit.*

VI. CURRENT ALLOWABLE USE OF PROPERTY.

As indicated above, the Property can be developed with a hospital or medical clinics. Opponents have argued that it should be developed under the current AU zoning, most asking for single family homes or four (4) homes on 2.5 acre lots. This size of a residential lot does not exist anywhere east of N. Courtenay Parkway between SR520 and SR528, and would be out of place if developed in this manner. Nor would agricultural pursuits of raising and grazing animals, fowl and beekeeping, or housing of livestock and animals be appropriate on this Property, If this Property is limited to AU uses, it has little value.

⁷ See Ordinance 99-43, Brevard County, adopted August 3, 1999.

However, if developed with current allowable conditional uses – a subset of permitted uses⁸ - a hospital, freestanding ER or medical office clinics could be constructed and operated on the Property. A hospital or ER could have adverse impacts upon the transportation facilities and nearby homeowners due to noise, lighting, hours of operation and traffic. According to the January 20, 2026, Rezoning Traffic Analysis, the Property could generate 5,535 daily trips, 369 morning peak hour trips, and 370 evening peak hour trips if developed as a hospital.

VII. SUMMARY.

In summary, there is no expert or fact-based evidence, no competent and substantial evidence, to deny the rezoning request. The FLU of the Property intended the use to be commercial, as shown by the CUP for hospital and medical clinic and the adjacent medical clinic use. The Property has never developed, is of odd configuration, and has wetlands to preserve. The Applicant has provided a BDP to mitigate any potential adverse impacts to neighboring properties, and the agreement to provide a northbound turn lane from Pioneer Road to N. Courteny Parkway will assist with traffic congestion during school drop off hours and peak hour travel times. The BDP will also increase the compatibility of residential multi-family to residential single-family due to larger than required buffers. The development of the Property will be consistent with the Comprehensive Plan and the Land Development Code and will not be a detriment to the immediate neighborhoods or commercial uses.

⁸ Sec. 62-1901. - Generally. (a) *Permitted uses*. In addition to the permitted uses specified in each zoning classification, there are also **additional uses** specified in each zoning classification which may be considered subject to the specific restrictions and conditions specified in this subdivision. These conditional uses shall be reviewed pursuant to the general standards specified in subsection (c) of this section.



BREVARD COUNTY BOARD OF COUNTY COMMISSIONERS
COMMISSIONER KIM ADKINSON, DISTRICT 3

1311 E. New Haven Ave.
Melbourne, FL 32901
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Fax: (321) 633-2196
D3.Commissioner@brevardfl.gov

01/30/2026

Commissioner Kim Adkinson met with Kim Rezanka on January 29, 2026 at the District 3 Commission Office. The meeting lasted approximately 1 hour and included discussion related to zoning applications 25Z00050, 25Z00054, and 25Z00039.

Respectfully,

Commissioner Kim Adkinson
District 3

District 3 Includes:

Palm Bay, Melbourne Beach, Melbourne, Malabar, Grant-Valkaria, West Melbourne, Micco



**Commissioner Rob Feltner
District 4**

2725 Judge Fran Jamieson Way
Suite: C-214
Viera, FL 32940
Phone: (321) 633-2044
D4.Commissioner@Brevardfl.gov

February 4, 2026

Re: Disclosure – 25Z00054

Concerning **25Z00054**, on February 5, 2026, Brevard County Zoning meeting agenda; on February 4, 2026, Commissioner Feltner met with Chelsey True at the District 4 Commission Office. The meeting lasted approximately 25 minutes and included discussion related to the zoning application referenced above.

Thank you.

Rob Feltner
Brevard County Commissioner
District 4



**Commissioner Rob Feltner
District 4**

2725 Judge Fran Jamieson Way
Suite: C-214
Viera, FL 32940
Phone: (321) 633-2044
D4.Commissioner@Brevardfl.gov

February 3, 2026

Re: Disclosure – 25Z00050, 25Z00054, 25Z00039

Concerning **25Z00050, 25Z00054 and 25Z00039** on the February 5, 2026, Brevard County Zoning meeting agenda; on February 3, 2026, Commissioner Feltner met with Kim Rezanka at the District 4 Commission Office. The meeting lasted approximately 45 minutes and included discussion related to the zoning applications referenced above.

Thank you.

Rob Feltner
Brevard County Commissioner
District 4



February 05, 2026

To: Alice Randall, Operations Support Specialist
From: Katie Delaney, Brevard County Commissioner, District 1
Re: Disclosure – Zoning Item H. 4, H.8, H.11 Tax Account:
2316605,2316606,2316607,2316617,2730890,2412106

Concerning **(Zoning Item H.4, H.8 and H.11)** on the 02/05/2026, Brevard County Zoning meeting agenda; on 02/05/2026, Commissioner Delaney met with Kim Rezanka and Robert Lee. The Commissioner listened to her concerning the above items. The meeting lasted approximately 31 minutes total.

Thank you.

Commissioner Katie Delaney
Brevard County
District 1

From: [Smith, Susan](#)
To: [AdministrativeServices](#)
Cc: [Commissioner, D2](#)
Subject: 4.2.2026 D2 Disclosures Tax Account 2412106 Item H.3.
Date: Tuesday, March 31, 2026 11:43:40 AM
Attachments: [Project proposed at Courtney and Pioneer Merritt island.msg](#)
[Merritt Bidco SPV LLC's proposed rezoning and development of a 222-unit residential multi-family project .msg](#)
[Request for Brief Meeting Regarding 25Z00054 Prior to April 2 Hearing.msg](#)
[Rezoning property N, Courtenay Parkway.msg](#)
[Apartments on N. Courtenay.msg](#)
[Re Merritt Island Rezoning.msg](#)
[rezoning to allow apartments in Merritt Island.msg](#)
[Merritt Island Planning and Zoning Concerns.msg](#)
[No Pioneer Road.msg](#)
[Proposed development.msg](#)
[We oppose the zoning change request at Courtenay and Pioneer.msg](#)
[Request for Denial of Zoning Application 25Z00054 Parcel ID 24-36-14-00-259.msg](#)
[220 Apartments on North Courtenay Pkwy.msg](#)
[Vote No to REZONING #25Z00054.msg](#)
[Pioneer Rd Merritt Island land development - Vote .msg](#)
[Public Comment File 8588 25Z00054 Opposition to Merritt Bidco RangeWater 222-Unit Rezoning on Merritt Island.msg](#)
[Additional consideration ahead of the April 2nd hearing for zoning item 25Z00054.msg](#)
[Merritt Island Rezoning.msg](#)
[image002.png](#)

Good morning,

Please see the attached email and below phone disclosures we have received for items H.3.
Merritt Bidco SPV, LLC.

- On 2/12/2026, received phone call from Chris Cook with opposition
- On 2/12/2026, Commissioner Goodson brief phone call with Steve Crisafulli
- On 3/18/2026, Commissioner Goodson brief phone call with Steve Crisafulli
- On 3/27/2026 , Commissioner Goodson brief phone call with Steve Crisafulli and his client
- On 3/30/2026 , Commissioner Goodson brief phone call with Steve Crisafulli

Thank you and have a great day,



Susan Smith
Legislative Aide
Brevard County Commissioner Tom Goodson District 2
2575 North Courtenay Parkway Suite 200
Merritt Island, FL 32953
Ph: (321) 454-6601
E-mail: Susan.Smith@brevardfl.gov



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03/31/2026

This letter is to disclose that I, Commissioner Kim Adkinson, discussed item H.3 on the April 2nd, 2026 Zoning Agenda with Attorney Kim Rezanka. The discussion occurred on 03/27/2026 via telephone.

Respectfully,

Commissioner Kim Adkinson
District 3

District 3 Includes:

Palm Bay, Melbourne Beach, Melbourne, Malabar, Grant-Valkaria, West Melbourne, Micco

From: [Smith, Susan](#)
To: [AdministrativeServices](#)
Cc: [Commissioner, D2](#)
Subject: 5.7.2026 D2 Public Comments - Merritt Bidco SPV, LLC 25Z00054
Date: Thursday, April 30, 2026 12:17:42 PM
Attachments:

Good afternoon,

For Merritt Bidco SPV, LLC (25Z00054), please find attached the public comment emails and the below phone calls received by the District 2 office.

- On 4/3/2026, received phone calls from the following with opposition:
 - Cindy Schwartz
 - Cheryl McDougall
- On 4/24/2026, received phone call from Heike Jahnent with opposition
- On 4/25/2026, received phone call from an unknown caller with opposition

- On 4/27/2026, received phone calls from the following with opposition:
 - Janet Lamonica
 - Kenyon Kramer
- On 4/28/2026, received phone calls from the following with opposition:
 - Maria Nice
 - Roberta Lotspeich
 - Cheryl Kramer
 - Kenyon Kramer
 - Joan Fisher
 - Dean Blom
- On 4/29/2026, received phone call from Anne Wietgreffe with opposition

Thank you and have a great day,



Susan Smith
Legislative Aide
Brevard County Commissioner Tom Goodson District 2
2575 North Courtenay Parkway Suite 200
Merritt Island, FL 32953
Ph: (321) 454-6601
E-mail: Susan.Smith@brevardfl.gov

From: [Chelsey True](#)
To: [AdministrativeServices](#)
Subject: Public comment for planning and zoning review - Courtenay and Pioneer
Date: Saturday, November 29, 2025 1:04:39 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

To Planning and Zoning for Brevard County

Re: Proposed Rezoning for 11-acre Parcel at Courtenay Pkwy & Pioneer Rd

Parcel ID: 24-36-14-00-259

Dear Members of the Agency,

My name is Chelsey True and I live in the neighborhood directly adjacent to the proposed multifamily development on Courtenay Parkway and Pioneer Road. I am submitting my public comment regarding the rezoning request for the parcel at Courtenay Parkway and Pioneer Road. I understand this item may be scheduled for the upcoming planning and zoning agenda and I would like my comments distributed to the board.

I want to be clear from the start: I am not opposed to development. Growth is inevitable, and it can bring positive improvements to our community. My concern is that this specific project, at this scale, on this particular corner, does not align with safe or responsible planning for Merritt Island.

This is an 11-acre parcel proposed for 222 multifamily units, three stories tall, with multiple access points feeding directly into a two-lane road in a school zone and a heavily congested five-lane arterial operating at 88% of capacity. When I reviewed and researched the data, the concerns fell into three key areas: traffic, compatibility, and environmental impact.

1. Traffic & Safety Concerns

A. Courtenay Parkway is already operating at 0.88 V/C

The Space Coast TPO confirmed that the corridor's current volume-to-capacity ratio is 0.88, meaning it is approaching its allowable limit.

A development generating 1,400–1,600 trips per day (a standard estimate for 222 units) would materially worsen congestion right where:

- A school creates daily queuing
- A drawbridge produces routine traffic backups
- Pioneer Road narrows to two lanes and funnels directly into neighborhoods

It is also worth noting that since 2022 this section of roadway has had an increase in ADT of 42%.

