



Agenda Report

2725 Judge Fran Jamieson
Way
Viera, FL 32940

Public Hearing

H.1.

4/3/2025

Subject:

City Pointe Landfall LLC. (David Bassford) requests a Small-Scale Comprehensive Plan Amendment (24S.11), to change the Future Land Use Designation from Res 1, Res 2, Res 4, and NC to CC and Res 4. (24SS00009) (Tax Account 2411252) (District 1)

Fiscal Impact:

None

Dept/Office:

Planning and Development

Requested Action:

It is requested that the Board of County Commissioners conduct a public hearing to consider a Small-Scale Comprehensive Plan Amendment (24S.11), to change the Future Land Use Designation from Res 1 (Residential 1), Res 2 (Residential 2), Res 4 (Residential 4), and NC (Neighborhood Commercial) to CC (Community Commercial) and Res 4 (Residential 4).

Summary Explanation and Background:

The applicant requests a Small-Scale Comprehensive Plan Amendment (SSCPA) to change the Future Land Use Map (FLUM) from Residential 1 (RES 1), Residential 2 (RES 2), Residential 4 (RES 4) and Neighborhood Commercial (NC) to Community Commercial (CC) and Residential 4 (RES 4) on a 12.86-acre parcel. The applicant has a companion rezoning application, 24PUD00003, requesting a change from Estate Use (EU) and Residential Professional (RP) to Planned Unit Development (PUD).

The subject property's current configuration was recorded on November 5, 2021.

The subject property retains three original FLU designations established in 1988 by the Brevard County Comprehensive Plan (in addition to the RES 1 designation, which was established at a later date): RES 2, RES 4, and NC. The RES 1 FLU designation was established after April 13, 2004, Board Directive, under Comprehensive Plan Amendment 2004A.5 which is found in the March 2005 Small Area Study Examining Policy 1.12 Protection of Riverside Residential Lands. With the amendment being approved, it changed the FLU from RES 4 to RES 1.

The RES 1 FLU designation permits low density residential development with a maximum density of up to one (1) unit per acre, RES 2 FLU designation permits a maximum density of up two (2) units per acre, and RES 4 FLU designation permits a maximum density of up to four (4) units per acre.

The requested RES 4 designation would allow up to 43 residential units. The applicant has proposed a project

consisting of 19 single-family residential units with an overall gross density of approximately 1.75 dwelling units per acre on the 10.84 acre portion of the subject property that is proposed for residential development. The Board may consider limiting the density with the PUD zoning under a separate application.

A portion of the property totaling 1.91 acres is proposed for commercial development with a potential for a FAR of 1. NC is the current FLU designation on this portion of the subject property. The NC FLU embodies activities that are intended to be low impact in nature and serve the needs of the immediate residential area. The requested CC FLU designation embodies activities which are intended to serve several neighborhoods, sub-regional and regional areas and provide an array of retail, personal and professional uses.

To the north is a subdivision, recorded as Parkchester in Plat Book 18, Page 114, with approximately 63 single-family detached homes on approximately 0.2 to 0.25 acre lots with RU-1-11 zoning designation and RES 2 FLU. Additionally, there is one parcel, 8.06 acres, developed with a single-family residence with EU zoning designation and RES 4 FLU. This parcel also includes a nursery which has AU zoning and RES 1 FLU. There is another parcel which is 0.56 acres, developed with a single-family residence, EU zoning and RES 2 FLU. The final parcel is 0.49 acres, developed with a single-family residence with EU zoning and includes RES 2 FLU. To the south is a 0.17-acre parcel, cemetery land, with zoning designation IN(L) with RES 1 FLU. A second parcel is 1.67 acres, developed with a single-family residence, EU zoning designation and RES 4 FLU. A third parcel totals 1.53 acres, undeveloped with AU zoning designation and RES 1 FLU. To the east of the subject property is the Indian River. To the west is a 1.32-acre parcel, developed with an office building with RP zoning and NC FLU designation. Additionally, to the west of the subject parcel is Highway 1.

The Board may wish to consider if the request is consistent and compatible with the surrounding area recognizing existing development trends.

On March 17, 2025, the Local Planning Agency heard the request and voted 7 to 3 to recommend approval.