B. Pioneer Rd cannot safely absorb apartment-level traffic

Pioneer is a constrained two-lane road with no room for expansion. It already backs up during school drop-off/pickup. Adding a direct entrance from a 222-unit community would worsen this bottleneck.

C. The bridge, freeway on-ramps, and school traffic create compounding pressure

This is not a normal intersection. It is a stacked conflict zone where several congestion factors overlap. Adding several hundred daily apartment trips to this mix creates an obvious safety and mobility issue for residents, school families, and emergency vehicles.

2. Neighborhood Compatibility & Scale

This proposal changes the parcel from AG/Residential to Multifamily, jumping from very low-density use to one of the densest housing types available. Our surrounding neighborhoods consist of single-family homes with substantially lower density and height.

A three-story, 222-unit complex on an 11-acre site is a drastic departure from the existing pattern. It overwhelms the character, privacy, and scale of the adjacent neighborhoods. This is especially concerning because Merritt Island is unincorporated, and our infrastructure and services were not designed for high-density infill of this magnitude. Parking Demand: The developer is proposing 396 parking spaces for 222 units, or 1.78 spaces per unit. However, every available data source shows this is inadequate for a suburban, car-dependent community like Merritt Island:

- The U.S. Census Bureau ACS shows renter households in suburban areas average 2 vehicles per unit.
- The Institute of Transportation Engineers (ITE) Parking Generation Manual indicates mid-rise suburban apartments generate 2.0–2.3 parked vehicles per unit, well above the 1.78 proposed here.
- FDOT and the UF Shimberg Center report similar suburban averages of 1.9–2.2 vehicles per renter household.

Based on this, the proposed parking ratio is underbuilt by approximately 50–100 parking spaces, which would force overflow parking onto surrounding streets, nearby businesses, and neighborhood entrances. This is not compatible with surrounding single-family communities

3. Environmental & Stormwater Impact

A. Loss of 11 acres of mature tree canopy

Removing essentially the entire canopy will:

- Increase stormwater runoff
- Reduce natural drainage
- Raise localized flood risk
- Increase heat and reduce habitat

While developers may engineer stormwater ponds, engineered systems do not replace lost

natural retention. With recent storms and flooding across the county, removing this many acres of trees needs careful analysis.

B. This area has known drainage challenges

Even with engineered retention, clearcutting this much acreage on a low-lying barrier island, next to residential areas and near the river, carries meaningful impacts that should be fully evaluated before rezoning.

4. About the Developer

RangeWater is a high-volume multifamily developer known for:

- Producing dense, three-story, garden-style apartments
- Maximizing units per acre
- Removing most existing tree canopy
- Using surface parking with high turnover and vehicle demand
- Building “efficient” mid-range communities designed for quick leasing

This model may fit highly urban corridors with excess roadway capacity. It is not typically compatible with single-family neighborhoods or constrained arterial roads already approaching capacity.

This is not an issue with renters or multifamily housing. It is an issue of scale, location, and fit.

Conclusion

I support growth. I support improvement. But it must be responsible growth, aligned with the real conditions on the ground especially in areas already strained by traffic, school congestion, and constrained roadways.

This proposal, in its current form, does not meet that standard.

The applicant has acknowledged that the purchase of this property is contingent upon the approval of a rezoning that would allow significantly higher density than what the current zoning permits. This is a clear indication that the proposed development cannot be supported by the land under its existing constraints. If a project is only financially viable by increasing density threefold, that suggests the underlying capacity of the site (traffic, safety, stormwater, and compatibility) is already stretched.

I respectfully ask the Agency to consider the traffic capacity, neighborhood compatibility, and environmental impacts thoroughly before making a recommendation. We deserve development that enhances Merritt Island; not development that overwhelms it.

Thank you for your time and consideration. I look forward to discussing this further at the rezoning meeting.

Respectfully,

Chelsey True

Merritt Island Resident

Subject: Comprehensive Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259

Dear Members of the Planning and Zoning Board,

I am writing to formally and respectfully request denial of **Zoning Application No. 25Z00054**, which seeks a change in zoning classification for the property identified as **Parcel ID 24-36-14-00-259 (Tax Account No. 2412106)**, located on North Courtenay Parkway in Merritt Island.

I am a former Chairman of a Local Development Finance Authority in Huron Township, Michigan, where I worked closely with planning staff, zoning boards, and elected officials on land-use, redevelopment, and zoning matters. I am also a Merritt Island resident who owns property in close proximity to the subject parcel. I submit these comments based on that experience and on a careful review of the application materials, staff analyses, mapped resource data, and Brevard County's adopted Comprehensive Plan and zoning framework.

This letter is not an objection to growth or development in principle. Rather, it is a request that the County apply its zoning standards consistently, as it has done in prior cases, and deny a rezoning that is not supported by the record and that raises significant concerns related to plan consistency, compatibility, precedent, and long-term land-use integrity.

I. Inconsistency with the Comprehensive Plan and Classic Spot Zoning Indicators

The requested rezoning from **AU to RU-2-15**, with an associated development intensity of approximately **220 multi-family dwelling units**, represents a substantial increase in density and intensity that is not consistent with the intent, structure, or expectations established by the adopted Comprehensive Plan for this area.

Rezoning actions are intended to **implement** the Comprehensive Plan, not to override it or create parcel-specific exceptions that function as de facto policy changes. When a rezoning request introduces a use or density that materially departs from what the surrounding area has been planned to accommodate, it raises classic **spot zoning** concerns.

Spot zoning is not defined by size alone. It is identified by context: whether a single parcel is being singled out for preferential treatment that is inconsistent with surrounding zoning and land-use patterns, and whether the change advances a broad public purpose or primarily benefits a particular development proposal. In this case, the requested rezoning would single out one parcel for a level of intensity that is not reflected in the surrounding zoning framework, undermining the predictability and coherence of the Comprehensive Plan.

Approval under these circumstances would weaken the Plan's role as a guiding document and invite further requests that rely on exception rather than compliance.

II. Incompatibility with Surrounding Uses and Established Development Pattern

The subject property is located within an area characterized by lower-density residential development and long-established neighborhood patterns. These patterns reflect decades of zoning decisions and planning expectations that residents and property owners have relied upon.

Introducing multi-family development at the proposed density would significantly alter the character of the area and create incompatibilities related to:

- Scale and massing
- Intensity of use
- Traffic generation and circulation impacts
- Long-term land-use expectations

These impacts are not speculative. They are the predictable and cumulative effects of inserting a higher-intensity zoning district into an area that has not been planned, zoned, or built to support it.

In prior zoning cases, the County has routinely cited incompatibility with surrounding uses as a valid and sufficient basis for denial, particularly where a proposal represents a clear departure from the established development pattern.

III. Consistency with Prior Planning and Zoning Board Denials

Brevard County has a well-documented history of recommending and issuing denials where rezoning requests are inconsistent with adopted policy, incompatible with surrounding uses, or likely to set problematic precedent. The current request aligns closely with scenarios in which the Board has previously recommended denial.

A. Merritt Island Rezoning Denial (22Z00033 – August 15, 2022)

On August 15, 2022, the Planning and Zoning Board **unanimously recommended denial** of a rezoning request (**Application 22Z00033**) involving a change from **AU to RU-1-13** for a property located on **North Tropical Trail in Merritt Island**.

In that case, the Board heard testimony that the requested zoning was **out of character, incompatible with the surrounding area**, and would set a precedent encouraging similar requests. A Board member specifically noted that approving the request would “open the door” to additional rezonings and concluded that the proposal was “not conducive to this particular area.” The motion to recommend denial passed unanimously.

This case is directly relevant. It demonstrates the Board’s willingness to recommend denial where increased residential intensity would disrupt established land-use patterns and create precedent pressures—precisely the concerns raised by Application 25Z00054.

B. PUD Rezoning Denial (23PUD00001 – October 14, 2024)

Similarly, on October 14, 2024, the Planning and Zoning Board **unanimously recommended denial** of **Application 23PUD00001**, which sought to rezone property from **BU-1 and RU-2-10 to PUD**.

The minutes reflect that the request had been previously considered and that the Board had already recommended denial. Upon reconsideration, the Board again voted unanimously to recommend denial, reinforcing the principle that rezoning should not be approved simply because it is requested or resubmitted.

This case underscores that the Board consistently applies its standards and does not hesitate to recommend denial when the record does not support approval.

C. Broader Pattern of Denials to Preserve Plan Integrity

In addition to zoning cases, the Planning and Zoning Board has also recommended denial of **small-scale Comprehensive Plan amendments** where proposals were inconsistent with adopted policy or premature. For example, on August 12, 2024, the Board unanimously recommended denial of multiple plan amendment items, reinforcing the broader principle that the County prioritizes plan consistency over ad hoc changes.

Together, these actions demonstrate a clear and consistent history: when a request undermines adopted planning policy, compatibility, or long-term land-use coherence, **denial is not only appropriate but expected**.

IV. Reasonable and Economically Viable Use Exists Under Current Zoning

Denial of this application does not deprive the property of reasonable or economically viable use. The existing zoning designation allows lawful development that is consistent with surrounding land uses and long-standing planning objectives.

Rezoning is not intended to maximize development yield on a parcel-by-parcel basis, particularly where such maximization conflicts with adopted land-use policy. The existence of viable development options under current zoning weighs strongly against approval of the requested change.

V. Infrastructure Availability Does Not Cure the Land-Use Conflict

It is acknowledged that the subject property is served by an existing sewer system, eliminating the need for septic-based nitrogen mitigation. However, infrastructure availability alone does not

justify a zoning change that is otherwise inconsistent with the Comprehensive Plan or incompatible with surrounding development.

Environmental considerations—including wetlands, protected species, and tree preservation requirements—remain applicable. More importantly, zoning decisions must be based on land-use compatibility and policy consistency, not solely on the presence or absence of utilities.

VI. Public Interest, Precedent, and Long-Term Consequences

Zoning decisions are cumulative. Each approval sets expectations and shapes future requests. Approving this rezoning would:

- Signal that parcel-specific exceptions are acceptable
- Encourage similar requests in the surrounding area
- Weaken the County's ability to defend future denials

Denial, by contrast, reinforces predictability, fairness, and adherence to adopted policy. It protects both nearby property owners and the County's long-term planning framework.

Conclusion

For the reasons outlined above—including inconsistency with the Comprehensive Plan, classic spot zoning concerns, incompatibility with surrounding uses, a clear history of similar denials by the Planning and Zoning Board, the availability of reasonable use under current zoning, and the absence of a demonstrated public benefit—I respectfully request that **Zoning Application No. 25Z00054** be denied and that the existing zoning classification for **Parcel ID 24-36-14-00-259** remain unchanged.

Such a decision would be consistent with prior County actions, preserve the integrity of the zoning map, and uphold the principles that guide responsible land-use planning in Brevard County.