Subsequent to the Local Planning Agency hearing, the applicant provided a revised Preliminary Development Plan to correct an error regarding the calculation for maximum allowable wetland impacts on the wetland impacts exhibit. The revised Preliminary Development Plan is attached.

Clerk to the Board Instructions:

Once filed with the State, please return a copy of the Ordinance to Planning and Development.

ADMINISTRATIVE POLICIES OF THE FUTURE LAND USE ELEMENT

Administrative Policies in the Future Land Use Element establish the expertise of staff with regard to zoning land use issues and set forth criteria when considering a rezoning action or request for Conditional Use Permit, as follows:

Administrative Policy 1

The Brevard County zoning official, planners and the Director of the Planning and Development, however designated, are recognized as expert witnesses for the purposes of Comprehensive Plan amendments as well as zoning, conditional use, special exception, and variance applications.

Administrative Policy 2

Upon Board request, members of the Brevard County planning and zoning staff shall be required to present written analysis and a recommendation, which shall constitute an expert opinion, on all applications for zoning, conditional uses, comprehensive plan amendments, vested rights, or other applications for development approval that come before the Board of County Commissioners for quasi-judicial review and action. The Board may table an item if additional time is required to obtain the analysis requested or to hire an expert witness if the Board deems such action appropriate. Staff input may include the following:

Criteria:

- A. Staff shall analyze an application for consistency or compliance with comprehensive plan policies, zoning approval criteria and other applicable written standards.
- B. Staff shall conduct site visits of property which are the subject of analysis and recommendation. As part of the site visit, the staff shall take a videotape or photographs where helpful to the analysis and conduct an inventory of surrounding existing uses. Aerial photographs shall also be used where they would aid in an understanding of the issues of the case.
- C. In cases where staff analysis is required, both the applicant and the staff shall present proposed findings of fact for consideration by the Board.
- D. For development applications where a specific use has not been proposed, the worst case adverse impacts of potential uses available under the applicable land use classification shall be evaluated by the staff.

Administrative Policy 3

Compatibility with existing or proposed land uses shall be a factor in determining where a rezoning or any application involving a specific proposed use is being considered. Compatibility shall be evaluated by considering the following factors, at a minimum:

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.

- B. Whether the proposed use(s) would cause a material reduction (five percent or more) in the value of existing abutting lands or approved development.
- C. Whether the proposed use(s) is/are consistent with an emerging or existing pattern of surrounding development as determined through analysis of:
 - 1. historical land use patterns;
 - 2. actual development over the immediately preceding three years; and
 - 3. development approved within the past three years but not yet constructed.
- D. Whether the proposed use(s) would result in a material violation of relevant policies in any elements of the Comprehensive Plan.

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.
- B. In determining whether an established residential neighborhood exists, the following factors must be present:
 - 1. The area must have clearly established boundaries, such as roads, open spaces, rivers, lakes, lagoons, or similar features.
 - 2. Sporadic or occasional neighborhood commercial uses shall not preclude the existence of an existing residential neighborhood, particularly if the commercial use is non-conforming or pre-dates the surrounding residential use.
 - 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.

Administrative Policy 5

In addition to the factors specified in Administrative Policies 2, 3, and 4, in reviewing a rezoning, conditional use permit or other application for development approval, the impact of the proposed use or uses on transportation facilities either serving the site or impacted by the

use(s) shall be considered. 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.

Administrative Policy 6

The use(s) proposed under the rezoning, conditional use or other application for development approval must be consistent with, (a), all written land development policies set forth in these administrative policies; and (b), the future land use element, coastal management element, conservation element, potable water element, sanitary sewer element, solid waste management element, capital improvements element, recreation and open space element, surface water element, and transportation elements of the comprehensive plan.

Administrative Policy 7

Proposed use(s) shall not cause or substantially aggravate any, (a), substantial drainage problem on surrounding properties; or (b), significant, adverse and unmitigatable impact on significant natural wetlands, water bodies or habitat for listed species.

Administrative Policy 8

These policies, the staff analysis based upon these policies, and the applicant's written analysis, if any, shall be incorporated into the record of every quasi-judicial review application for development approval presented to the Board including rezoning, conditional use permits, and vested rights determinations.