Respectfully submitted,

John C. Golovich
2540 Raintree Lake Circle
Merritt Island, FL 32953

I. Findings of Fact – Outline Supporting Denial

(Zoning Application No. 25Z00054 | Parcel ID 24-36-14-00-259)

A. Jurisdiction and Application

1. The Board has jurisdiction over **Zoning Application No. 25Z00054**, which requests a change in zoning classification for **Parcel ID 24-36-14-00-259**, located on North Courtenay Parkway, Merritt Island.
 2. The application requests a rezoning from **AU to RU-2-15**, allowing a significant increase in residential density and intensity.
-

B. Comprehensive Plan Consistency

3. The Brevard County Comprehensive Plan serves as the controlling policy framework for zoning decisions.
 4. Rezoning actions are intended to implement the Comprehensive Plan and are not intended to create parcel-specific exceptions or de facto plan amendments.
 5. The requested rezoning would allow a residential density and intensity that is not consistent with the intent and expectations of the adopted Comprehensive Plan for this area.
 6. Approval of the requested rezoning would undermine the role of the Comprehensive Plan as a predictable, guiding document for land-use decisions.
-

C. Spot Zoning Considerations

7. The requested rezoning would single out one parcel for treatment that is materially different from the surrounding zoning framework.
 8. The surrounding area is characterized by lower-density residential development and established land-use patterns.
 9. The requested zoning change exhibits characteristics of **spot zoning**, including preferential treatment of a single parcel without a corresponding public benefit or plan amendment.
 10. Approval of the request would weaken the consistency and integrity of the County's zoning map.
-

D. Compatibility with Surrounding Uses

11. The proposed rezoning would introduce a higher-intensity residential use that is incompatible with surrounding land uses in terms of scale, intensity, and character.
 12. Increased traffic, development intensity, and land-use impacts are foreseeable consequences of the proposed rezoning.
 13. The surrounding infrastructure and neighborhood pattern were not designed to accommodate the level of development intensity proposed.
-

E. Precedent and Consistency with Prior Board Actions

14. The Planning and Zoning Board has previously recommended denial of rezoning requests where increased intensity was incompatible with surrounding uses or inconsistent with adopted planning policy.
 15. Prior Board actions, including unanimous recommendations of denial for similar rezoning requests, demonstrate a consistent application of zoning standards.
 16. Approval of the requested rezoning would depart from this established pattern and make future denials of similar requests more difficult to defend.
-

F. Reasonable Use Under Existing Zoning

17. The subject property retains reasonable and economically viable use under its current zoning classification.
 18. Denial of the requested rezoning does not deprive the property owner of all reasonable use of the land.
 19. Rezoning is not required to ensure reasonable use of the property.
-

G. Infrastructure and Environmental Context

20. The property is served by an existing sewer system; however, infrastructure availability alone does not justify a zoning change that is inconsistent with adopted policy.
 21. Environmental considerations, including wetlands, protected species, and tree preservation requirements, remain applicable to the property.
 22. These considerations further support cautious, plan-consistent land-use decision-making.
-

H. Public Interest and Long-Term Planning

23. Zoning decisions have cumulative impacts and set expectations for future land-use requests.

24. Approval of the requested rezoning would encourage similar requests and erode predictability in the zoning process.
 25. Denial of the application is consistent with the public interest, long-term planning objectives, and the County's responsibility to apply zoning regulations uniformly.
-

I. Conclusion

26. Based on the foregoing findings, the requested rezoning is not consistent with the Comprehensive Plan, is incompatible with surrounding uses, raises spot zoning concerns, and is not required to ensure reasonable use of the property.
27. Denial of **Zoning Application No. 25Z00054** is supported by competent, substantial evidence in the record.

From: [Bob Davis](#)
To: [AdministrativeServices](#)
Cc: [Bob Davis](#)
Subject: Change of Zoning Classification ID# 25Z0054
Date: Sunday, January 11, 2026 9:20:15 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Sadly I am unable to attend the P&Z Board meeting Monday, 12 Jan on the above subject.

I would like to voice my concern of rezoning this area from AU to the proposed RU-2-15 Medium and RU-2-30 High density.

To increase to a medium and high density for this property just adds more traffic to an area that is already saturated due to the nearby public elementary school, single family homes and recently, the assisted living/rehab facility and of course creature comfort businesses (car wash, coffee (yuk) and bank). Try getting around in your car from say 7:00- 9:00a.m. and of course in the afternoon from 2:00-3:30pm. Even during the M-F afternoon rush at the nearby SR 528 traffic can back up to this property. I live in the Villa DePalma subdivision which adjoins this property, making an easterly turn from Southerly SR3 onto Via De La Renia is impossible (so much so I have to traverse to the light at Pioneer). Now it is proposed to add additional traffic?

That said until the Florida State DMV traffic plan for State Road 3 (Courtenay Pkwy) corridor is finalized this property, and all others, should remain at the lowest density. Most definitely NOT high density as proposed! Even if this is approved the developer should be held responsible for accommodating access to and from this property (turn lanes, no left turn to southerly SR3, barrier to prevent, etc..) and also accommodate homeowner's requests whose property is directly against this property to help soften the massive proposed 3 story facility or parking lots.

Has the P&Z considered looking at traffic accidents at SR 3 and Via De La Renia (Villa DePalmas entrance) or Ventian Way intersections? It should be part of the discussions!

Thank you.

Robert Davis
102 Via Havarre
Merritt Island, FL 32953
321-480-5693

From: [Gayle Allenback](#)
To: [AdministrativeServices](#)
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Monday, January 12, 2026 1:23:06 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Members of the Planning and Zoning Board,

My name is Gayle Allenback, and I live here on Merritt Island near the parcel that's the subject of Zoning Application No. 25Z00054, located on North Courtenay Parkway.

I understand that our community will continue to change, and I support development when it's done thoughtfully and responsibly. My concern today isn't about development itself, or even about the possibility of higher-density residential use. It's specifically about the proposal to remove the Building Site Plan requirement.

Building Site Plans exist to give everyone—neighbors, future residents, and the County—some clarity and confidence about how a property will be developed. They help ensure that projects meet safety standards, follow established development rules, and fit reasonably with surrounding properties. From a neighbor's perspective, they provide predictability, and that predictability matters in a community like ours.

Removing that requirement creates uncertainty. It makes it harder for nearby residents to understand what may be built and how it could affect traffic, infrastructure, and neighborhood character over time. Those safeguards don't just protect current homeowners; they also help ensure that any future development on the parcel is successful and well-integrated into the community.

Based on these concerns—along with issues of compatibility, consistency with existing planning policies, previous Board decisions on similar requests, and the fact that the property already has reasonable use under its current zoning—I respectfully ask that this zoning application be denied. I also want to echo concerns already raised by fellow resident John Golovich regarding the lack of a clear public benefit associated with this request.

Thank you for listening and for the work you do on behalf of our community. I appreciate your consideration of the perspectives of those of us who live nearby and care deeply about Merritt Island's future.

Respectfully,

Gayle Allenback

2405 Raintree Lake Circle

Merritt Island, FL 32953





From: Amanda Smith <321smithamanda@gmail.com>
Sent: Thursday, January 15, 2026 4:56 PM
To: Zoning <Zoning@brevardfl.gov>
Subject: Rezoning 25Z00054

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

To: Brevard County Zoning Department
Re: Rezoning Application 25Z00054

To whom it may concern,

I am writing to formally express my strong opposition to Rezoning Application 25Z00054 due to the significant negative impacts it would have on traffic safety, infrastructure capacity, and long-established surrounding neighborhoods.

Courtenay Parkway already experiences heavy traffic congestion throughout the day, particularly during peak commuting hours. Any additional traffic generated by a proposed 222-unit apartment complex would substantially worsen existing conditions. This congestion is not merely inconvenient—it presents serious and ongoing safety concerns for residents who depend on this corridor for daily travel.

Of particular concern is Pioneer Road, which serves as a designated school zone for Lewis Carroll Elementary School. Traffic is already heavy during morning drop-off and afternoon pick-up hours. Adding traffic from a development of this size would further strain this roadway, increasing risks to children, pedestrians, school staff, and residents.

I am a resident of Villa de Palmas, and I experience these issues firsthand. Turning south onto Courtenay Parkway from Via de la Reina is already dangerous due to traffic volume and speed. I am frequently forced to exit the neighborhood from the rear and use the traffic light at Pioneer Road simply to travel south safely. Additional traffic from this development would create even more congestion and delays at an already overburdened intersection, negatively impacting all surrounding communities.

Another major concern is parking inadequacy. The proposed complex provides only 394 parking spaces for 222 units, which is insufficient when accounting for residents, multiple-vehicle households, and visitors. This shortfall will inevitably result in overflow parking along Pioneer Road, which would further disrupt traffic flow and create additional safety hazards for pedestrians and cyclists who use this corridor.

Additionally, stormwater and water management must be carefully considered. Residents in Rain Tree by the Lake and Villa de Palmas already experience flooding issues during heavy storms. Existing pump stations frequently become overwhelmed and back up during significant rainfall events. Increasing impervious surfaces and runoff from a development of this size would place further strain on an already stressed drainage system, increasing the likelihood of flooding for residents who have lived in these neighborhoods for decades.

This rezoning request raises serious concerns regarding traffic safety, school-zone congestion, parking overflow, and flood risk. The existing infrastructure is not equipped to safely or responsibly support a development of this scale.

For these reasons, I respectfully urge the Commissioners to **deny approval of Rezoning Request 25Z00054** and to prioritize the safety, infrastructure limitations, and quality of life of current residents and families in the surrounding communities.

Thank you for your time and consideration.

Sincerely,

Amanda Smith

116 Via Havarre, Merritt Island

Resident/Owner, Villa de Palmas

Greetings Mrs. Katie Delaney and staff,

I am emailing you to state the importance of maintaining Merritt Island's current zoning laws and codes. The proposed development of the lot on Pioneer and Courtney is a grave flooding risk for nearby homes. That wetland absorbs rain water, and is one of the reasons the local neighborhood has been protected from flooding. Housing is a critical issue, and so any development plan which puts current housing at risk as well as reducing the quality of life for current residents is not a smart development plan. I urge to vote against the proposed rezoning.

Thank you.

Best regards,
Ethan Herrell

Merritt Island resident

From: [Dan Tweed](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Cc: [Lynn Tweed](#)
Subject: Rezoning Proposal for Merritt Island Apartment Units at Pioneer Road and Courtenay Parkway
Date: Monday, January 19, 2026 3:03:42 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

We are writing in vigorous opposition to subject rezoning proposal and strongly urging you to deny it. We understand that the Merritt Island Redevelopment Agency recommended against the request but that there was a tie vote by the Planning and Zoning Board, and that it is now up to our County Commissioners to disposition the request. PLEASE do the right and sensible thing and kill this project!!

We have lived on Raintree Lake Circle for over 4 decades and have endured countless negative effects due to nearby residential and commercial growth, with a substantial spike in just the past few years with Hampton Manor, Starbucks, Twins Car Wash and Space Coast Credit Union all chipping away at our green spaces and tranquility.

We are all for progress and sensible development but this proposal is a terrible idea. It would exacerbate the already extremely congested and unsafe conditions on both Courtenay Parkway and Pioneer Road. On a daily basis, we witness red light runners at the intersection of Courtenay Parkway and Pioneer Road. Courtenay currently backs up frequently in both directions from SR 528 past Pioneer, and Pioneer already backs up nearly to Courtenay every afternoon with Lewis Carroll Elementary traffic. Dumping additional vehicles from hundreds of new residences would create serious logjams on both roads and preclude the ability to properly and safely manage traffic flow and signal timing. In addition, this project will have a significant impact on existing storm drainage systems and greatly increase the potential for flooding our homes.

I'm sure you have been made aware of a few key points that should make for an easy decision to deny this request:

- Affected roadway(s) already at 88% capacity and this proposed project exceeds the "25% of remaining capacity" rule
- The proposed project is clearly incompatible with our community, with the rezoning report admitting that a complex with 222 units is not consistent with the surrounding single family neighborhoods
- This proposed project represents "spot zoning," placing a high density apartment complex in a low density residential pocket. Under Administrative Policy #3, this use will significantly diminish the quality of life and the safety of existing neighborhoods through noise and traffic.

We must acknowledge that zoning rules are in place for good reason. Please do your duty, stand up for your constituents, and deny this rezoning proposal.

Thank you for your time and serious attention to this important matter.

Daniel and Lynn Tweed
2855 Raintree Lake Circle

Merritt Island

Sent from my iPad

Commissioner,

Please vote no on re-zoning the property on the corner of Courtney and Pioneer Rd!

Thank you,

David Pratt

1645 Seashell

Merritt Island

From: [Dave P](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Please vote no
Date: Monday, January 19, 2026 10:57:19 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Commissioner,
Please vote no on re-zoning the property on the corner of Courtney and Pioneer Rd!

Thank you,
David Pratt
1645 Seashell
Merritt Island

From: [Dan Tweed](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Cc: [Lynn Tweed](#)
Subject: Rezoning Proposal for Merritt Island Apartment Units at Pioneer Road and Courtenay Parkway
Date: Monday, January 19, 2026 3:03:42 PM

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We have lived on Raintree Lake Circle for over 4 decades and have endured countless negative effects due to nearby residential and commercial growth, with a substantial spike in just the past few years with Hampton Manor, Starbucks, Twins Car Wash and Space Coast Credit Union all chipping away at our green spaces and tranquility.

We are all for progress and sensible development but this proposal is a terrible idea. It would exacerbate the already extremely congested and unsafe conditions on both Courtenay Parkway and Pioneer Road. On a daily basis, we witness red light runners at the intersection of Courtenay Parkway and Pioneer Road. Courtenay currently backs up frequently in both directions from SR 528 past Pioneer, and Pioneer already backs up nearly to Courtenay every afternoon with Lewis Carroll Elementary traffic. Dumping additional vehicles from hundreds of new residences would create serious logjams on both roads and preclude the ability to properly and safely manage traffic flow and signal timing. In addition, this project will have a significant impact on existing storm drainage systems and greatly increase the potential for flooding our homes.

I'm sure you have been made aware of a few key points that should make for an easy decision to deny this request:

- Affected roadway(s) already at 88% capacity and this proposed project exceeds the "25% of remaining capacity" rule
- The proposed project is clearly incompatible with our community, with the rezoning report admitting that a complex with 222 units is not consistent with the surrounding single family neighborhoods
- This proposed project represents "spot zoning," placing a high density apartment complex in a low density residential pocket. Under Administrative Policy #3, this use will significantly diminish the quality of life and the safety of existing neighborhoods through noise and traffic.

We must acknowledge that zoning rules are in place for good reason. Please do your duty, stand up for your constituents, and deny this rezoning proposal.

Thank you for your time and serious attention to this important matter.

Daniel and Lynn Tweed
2855 Raintree Lake Circle

Merritt Island

Sent from my iPad

From: [Ethan Guthrie Herrell](#)
To: [Commissioner, D4](#)
Subject: Vote Against Merritt Island Rezoning
Date: Monday, January 19, 2026 4:32:35 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Greetings Mr. Rob Feltner and staff,

I am emailing you to state the importance of maintaining Merritt Island's current zoning laws and codes. The proposed development of the lot on Pioneer and Courtney is a grave flooding risk for nearby homes. That wetland absorbs rain water, and is one of the reasons the local neighborhood has been protected from flooding. Housing is a critical issue, and so any development plan which puts current housing at risk as well as reducing the quality of life for current residents is not a smart development plan. I urge you to vote against the proposed rezoning.
Thank you.

Best regards,
Ethan Herrell
Merritt Island resident

From: [Chelsey Bjork](#)
To: [AdministrativeServices](#)
Cc: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Public comment for record - rezoning application 25Z00054
Date: Tuesday, January 20, 2026 11:42:11 AM

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Dear Planning and Zoning Staff,

Please include the following statement as part of the public record for the referenced rezoning application:

"For clarity, the proposed three-story height reflects the maximum height permitted under the requested zoning and should not be characterized as a voluntary reduction or mitigation measure. Compliance with height limitations does not reduce the intensity, traffic generation, or infrastructure demands associated with the proposed density."

Thank you for ensuring this clarification is included in the official record.

Respectfully,

Chelsey True

Merritt Island Resident

From: [Marlene Corbett](#)
To: [Commissioner, D1](#); [Commissioner, D5](#); [Commissioner, D4](#); [Commissioner, D3](#); [Commissioner, D2](#)
Subject: NO to Rezoning on Merritt Island
Date: Tuesday, January 20, 2026 12:20:24 PM

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Urge Brevard County Commissioners to oppose rezoning on Merritt Island.

From: [Teresa Nick](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Rezoning 25Z00054
Date: Tuesday, January 20, 2026 12:49:56 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

I have been made aware of a rezoning meeting/ vote that will be occurring on February 5th for the land north of pioneer road. I encourage you to leave this land alone. These rare parcels of land are needed for wildlife corridors and are detrimental to maintaining Florida's natural beauty and endangered habitats. This is one of the few areas that exist for wildlife to pass from Ulumay Sanctuary to north of the barge and potential up to Pine Island Sanctuary and Merritt Island National Wildlife Refuge.

LEWIS Carroll Elementary School families will also be negatively impacted by the extra traffic and congestion and construction. This area is already a mess during pickup and drop off times. I URGE you to be an advocate for Merritt Islands minimal untouched lands. Thank you!

The local advisory boards (MIRA and P&Z) couldn't find a majority to support this project. As representatives of the entire county, the Commissioners should not override the local experts and the very residents who will be most impacted by this decision.

- The road is already at 88% capacity and this project exceeds the "25% of remaining capacity" rule
- Compatibility: The report admits 222 units is "not consistent" with the surrounding single-family neighborhoods.
- This project represents 'Spot Zoning'—placing a high-density apartment complex in a low-density residential pocket. Under Administrative Policy #3, this use will significantly diminish the quality of life and safety of the existing neighborhood through noise and congestion.



Warm Regards,
Teresa V. Nick
321-704-4161

"To love a place is not enough. We must find ways to heal it."

— Robin Wall Kimmerer; *Braiding Sweetgrass: Indigenous Wisdom, Scientific Knowledge and the Teachings of Plants*

From: [Thomas Dixon](#)
To: [Commissioner, D4](#)
Date: Friday, January 23, 2026 7:28:03 PM
Attachments: [.png](#)
[.png](#)
[.png](#)
[.png](#)
[.png](#)

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

We are closing in on 1,500 signatures to stop the 222-apartment complex at the corner of Pioneer and N. Courtenay. This location cannot support this project 🚧

We are so close! Our petition is gaining major traction, and we've confirmed the County Commissioners are officially paying attention. To protect our island, we are aiming for 1,500+ signatures by next week!

If you can't attend the upcoming meeting, your email is your vote. Please take 60 seconds to send a quick message to the Commissioners letting them know we demand Smart Growth, not dangerous over-development.

Why this project is wrong for Merritt Island:

⚠️ **PUBLIC SAFETY:** The Staff Report (p. 10) explicitly warns of a "Material Danger to Public Safety."

🚗 **TRAFFIC:** Our roads are already at 88% capacity. This project violates the "25% remaining capacity" rule.

🏠 **INCOMPATIBLE:** Even the county admits 222 units is NOT consistent with our single-family neighborhoods.

🚫 **NO LOCAL SUPPORT:** Our local advisory boards (MIRA/P&Z) refused to back this project
Sent from my iPad

From: [Greg McClasky](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Please reject the 222-apartment complex at the corner of Pioneer and N. Courtenay
Date: Friday, January 23, 2026 9:44:42 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please reject the 222-apartment complex at the corner of Pioneer and N. Courtenay.

Why this project is wrong for Merritt Island:

⚠️ **PUBLIC SAFETY:** The Staff Report (p. 10) explicitly warns of a "Material Danger to Public Safety." If you've ever tried to drive on Pioneer or turn onto Courtenay when the elementary school children are being dropped off and picked up, you'd have a better understanding of one of the safety issues. I also know that it is very risky trying to turn left (southbound) on Courtenay from Venetian Way.

TRAFFIC: North Courtenay is already at 88% capacity. This project violates the "25% remaining capacity" rule.

INCOMPATIBLE: Even the county admits 222 units is NOT consistent with our single-family neighborhoods.

NO LOCAL SUPPORT: Our local advisory boards (MIRA/P&Z) refused to back this project. Many residents in the area are also concerned about lower property values and privacy issues with being so close to the 3-story buildings. After increase issues with flooding since developers built Starbucks, Hampton Manor, and the car wash on the southwest corner, many concerned about flooding issues even though this developer says "trust us".

From: [Tina McClasky](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Please reject the 222-apartment complex at the corner of Pioneer and N. Courtenay.
Date: Friday, January 23, 2026 9:52:37 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please reject the 222-apartment complex at the corner of Pioneer and N. Courtenay.

Why this project is wrong for Merritt Island:

⚠️ **PUBLIC SAFETY:** The Staff Report (p. 10) explicitly warns of a "Material Danger to Public Safety." If you've ever tried to drive on Pioneer or turn onto Courtenay when the elementary school children are being dropped off and picked up, you'd have a better understanding of one of the safety issues. I also know that it is already very risky trying to turn left (southbound) on Courtenay from Venetian Way.

TRAFFIC: North Courtenay is already at 88% capacity. This project violates the "25% remaining capacity" rule.

INCOMPATIBLE: Even the county admits 222 units is NOT consistent with our single-family neighborhoods.

NO LOCAL SUPPORT: Our local advisory boards (MIRA/P&Z) refused to back this project. Many residents in the area are also concerned about lower property values and privacy issues with being so close to the 3-story buildings. After increased issues with flooding since developers built Starbucks, Hampton Manor, and the car wash on the southwest corner, many residents are concerned about flooding issues even though this developer says "trust us", as I suspect the other developer also said.

Dear Members of the Planning Commission,

I am writing to formally oppose the proposed apartment development planned for my neighborhood.

First, the traffic impact alone makes this project inappropriate. The primary roadway serving this area is already operating at approximately 88% capacity. Approving a development of this size would exceed the established policy limiting projects to no more than 25% of remaining roadway capacity. This is not a theoretical concern—it directly affects daily safety, emergency response times, and overall livability for current residents.

Second, the project fails the most basic test of compatibility. The development report itself acknowledges that 222 apartment units are “not consistent” with the surrounding single-family residential neighborhoods. This admission alone should disqualify the proposal. Introducing high-density housing into a clearly low-density area disregards the existing character and long-term planning intentions for this neighborhood.

Finally, this proposal conflicts with Administrative Policy #3, which exists specifically to prevent situations like this. Placing a high-density apartment complex within a low-density residential pocket will significantly diminish the quality of life and safety of the existing neighborhood. Increased traffic congestion, noise, and overcrowding are unavoidable consequences that current residents will be forced to absorb.

Growth should be intentional, compatible, and infrastructure-supported. This project is none of those. I respectfully urge the Commission to deny approval and protect the safety, character, and quality of life of our neighborhood.

Thank you for your time and consideration.

Sincerely,

Amanda Palmer

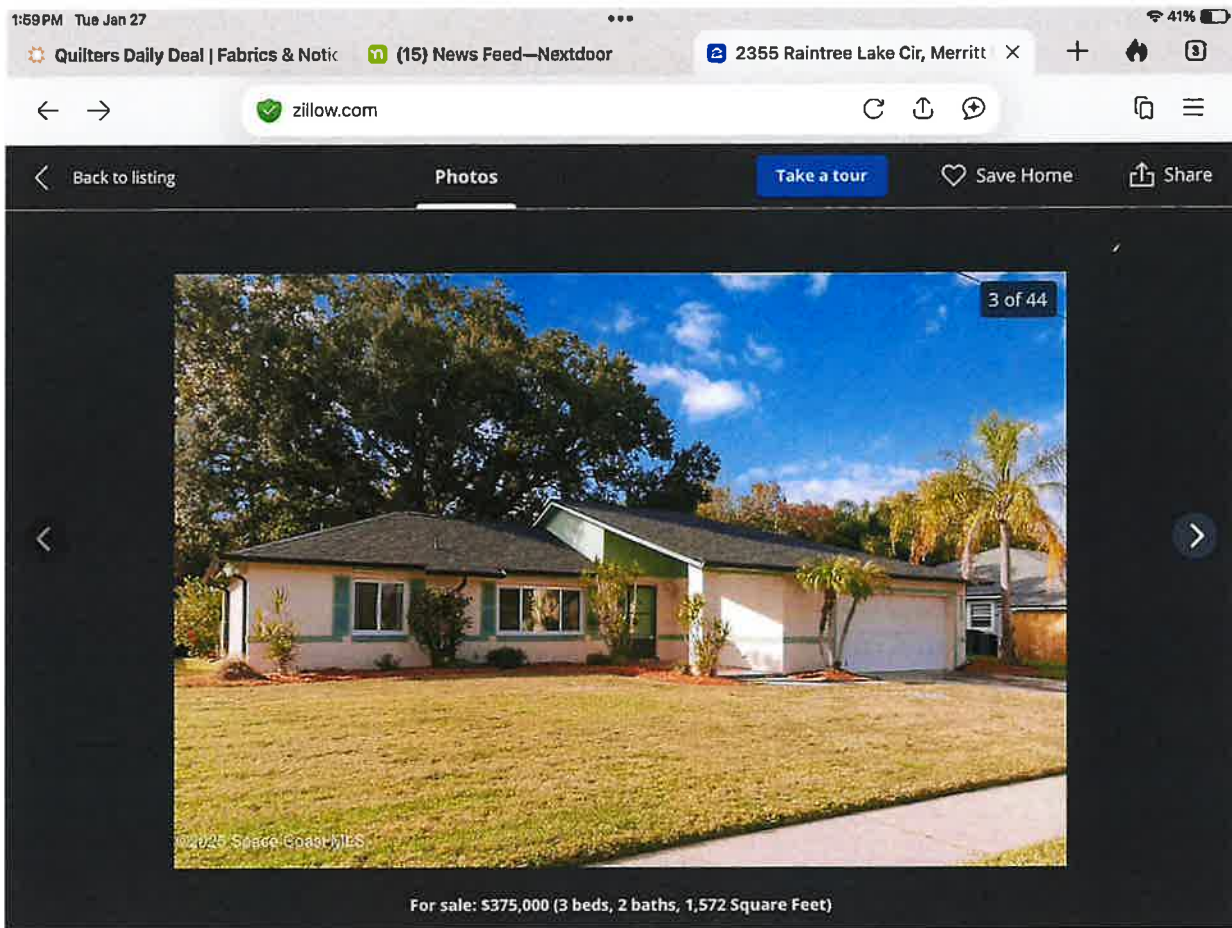
Concerned Resident

ts and concerns regarding the zoning request on Merritt Island.

1. Property values. Please see the attached photo. This home is for sale in Raintree. You can see in the background beautiful live oak trees and other foliage. This homes property line borders the proposed site of a towering apartment complex. Won't that be a lovely sight when everything is cleared from that lot and viewing that home, instead of nature, you will see tall buildings with a direct view of everything you do. Gatherings in back yard, pool time, etc. No privacy whatsoever. Values for homes bordering that complex will plummet. I would venture to say all homes in Raintree will suffer. Who will want to purchase in there when as soon as you enter the neighborhood the entire length of the road you enter borders towering apartment buildings.
2. Traffic. The proposed main entrance appears to be via Courtenay. Since there are 0 grocery stores, 0 retail shops, 0 restaurants to the north of there, it only makes sense 200+ car owners will be using Pioneer as the exit point from that complex if they want to go south. Only someone with a death wish try's to make a left turn onto Courtenay without a light. Pioneer is heavily travelled. There is only one way in/out of Raintree, that is via Pioneer. Lewis Carroll grade school is only about 1/4 mile down off Pioneer. Traffic backs up terribly, and with Pioneer and Courtenay light being a school crossing, there are numerous walkers/riders of grade school age as well as cars both at drop off and pickup. Courtenay in itself is sometimes a nightmare. With drawbridge only 1/2 mile north of Pioneer, I have seen traffic back up south of Pioneer.
3. Safety. In event of evacuation, we are talking possibility of an extra 300 cars or more trying to exit the island, all jammed right at the Beachline. Is our small island Fire department equipped to handle a major emergency such as fire in a complex this size, especially with homes in such close proximity?
4. Schools. Possible impact to our schools. They already use trailers placed for extra classrooms.
5. I fail to see any benefit whatsoever for rezoning this land to multi family. Too many vehicles, too much impact on our roads and schools, and possible devastation to property values. Towering apartments are meant for people who want water views, not looking into people's backyards and onto a busy road.

Thank you for taking these thoughts into consideration when you vote.

PLEASE vote NO!



Sent from my iPad

Please Stop this action for the following reasons (to name a few)...

Why this project is wrong for Merritt Island:

⚠️ PUBLIC SAFETY: The Staff Report (p. 10) explicitly warns of a "Material Danger to Public Safety."

🚗 TRAFFIC: Our roads are already at 88% capacity. This project violates the "25% remaining capacity" rule.

🏠 INCOMPATIBLE: Even the county admits 222 units is NOT consistent with our single-family neighborhoods.

🚫 NO LOCAL SUPPORT: Our local advisory boards (MIRA/P&Z) refused to back this project.

And don't forget the growing flooding issue in this area...

Sincerely

Jean Nordfors

Sandra Muller called our office to say she is opposed to the proposed apartment complex on or near Courtney and Pioneer.



District 1 Office

COMMISSIONER KATIE DELANEY

☎ 321-607-6901
✉ d1.commissioner@brevardfl.gov
📍 400 South St., 4th Floor
Titusville, FL 32780

From: [Debbie Montgomery](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Fwd: Rezoning
Date: Wednesday, January 28, 2026 9:30:01 PM
Attachments: [Screenshot 2026-01-27 at 1.59.08 PM.png](#)

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Sent from my iPad

Begin forwarded message:

From: Debbie Montgomery <debmontgomery09@gmail.com>
Date: January 28, 2026 at 9:06:05 PM EST
To: Debbie Montgomery <debmontgomery09@gmail.com>
Subject: Rezoning

ts and concerns regarding the zoning request on Merritt Island.

1. Property values. Please see the attached photo. This home is for sale in Raintree. You can see in the background beautiful live oak trees and other foliage. This homes property line borders the proposed site of a towering apartment complex. Won't that be a lovely sight when everything is cleared from that lot and viewing that home, instead of nature, you will see tall buildings with a direct view of everything you do. Gatherings in back yard, pool time, etc. No privacy whatsoever. Values for homes bordering that complex will plummet. I would venture to say all homes in Raintree will suffer. Who will want to purchase in there when as soon as you enter the neighborhood the entire length of the road you enter borders towering apartment buildings.
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age as well as cars both at drop off and pickup. Courtenay in itself is sometimes a nightmare. With drawbridge only 1/2 mile north of Pioneer, I have seen traffic back up south of Pioneer.

3. Safety. In event of evacuation, we are talking possibility of an extra 300 cars or more trying to exit the island, all jammed right at the Beachline. Is our small island Fire department equipped to handle a major emergency such as fire in a complex this size, especially with homes in such close proximity?
4. Schools. Possible impact to our schools. They already use trailers placed for extra classrooms.
5. I fail to see any benefit whatsoever for rezoning this land to multi family. Too many vehicles, too much impact on our roads and schools, and possible devastation to property values. Towering apartments are meant for people who want water views, not looking into people's backyards and onto a busy road.

Thank you for taking these thoughts into consideration when you vote.
PLEASE vote NO!

Sent from my iPad

From: [gigi nordfors](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Proposed 222 Unit Apartment complex, Corner of Pioneer and Courtenay, Merritt Island
Date: Wednesday, January 28, 2026 7:47:48 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please Stop this action for the following reasons (to name a few)...

Why this project is wrong for Merritt Island:

PUBLIC SAFETY: The Staff Report (p. 10) explicitly warns of a "Material Danger to Public Safety."
TRAFFIC: Our roads are already at 88% capacity. This project violates the "25% remaining capacity" rule.
INCOMPATIBLE: Even the county admits 222 units is NOT consistent with our single-family neighborhoods.
NO LOCAL SUPPORT: Our local advisory boards (MIRA/P&Z) refused to back this project.

And don't forget the growing flooding issue in this area...

Sincerely
Jean Nordfors

Sent from my iPad

From: [Thomas Dixon](#)
To: [Commissioner, D2](#)
Date: Friday, January 23, 2026 7:27:25 PM
Attachments: [.png](#)
[.png](#)
[.png](#)
[.png](#)

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

We are closing in on 1,500 signatures to stop the 222-apartment complex at the corner of Pioneer and N. Courtenay. This location cannot support this project ☐

We are so close! Our petition is gaining major traction, and we've confirmed the County Commissioners are officially paying attention. To protect our island, we are aiming for 1,500+ signatures by next week!

If you can't attend the upcoming meeting, your email is your vote. Please take 60 seconds to send a quick message to the Commissioners letting them know we demand Smart Growth, not dangerous over-development.

Why this project is wrong for Merritt Island:

☐ PUBLIC SAFETY: The Staff Report (p. 10) explicitly warns of a "Material Danger to Public Safety."

☐ TRAFFIC: Our roads are already at 88% capacity. This project violates the "25% remaining capacity" rule.

☐ INCOMPATIBLE: Even the county admits 222 units is NOT consistent with our single-family neighborhoods.

☐ NO LOCAL SUPPORT: Our local advisory boards (MIRA/P&Z) refused to back this project
Sent from my iPad

From: [Chelsey Bjork](#)
To: [Chelsey True](#)
Cc: [Commissioner, D2](#)
Subject: Re: Request for brief meeting regarding the Courtenay and Pioneer rezoning: Application 25Z00054
Date: Wednesday, January 21, 2026 1:03:44 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner,

I wanted to follow up on my earlier email regarding the rezoning application scheduled for a vote on February 5.

I know schedules are full, but I wanted to reiterate my interest in briefly sharing concerns related to concurrency, environmental review timing, and the potential loss of County leverage if the rezoning proceeds prior to completion of key analyses.

I have meetings scheduled with other commissioners this week and wanted to be sure you had the same opportunity to hear these concerns if your availability allows.

Thank you again for your time and consideration.

Respectfully,
Chelsey True
206-300-0013

Sent from my iPhone

On Jan 16, 2026, at 8:14 PM, Chelsey True <bjork.chelsey@gmail.com> wrote:

Dear Commissioner Goodson,

My name is Chelsey True and I live immediately adjacent to the proposed rezoning at Courtenay Parkway and Pioneer Road.

I attended the developer outreach meeting, the MIRA meeting and the planning and zoning hearing. Based on Staff analysis identifying potential traffic concurrency deficiencies, unresolved environmental constraints and compatibility concerns, I am respectfully requesting a brief meeting or call prior to the upcoming vote to share my perspective as a nearby resident.

I'm not opposed to development, my concerns are specific to whether this rezoning meets County's adopted standards at this stage.

If you or your staff have availability next week I would appreciate the opportunity to speak for a few minutes.

Thank you for your time and consideration,

Chelsey True
Merritt Island resident

From: [Commissioner, D2](#)
To: [Smith, Susan](#)
Subject: Fw: Rezoning notice 25Z00054
Date: Wednesday, January 21, 2026 9:28:01 AM

From: Bill Cauffman <otisdog361@gmail.com>
Sent: Wednesday, January 14, 2026 10:52 AM
To: Commissioner, D2 <D2.Commissioner@brevardfl.gov>
Subject: Rezoning notice 25Z00054

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello Tom, the proposed zoning change for 10 acres to medium and high density residential at Pioneer and Courtenay is extreme and will cause many problems. I understand that there must be growth, but 3 story high density dwellings in such an already busy area doesn't appear to be well planned. Please try to convince your fellow Commissioner to reject the proposal. Best regards, Bill Cauffman

From: mmcb23@comcast.net
To: [Commissioner, D2](#)
Subject: RangeWater apartment complex
Date: Tuesday, January 20, 2026 8:14:49 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good Evening Mr. Goodson,

I am a resident in your district and am among the thousands of local residents who oppose the zoning change and the proposed apartment complex by RangeWater. I live on Oak Park Circle and use Pioneer road as my way of going north on Courtenay to get to Route 528 for both work and recreation. It would be closer for me to use Venetian Way to get onto Courtenay but it's a hazard trying to make a left onto Courtenay most times of the day. As it stands now, it is often a stressful frenzy of traffic in the immediate area trying to get from my house to 528. There is significantly more traffic in this area since I purchased the house in 2017. I cannot fathom additional traffic.

Additionally, seeing our beautiful trees razed and our landscape raped by never ending development is sickening. It's one of the reasons I moved from Philadelphia suburbs to what was a little piece of heaven here on Merritt Island. The urban sprawl took over the suburbs and our voices at the community meetings fell on deaf ears.

Please hear our voices and vote no on this project. Also, I have been a real estate appraiser for over 30 years and can assure you that there is only an adverse effect on value and marketability of our current properties in this area from this proposed project.

Thank you for your time,

Marie Vassalotti

625 Oak Park Cir

Merritt Island

From: [Jason via Change.org](#)
To: [Commissioner, D2](#)
Subject: You've been identified on a petition: Urge Brevard County Commissioners to oppose rezoning on Merritt Island
Date: Monday, January 19, 2026 7:16:28 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.



Hi Tom Goodson,

My name is Jason, and I'm reaching out from Change.org to let you know that you've been tagged on a petition on our platform: '**Urge Brevard County Commissioners to oppose rezoning on Merritt Island**'.

[View the petition](#)

With over 500 million users worldwide, Change.org is the world's largest platform for civic participation. Every day, people use our nonpartisan platform to speak up about the issues that matter to them and reach the elected officials who can make change happen.

Being tagged on a petition means that **people believe you have the power to influence this issue**. It's a sign that your leadership is needed, and **your constituents are eager to engage**.

If you'd like to learn more about the petition or discuss next steps, we're here to help. You can reach our team anytime at decision.makers@change.org or by phone at 415-907-4737.

Thank you for your time and consideration. We look forward to connecting with you soon.

Best,

to of Jason.



Jason Barnaby
Decision Maker Outreach
415-907-4737
jason@change.org

This is an informational notification sent to the email address listed as the decision maker for this petition. If you are not the decision maker, let us know by replying directly to this email.

[Privacy policy](#)

We'd love to hear from you! [Contact us](#) through our help center.

Change.org · 548 Market St #29993, San Francisco, CA 94104-5401, USA

From: [Jason Barnaby](#)
To: [Commissioner, D2](#)
Subject: Tom, can you share a quick update?
Date: Monday, January 19, 2026 9:31:11 AM
Attachments: [Screenshot 2025-07-02 at 2.49.06 PM.png](#)

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello Tom — I know you're busy, and that our outreach is just one of many you receive each day from people across the community. We also know you work hard on behalf of the community you serve and may have preferences or rules for how constituents share feedback on the issue elevated in the petition.

Before you close this email, **would you review the summary below and reply with a brief statement noting that you've seen and reviewed the petition, or clarify if you'd rather constituents share feedback directly with you?** Petition starters and signers appreciate hearing from public officials like you — even a quick acknowledgment that you've seen the petition.

We're also happy to share a link or statement if you've already addressed this issue elsewhere.

Even a sentence or two we can pass along would mean a lot. Thank you!

Petition Title: Urge Brevard County Commissioners to oppose rezoning on Merritt Island

Summary: This petition urges Brevard County Commissioners to oppose a proposed rezoning on Merritt Island, citing concerns over increased traffic congestion, potential flooding, and the loss of vital green spaces that contribute to the community's unique character. It matters to the petition signers as they seek to protect their home environment and ensure that future developments align with the existing infrastructure and the safety of residents.

Link: <https://change.org/p/urge-brevard-county-commissioners-to-oppose-rezoning-on-merritt-island>



Jason Barnaby
Senior Civic Engagement Specialist
jason@change.org
(415) 907-4737

--

Is this email not relevant to you? Click [here](#)

From: [Don Peplow](#)
To: [Commissioner, D2](#)
Subject: please reject rezoning the parcel along SR 3 just south of the beachline
Date: Friday, January 16, 2026 9:02:59 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Don Peplow

From: [Budd Fisher](#)
To: [Commissioner, D2](#)
Subject: Apartment complex between Pioneer and Courtenay
Date: Thursday, January 15, 2026 6:42:37 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Mr. Goodson

I wanted to make sure you are aware of the petition against this new development. Over 800 local residents have already signed a petition against. While we know you voted for the development we are respectfully asking you to reverse your decision. We do not want the added cars and congestion especially around Lewis Carroll elementary. .

I trust you will respect your constituents wishes.

Sincerely

Budd Fisher

1893 Sykes Creek Dr.

Merritt Island,Fl

[Sent from Yahoo Mail for iPad](#)

From: [Jason Barnaby](#)
To: [Commissioner, D2](#)
Subject: Response Requested: 652 Constituents Oppose Rezoning on N. Courtenay Parkway
Date: Thursday, January 15, 2026 6:01:21 AM
Attachments: [Screenshot 2025-06-30 at 11.48.42 AM-3.png](#)
[Screenshot 2025-07-02 at 2.49.06 PM.png](#)

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hello Tom Goodson,

My name is Jason, and I'm part of the Civic Engagement team at Change.org. Nice to meet you! I'm reaching out because a petition on our platform is currently trending among your constituents: Urge Brevard County Commissioners to oppose rezoning on Merritt Island
<https://change.org/p/urge-brevard-county-commissioners-to-oppose-rezoning-on-merritt-island>



Because you haven't publicly responded to the petition, your status currently appears as unresponsive. **Would you like to update your response status? You can simply reply to this email with the message you'd like to share, and I'll post it on your behalf.** This would let your constituents know that you're aware of the issue, engaged, and listening.

A response does not mean you endorse the petition. In your response, you can:

- Acknowledge you've seen the petition, aware of the concerns raised, and share any relevant updates
- Share details for the next public meeting where constituents can share their views
- Any relevant updates, resources, or information

If you have any questions, please feel free to reach me directly at +1 415-907-4737. Look forward to hearing from you soon!

Best,
Jason



Jason Barnaby
Senior Civic Engagement Specialist
jason@change.org
(415) 907-4737

--

Is this email not relevant to you? Click [here](#)

From: [Chelsey Bjork](#)
To: [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D1](#); [Commissioner, D4](#)
Subject: Rezoning application 25Z00054 - Public Comment
Date: Wednesday, January 14, 2026 7:58:43 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Goodson and fellow Commissioners,

My name is Chelsey True, and I am a Merritt Island resident who lives immediately adjacent to the proposed rezoning at Courtenay Parkway and Pioneer Road.

As a resident who attended the developer meeting held on November 24, 2025, the MIRA meeting, and the Planning and Zoning hearing, I am writing ahead of the upcoming Board of County Commissioners hearing to respectfully share my concerns and provide context for my position. I also want to note that I spoke with Marcus Herman, a board member of the Merritt Island Redevelopment Agency (MIRA), following the Planning and Zoning meeting. He encouraged me to reach out directly and to continue grounding my comments in fact and adopted policy, which I have attempted to do throughout this process.

I want to be clear from the start: I am not opposed to multifamily housing. I have worked professionally within multifamily development in the past. My concerns here are specific to location, intensity, and infrastructure compatibility.

Staff analysis indicates that the proposed development does not align with the existing or recent development pattern of the surrounding area. Adjacent land uses are predominantly single-family residential to the east, with institutional and commercial uses along Courtenay Parkway. Notably, no multifamily residential development has been approved or constructed within the immediate area in recent years, which undermines the claim that this proposal represents a natural continuation of established land use patterns.

From an infrastructure standpoint, staff has identified potential traffic concurrency deficiencies. Courtenay Parkway is already operating above the 85% threshold required for concurrency vesting, and the proposed development would exceed the 25% remaining capacity limitation. Staff further notes that this could result in a concurrency deficiency at the site plan stage. These findings suggest that concurrency issues are not hypothetical, but a real risk at this stage. As stated in the staff analysis, "the proposed development has the potential to cause traffic capacity issues that could impact design capabilities or a de facto change in functional classification."

Staff analysis also indicates that the proposed development has the potential to generate approximately 2,308 trips per day. Given the existing operating level of this corridor and the added trip generation, my concern is that the rezoning is being requested prior to the completion of the evaluations required under the County's

adopted concurrency policies.

These concerns are compounded by existing constraints, including school-related congestion, proximity to the SR-528 interchange, drawbridge operations, and the scheduled 2027 FDOT median and signalization project, which will alter traffic patterns in ways current studies cannot fully capture. A development cannot assume capacity from future roadway projects. Because these improvements are not yet constructed, they cannot be relied upon for concurrency or mitigation purposes. Approving a rezoning before these changes are operational and their impacts understood creates additional uncertainty for an already constrained roadway.

Additionally, I contacted Brevard County Natural Resources Management to confirm whether a formal wetland delineation has been completed for the subject property. Staff confirmed in writing that a site-specific wetland delineation has not yet been performed and would only be required at the site plan stage. As a result, current review relies on mapped resources rather than field-verified conditions. Given the presence of mapped wetlands and hydric soils, the site's location within the Indian River Lagoon Nitrogen Reduction Overlay, and proximity to a documented bald eagle nest, the full environmental constraints of the site are not yet known. Advancing a rezoning prior to completion of this analysis shifts risk forward and limits the County's ability to evaluate environmental impacts at the appropriate stage.

I would also like to acknowledge the applicant's revised site plan, which includes a 100-foot buffer along the east side and a 50-foot buffer along the north side of the property. While these revisions reflect an effort to reduce impacts, the updated plan also removes the previously proposed retention pond and instead relies on dry stormwater mitigation. Given the site's environmental context, I respectfully ask that these stormwater revisions be carefully evaluated for long-term performance, maintenance, and cumulative impact. Buffer enhancements alone do not resolve the outstanding infrastructure, traffic, and environmental concerns identified in the staff analysis.

I respectfully ask that you give weight to the Planning and Zoning staff findings, MIRA's recommendation, and the unresolved infrastructure and compatibility concerns when considering this rezoning request. My goal is not to oppose growth, but to advocate for development that aligns with adopted standards and protects the long-term functionality and character of our community. Planning and Zoning could not reach a majority in favor of approval, staff analysis raised multiple substantive concerns, and MIRA formally recommended against the proposal. Advancing this rezoning under these conditions would transfer unresolved risk to the surrounding community rather than address it at the appropriate stage.

Thank you for your time and consideration.

Respectfully,

Chelsey True

Merritt Island Resident

Sources:

Brevard County Planning and Zoning Staff Analysis
Space Coast Transportation Planning Organization (TPO)

From: [Marie-Claire Villanueva, DPM](#)
To: [Commissioner, D2](#)
Subject: Please vote NO
Date: Wednesday, January 14, 2026 4:22:02 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Goodson,
Please vote NO on the rezoning of Merritt Island off Pioneer Rd. and N. Courtenay Blvd. As a long time resident, our community is vehemently opposed to the proposed changes.
Thank you very much for your time and service.

--
Marie-Claire Villanueva, D.P.M.
mobile (321) 213-0249
fax (866) 590-7237

From: [Heike Jahnert](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Rezoning on North Courtenay Pkwy
Date: Wednesday, January 14, 2026 9:26:42 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Good Morning Commissioners !

Ask any resident on Merritt Island and they will tell you that Merritt Island is getting too crowded and too busy.

Rezoning a property on the East Side of North Courtenay Pkwy just 420 ft South of Via DeLa Reina is not in the best interest of Merritt Island residents.

As our Representatives I urge you to listen to your Constituents and not rezone above mentioned property.

We have enough housing on Merritt Island. In addition, due to enforcements of immigration laws more housing will be available to U.S. citizens.

Commissioners, please remember the oath you took and your role as a Public Servant which both command you to represent your constituents and not special interest.

Respectfully,

Heike Jahnert
6729 Mangrove Dr.
Merritt Island

From: [Giles Malone](#)
To: [Commissioner, D2](#)
Subject: Fwd: Urge Commissioner Goodson to oppose rezoning on Merritt Island
Date: Tuesday, January 13, 2026 2:33:30 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

GILES MALONE M.B.A.
PARTNER
MAVERICK MULTIMEDIA INC.
BREVARD PRODUCTION INC..
Tel: (321) - 323- 4460
GilesMalone@GMail.com



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----- Forwarded message -----

From: **Giles Malone** <gilesmalone1@icloud.com>
Date: Mon, Jan 12, 2026 at 11:39 PM
Subject: Urge Commissioner Goodson to oppose rezoning on Merritt Island
To: GILES MALONE <gilesmalone@gmail.com>

Hey,

I just signed the petition “Urge Commissioner Goodson to oppose rezoning on Merritt Island” and wanted to see if you could help by adding your name.

Our goal is to reach 500 signatures and we need more support. You can read more and sign the petition here:

<https://c.org/FzXMFB9qiH>

Thanks!
Giles

Sent from my iPhone

From: [Chelsey True](#)
To: [Commissioner, D2](#)
Subject: Request for brief meeting regarding the Courtenay and Pioneer rezoning: Application 25Z00054
Date: Friday, January 16, 2026 8:15:04 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Goodson,

My name is Chelsey True and I live immediately adjacent to the proposed rezoning at Courtenay Parkway and Pioneer Road.

I attended the developer outreach meeting, the MIRA meeting and the planning and zoning hearing. Based on Staff analysis identifying potential traffic concurrency deficiencies, unresolved environmental constraints and compatibility concerns, I am respectfully requesting a brief meeting or call prior to the upcoming vote to share my perspective as a nearby resident.

I'm not opposed to development, my concerns are specific to whether this rezoning meets County's adopted standards at this stage.

If you or your staff have availability next week I would appreciate the opportunity to speak for a few minutes.

Thank you for your time and consideration,

Chelsey True
Merritt Island resident

From: [Erica Miller Cochran](#)
To: [Commissioner, D2](#); [Commissioner, D1](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Rezoning Pioneer/Courtenay Pkwy
Date: Thursday, January 29, 2026 8:04:47 PM

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I plead with you all to deny the rezoning of the property at Pioneer and N. Courtenay Pkwy in Merritt Island. Courtenay cannot support this influx of growth. With the apartments being built behind the Merritt Island mall we're looking at 100's of more cars on the road already. This large project of multi-family units would be devastating to this island. I know growth is inevitable but this isn't the right project for this specific area. This would not be beneficial to the small island community that Merritt Island has been known for since as long as I've lived here.

Thank you for your time.

[Erica Cochran](#)

From: [AmyBrooke Muir](#)
To: [Commissioner, D4](#)
Subject: Deny Rezoning 142 Acres off E Crisafulli
Date: Friday, January 30, 2026 9:14:18 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Mr. Feltner,

I am writing to you as a resident of North Merritt Island and as someone who deeply cares about the place my family calls home.

I respectfully ask that you **vote NO on the proposed rezoning of the 142 acres off East Crisafulli Road**. This request is not about being anti-growth — it is about protecting an area that simply is not equipped to handle higher-density development.

Those of us who live here already experience significant flooding. We have watched roads become impassable after storms and worry every rainy season about water levels rising higher and staying longer. Increasing density on agricultural land means more pavement, more runoff, and more displaced water — and that water has to go somewhere. Once flooding patterns change, they cannot be undone.

Traffic and safety are also real concerns. East Crisafulli Road is narrow, rural, and was never designed to support suburban-level traffic. Additional daily traffic and construction vehicles will make the road less safe for residents, children, and emergency responders.

Most importantly, this land has long been designated as agricultural. Rezoning it to higher-density residential development fundamentally changes the character of our community and sets a precedent that cannot be reversed. Once the land is rezoned and developed, the rural nature of this area is gone forever.

Maronda's current design has a house 30 feet from my barn filled with pigs, goats, and chickens. I don't think 1/2 acre lots are compatible with being so close to farm animals.

I believe your role as a commissioner requires balancing development with the long-term well-being of existing residents. In this case, the risks — flooding, safety, infrastructure strain, and loss of rural character — outweigh the benefits.

Thank you for taking the time to listen to those of us who live here and will bear the consequences of this decision for decades to come. I respectfully urge you to stand with our community and please **vote NO on this rezoning**.

Sincerely,

Amy Muir

1100 E Crisafulli Road

Merritt Island

From: [Kathy Brandt](#)
To: [Commissioner, D4](#)
Subject: rezoning on Merritt Island
Date: Friday, January 30, 2026 10:24:05 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Please oppose the rezoning on Merrit Island. The area at Pioneer Rd. and Courtenay Parkway will be harmfully impacted if this goes through. The high density apartment complex in single family neighborhoods will compromise safety and traffic flow.

Thank you,
Kathleen Brandt

From: [Karie Hanselman](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: STOP THE DEVELOPMENT!
Date: Saturday, January 31, 2026 9:42:16 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Over the past 40 years, the once-quiet drive from Cocoa into Merritt Island has transformed dramatically. What used to be a peaceful, natural sanctuary has become increasingly congested, especially on weekends, when out-of-town visitors crowd the unpaved shoulders as if they were public parks—camping, grilling, selling items, and often interfering with traffic flow.

Simultaneously, Port Canaveral has expanded from a small cruise hub into the largest port in Florida, yet the surrounding infrastructure has not kept pace. Weekend traffic jams on the Beachline are now almost guaranteed as thousands of cruise passengers rush to the port, frequently causing accidents or gridlock. Much of the remaining open land has been converted into cruise parking lots, further intensifying traffic pressures without meaningful road improvements.

As drivers exit the Beachline onto Courtney Parkway, they encounter additional congestion from Kennedy Space Center traffic, daily launch activity, and drivers racing to beat poorly timed lights. The nearby drawbridge often rises at the worst possible moment, pushing traffic backups well beyond the Pioneer/Courtney intersection. In the immediate vicinity of the proposed apartment development, three residential neighborhoods, an elementary school, a nursing home, Starbucks, a car wash, a bank, and a medical plaza all share a single narrow roadway. This road already struggles with backups, lacks turn lanes, and experiences frequent accidents as drivers take risks to avoid delays. It sits within half a mile of both the chronically congested Beachline interchange and the drawbridge that routinely traps vehicles for miles.

Adding a 225-unit apartment complex—introducing more than 250 additional vehicles—would create dangerous conditions for residents, schoolchildren, parents, teachers, and emergency responders. It would further complicate evacuation routes and increase risks in an area already beyond its infrastructure and environmental capacity. After four decades of living on this small island, it is clear that Merritt Island has exceeded sustainable growth. Recent developments have already caused flooding in older neighborhoods, degraded water quality, and strained natural systems. Approving another high-density project in a location unable to support it is not progress—it is a failure of responsible urban planning and a decision driven purely by profit, not community well-being.

Apartments are not an ideal fit for this area due to several key factors related to infrastructure capacity, community character, and long-term planning considerations. I would strongly recommend you go to this area at 7:30-7:45am, 2:30pm or 5:30 pm and experience the congestion and craziness yourself before you vote for this madness.

Regards,
Karie Hanselman, concerned resident of area

From: [Rebecca Hauser](#)
To: [Commissioner, D4](#)
Subject: Opposition to Rezoning Case #25Z00054 – Public Safety Danger, Flooding Risks, & 1,800+ Residents Opposed
Date: Friday, January 30, 2026 5:37:51 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Rob Feltner,

I am writing to formally request that you **DENY Rezoning Application #25Z00054** (RangeWater/Pioneer Rd). This proposal is not merely a "neighborhood concern"; it is a documented risk to the infrastructure, environmental stability, and life safety of the Merritt Island community.

As a resident and taxpayer, I urge you to consider the following critical facts:

1. Staff Report Warning: "Material Danger to Public Safety" The County's own Staff Report (page 10) explicitly warns that this project creates a **"material danger to public safety."** It is rare for staff to use such definitive language. For the Commission to override this warning would be to knowingly ignore a documented safety hazard regarding traffic flow and emergency access in a failing corridor.

2. Extreme Risk to School Zone Safety (Lewis Carroll Elementary) Pioneer Road is a primary corridor for children walking and biking to Lewis Carroll Elementary. During drop-off and pick-up, this area already experiences severe congestion and gridlock. Adding **400+ cars** (approx. 1,379 to 3,000 daily trips) into this specific intersection creates an unacceptable safety crisis.

3. Environmental Hazard: Myakka and Anclote Hydric Soils The project site consists of **Myakka and Anclote hydric soils**, which serve as a critical natural "sponge" for the area due to their high water table. Paving over 11 acres of these soils will displace massive volumes of groundwater, forcing runoff into surrounding low-lying neighborhoods that are **already prone to flooding**. We cannot replace a natural drainage basin with 11 acres of asphalt without causing major flooding for existing homeowners.

4. Overwhelming Community Opposition (1,800+ Signatures) The community has spoken with a unified voice. I have initiated a petition that currently has **over 1,800 residents** (online and on paper) who are formally opposed to this project. This number grows daily, reflecting the deep-seated concern of your constituents.

5. Violation of Administrative Policy #3 & Infrastructure

Failure Under Administrative Policy #3, the County must protect the quality of life of existing residents from "Land Use Shocks." North Courtenay Parkway is already at **88% capacity**. This project alone would consume **24.95% of the total remaining capacity**, violating the spirit of our concurrency rules and diminishing the safety of our neighborhoods through noise and transient traffic.

6. Unanimous Denial by MIRA (7-0) The Merritt Island Redevelopment Agency (MIRA) board—the local body that best understands our island's unique constraints—voted **unanimously (7-0)** to recommend denial.

The Planning and Zoning Board's **7-7 tie** reflects the deep flaws in this application. With 1,800 residents standing in opposition, a Staff Report warning of "**material danger to public safety**," and the severe risks to our school children and environment, there is no justification for approval.

I urge you to follow the recommendation of MIRA and Staff and **deny this rezoning**.

Sincerely,

Rebecca Hauser

815-608-8451

Petition can be found here: <https://www.change.org/p/urge-brevard-county-commissioners-to-oppose-rezoning-on-merritt-island>

From: [Gayle Allenback](#)
To: [Commissioner, D4](#)
Subject: Request for Denial of Zoning Application 25Z00054 – Parcel ID 24-36-14-00-259
Date: Saturday, January 31, 2026 4:21:28 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioner Feltner,

I am writing as a concerned resident of Merritt Island to respectfully urge you not to approve the proposed zoning change (zoning application 25Z00054) that would allow medium- to high-density housing at the property located on the east side of N. Courtenay Parkway, approximately 420 feet south of Via De La Reina (parcel ID 24-36-14-00-259).

While growth can be beneficial when thoughtfully planned, this particular proposal threatens the safety, infrastructure, environmental balance, and character of the immediate neighborhood as well as the whole island in ways that are already well documented in the official reports on record.

Public safety must be paramount. One of the reports explicitly warns that this project presents a “material danger to public safety.” This is not merely a speculative concern, but a formal conclusion based on the project’s own analysis. Approving a development identified as posing such a risk would place current residents, future occupants, and first responders in jeopardy.

Traffic and infrastructure capacity are already strained. Many are familiar with the daily congestion along N. Courtenay Parkway. According to the report, local roads are operating at approximately 88% capacity, leaving very little margin for additional traffic. The proposed development exceeds the established “25% of remaining capacity” guideline; thus, rezoning this property would only exacerbate an already dangerous situation—raising the likelihood of accidents and posing increased risks to both drivers and adult and child pedestrians, particularly as the area awaits roadway redesign to place a raised median.

In addition, flooding concerns cannot be ignored. Natural drainage systems on Merritt Island are already under stress, and increased density at this location would further burden those systems. The result could be heightened flood risk for nearby homes and businesses, creating long-term consequences that are difficult and costly to reverse.

The proposal is also incompatible with surrounding land use. The report itself acknowledges that the planned 222 units are not consistent with the adjacent single-family neighborhoods. Such incompatibility threatens the stability, character, and quality of life of communities that residents, including myself, have invested in for decades.

Equally concerning is the loss of green space, especially wetlands and wildlife habitats, which would be irreversible. Our community has worked hard to preserve these areas, recognizing their importance to our ecosystem, natural drainage, and as a buffer against overdevelopment. Once lost, this land—and the balance it provides—cannot be restored. Preserving these spaces is essential to maintaining what makes Merritt Island a unique and cherished place to live.

Finally, there is clear local opposition and advisory concern. The Merritt Island Redevelopment Agency (MIRA) has already demonstrated its support for preserving our community by voting against the rezoning proposal, and even the Brevard County Planning & Zoning board was not able to reach a majority in favor of this project, after hearing both sides. As one of our elected representatives, I respectfully ask that you honor the judgment of local advisory boards and the residents they serve, rather than overriding their recommendations.

I support smart, appropriately scaled growth—but not this specific project, particularly in this specific location. The proposed density cannot be sustained without compromising safety, traffic flow, environmental resilience, and neighborhood compatibility.

For these reasons, I respectfully ask that you vote no on this zoning change and help protect the safety, environment, and long-term well-being of Merritt Island and its residents.

Thank you for your time, consideration, and service to our community.

Respectfully,

Gayle Allencback

2405 Raintree Lake Circle

Merritt Island, FL 32953

From: [Diane Duclos](#)
To: [Commissioner, D4](#)
Subject: Fwd: Brevard reasoning on Merritt island
Date: Monday, February 2, 2026 8:18:52 AM

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Sent from my iPhone

Begin forwarded message:

From: Diane Duclos <duclos1957@yahoo.com>
Date: February 2, 2026 at 8:16:01 AM EST
To: D1.Commissioner@brevardfl.gov
Subject: Brevard reasoning on Merritt island

Good Day Commissioner-

I am a resident of Villa de Palma neighborhood on Merritt Island.
It has come to my attention that the Brevard County commissioner's office is contemplating rezoning the area off Pioneer Road on Merritt Island for an apartment complex.

The decision to rezone would be a huge mistake. Pioneer Road is already so busy between the three neighborhoods that are adjacent to it plus the school that has daily traffic in the morning and the afternoon that Pioneer Road cannot carry this much traffic. Plus all the neighborhoods surrounding the area for rebuild are all single family homes. An apartment complex just does not go with the complexion of the area. The area for rebuild is so small for the number of apartments that you want to put in.

Let alone losing more green space on Merritt Island that has over 50,000 people now living on it and losing the green space for all the animals that inhabit the area on Pioneer, which houses the endangered gopher turtles.

Putting up more apartments on Merritt Island is going to tax on the school system, the fire department and the police department along with all of our road wear.

Please reconsider your opinion on this rezoning for Merritt Island.

Thank you
Michael Duclos
Diane Duclos

Sent from my iPhone

From: [Chelsey True](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Request for Clarification and Record Accuracy from the P&Z Vote Procedure (January 12, APP 25Z00054)
Date: Friday, January 30, 2026 10:25:06 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

My name is Chelsey True, a Merritt Island resident who has been actively following and participating in the public process regarding Application 25Z00054.

I am writing to respectfully flag a procedural concern from the Planning & Zoning Board meeting on January 12, which I believe is important for the County Commission to be aware of as this application moves forward.

While rewatching the meeting video, I observed confusion during the vote count related to the Chair's participation in the vote. A headcount appeared to reflect a 7-6 vote; however, there was audible discussion on the record indicating that the Chair would only vote in the event of a tie. Despite this, the outcome was ultimately announced as a 7-7 tie, followed by a second vote without a clearly stated tally.

I am not alleging misconduct. My concern is that the procedure created ambiguity on the record regarding how the final vote count was reached. Given the significance of this application and the level of public interest, clarity in voting procedure and documentation is important for public confidence and for the Commission's review.

I have raised this question with staff and understand that the approved minutes will reflect the official tally. My intent in contacting you directly is simply to ensure that Commissioners are aware of the procedural confusion observed on the video record as you consider this item.

I appreciate your time and your service, and I look forward to discussing this and other substantive infrastructure and safety concerns related to this application in upcoming meetings.

Chelsey True
Merritt Island Resident

Dear Commissioner Goodson,

I am writing regarding the upcoming vote on the rezoning request for the property located at Pioneer Road and Courtenay Parkway. I am a resident of the Palmetto neighborhood, which lies north of Villa De Palmas and just south of State Road 528.

I respectfully urge you to vote **against** this rezoning request to allow multi-family development in what is currently a single-family area. My primary concern is traffic, which has already reached an unsafe and congested level along Courtenay Parkway.

As a resident who travels this corridor daily, I can attest that **turning left from the Palmetto neighborhood onto Courtenay Parkway (southbound) or turning left into the Palmetto Neighborhood onto Venetian Way from Courtenay Parkway (southbound)** is difficult at most times of day and becomes nearly impossible when the bridge is raised and traffic backs up. According to the developer, the project would include an average of 1.75 parking spaces per unit, potentially adding approximately 389 additional vehicles to Courtenay Parkway. This figure does not account for visitor traffic or service vehicles.

Anyone familiar with this corridor during **school drop-off and pick-up hours, rush hour, or Space Center shift changes** knows that Courtenay Parkway is already operating at or near capacity. Traffic has increased significantly since I moved into my home in 2017, due in part to multiple large developments approved north of SR 528. Each new project adds to an already overburdened roadway.

This raises an important question: when was the most recent traffic capacity study conducted for Courtenay Parkway, and does it adequately account for the cumulative impact of these developments? Beyond traffic, increased density places additional strain on emergency services and contributes to overcrowding that affects the safety and quality of life of existing residents.

I am also aware that the Merritt Island Redevelopment Agency (MIRA) voted against this project. I respectfully ask that you and your fellow commissioners stand with the residents of Merritt Island and vote no on this rezoning request.

Thank you for your time, consideration, and service to our community.

Sincerely,

Marie Chiaino

321-591-1663 (cell