Section 62-1151(c) of the Code of Ordinances of Brevard County directs, "The planning and zoning board shall recommend to the board of county commissioners the denial or approval of each application for amendment to the official zoning maps based upon a consideration of the following factors:

- (1) The character of the land use of the property surrounding the property being considered.
- (2) The change in conditions of the land use of the property being considered and the surrounding property since the establishment of the current applicable zoning classification, special use or conditional use.
- (3) The impact of the proposed zoning classification or conditional use on available and projected traffic patterns, water and sewer systems, other public facilities and utilities and the established character of the surrounding property.
- (4) The compatibility of the proposed zoning classification or conditional use with existing land use plans for the affected area.
- (5) The appropriateness of the proposed zoning classification or conditional use based upon a consideration of the applicable provisions and conditions contained in this article and other applicable laws, ordinances and regulations relating to zoning and land use regulations and based upon a consideration of the public health, safety and welfare.

The minutes of the planning and zoning board shall specify the reasons for the recommendation of approval or denial of each application."

CONDITIONAL USE PERMITS (CUPs)

In addition to the specific requirements for each Conditional Use Permit (CUP), Section 62-1901 provides that the following approval procedure and general standards of review are to be applied to all CUP requests, as applicable.

- (b) Approval procedure. An application for a specific conditional use within the applicable zoning classification shall be submitted and considered in the same manner and according to the same procedure as an amendment to the official zoning map as specified in Section 62-1151. The approval of a conditional use shall authorize an additional use for the affected parcel of real property in addition to those permitted in the applicable zoning classification. The initial burden is on the applicant to demonstrate that all applicable standards and criteria are met. Applications which do not satisfy this burden cannot be approved. If the applicant meets its initial burden, then the Board has the burden to show, by substantial and competent evidence, that the applicant has failed to meet such standards and the request is adverse to the public interest. As part of the approval of the conditional use permit, the Board may prescribe appropriate and reasonable conditions and safeguards to reduce the impact of the proposed use on adjacent and nearby properties or the neighborhood. A nearby property, for the purpose of this section, is defined as any property which, because of the character of the proposed use, lies within the area which may be substantially and adversely impacted by such use. In stating grounds in

support of an application for a conditional use permit, it is necessary to show how the request fulfills both the general and specific standards for review. The applicant must show the effect the granting of the conditional use permit will have on adjacent and nearby properties, including, but not limited to traffic and pedestrian flow and safety, curb-cuts, off-street loading and parking, off-street pickup of passengers, odors, glare and noise, particulates, smoke, fumes, and other emissions, refuse and service areas, drainage, screening and buffering for protection of adjacent and nearby properties, and open space and economic impact on nearby properties. The applicant, at his discretion, may choose to present expert testimony where necessary to show the effect of granting the conditional use permit.

(c) General Standards of Review.

- (1) The planning and zoning board and the board of county commissioners shall base the denial or approval of each application for a conditional use based upon a consideration of the factors specified in Section 62-1151(c) plus a determination whether an application meets the intent of this section.
 - a. The proposed conditional use will not result in a substantial and adverse impact on adjacent and nearby properties due to: (1), the number of persons anticipated to be using, residing or working under the conditional use; (2), noise, odor, particulates, smoke, fumes and other emissions, or other nuisance activities generated by the conditional use; or (3), the increase of traffic within the vicinity caused by the proposed conditional use.
 - b. The proposed use will be compatible with the character of adjacent and nearby properties with regard to use, function, operation, hours of operation, type and amount of traffic generated, building size and setback, and parking availability.
 - c. The proposed use will not cause a substantial diminution in value of abutting residential property. A substantial diminution shall be irrebuttably presumed to have occurred if abutting property suffers a 15% reduction in value as a result of the proposed conditional use. A reduction of 10% of the value of abutting property shall create a rebuttable presumption that a substantial diminution has occurred. The Board of County Commissioners carries the burden to show, as evidenced by either testimony from or an appraisal conducted by an M A I certified appraiser, that a substantial diminution in value would occur. The applicant may rebut the findings with his own expert witnesses.
- (2) The following specific standards shall be considered, when applicable, in making a determination that the general standards specified in subsection (1) of this section are satisfied:

- a. Ingress and egress to the property and proposed structures thereon, with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire and catastrophe, shall be: (1), adequate to serve the proposed use without burdening adjacent and nearby uses, and (2), built to applicable county standards, if any. Burdening adjacent and nearby uses means increasing existing traffic on the closest collector or arterial road by more than 20%, or 10% if the new traffic is primarily comprised of heavy vehicles, except where the affected road is at Level of Service A or B. New traffic generated by the proposed use shall not cause the adopted level of service for transportation on applicable roadways, as determined by applicable Brevard County standards, to be exceeded. Where the design of a public road to be used by the proposed use is physically inadequate to handle the numbers, types or weights of vehicles expected to be generated by the proposed use without damage to the road, the conditional use permit cannot be approved without a commitment to improve the road to a standard adequate to handle the proposed traffic, or to maintain the road through a maintenance bond or other means as required by the Board of County Commissioners.
- b. The noise, glare, odor, particulates, smoke, fumes or other emissions from the conditional use shall not substantially interfere with the use or enjoyment of the adjacent and nearby property.
- c. Noise levels for a conditional use are governed by Section 62-2271.
- d. The proposed conditional use shall not cause the adopted level of service for solid waste disposal applicable to the property or area covered by such level of service, to be exceeded.
- e. The proposed conditional use shall not cause the adopted level of service for potable water or wastewater applicable to the property or the area covered by such level of service, to be exceeded by the proposed use.
- f. The proposed conditional use must have existing or proposed screening or buffering, with reference to type, dimensions and character to eliminate or reduce substantial, adverse nuisance, sight, or noise impacts on adjacent and nearby properties containing less intensive uses.
- g. Proposed signs and exterior lighting shall not cause unreasonable glare or hazard to traffic safety, or interference with the use or enjoyment of adjacent and nearby properties.
- h. Hours of operation of the proposed use shall be consistent with the use and enjoyment of the properties in the surrounding residential community, if any. For commercial and industrial uses adjacent to or near residential uses, the hours of operation shall not adversely affect the use and enjoyment of the residential character of the area.
- i. The height of the proposed use shall be compatible with the character of the area, and the maximum height of any habitable structure shall be not more than 35 feet higher than the highest residence within 1,000 feet of the property line.

- j. Off-street parking and loading areas, where required, shall not be created or maintained in a manner which adversely impacts or impairs the use and enjoyment of adjacent and nearby properties. For existing structures, the applicant shall provide competent, substantial evidence to demonstrate that actual or anticipated parking shall not be greater than that which is approved as part of the site plan under applicable county standards.

FACTORS TO CONSIDER FOR A REZONING REQUEST

Section 62-1151(c) sets forth factors to consider in connection with a rezoning request, as follows:

“The planning and zoning board shall recommend to the board of county commissioners the denial or approval of each application for amendment to the official zoning maps based upon a consideration of the following factors:

- (1) The character of the land use of the property surrounding the property being considered.
- (2) The change in conditions of the land use of the property being considered and the surrounding property since the establishment of the current applicable zoning classification, special use or conditional use.
- (3) The impact of the proposed zoning classification or conditional use on available and projected traffic patterns, water and sewer systems, other public facilities and utilities and the established character of the surrounding property.
- (4) The compatibility of the proposed zoning classification or conditional use with existing land use plans for the affected area.
- (5) The appropriateness of the proposed zoning classification or conditional use based upon a consideration of the applicable provisions and conditions contained in this article and other applicable laws, ordinances and regulations relating to zoning and land use regulations and based upon a consideration of the public health, safety and welfare.”

These staff comments contain references to zoning classifications found in the Brevard County Zoning Regulations, Chapter 62, Article VI, Code of Ordinances of Brevard County. These references include brief summaries of some of the characteristics of that zoning classification. Reference to each zoning classification shall be deemed to incorporate the full text of the section or sections defining and regulating that classification into the Zoning file and Public Record for that item.

These staff comments contain references to sections of the Code of Ordinances of Brevard County. Reference to each code section shall be deemed to incorporate this section into the Zoning file and Public Record for that item.

These staff comments contain references to Policies of the Brevard County Comprehensive Plan. Reference to each Policy shall be deemed to incorporate the entire Policy into the Zoning file and Public Record for that item.

These staff comments refer to previous zoning actions which are part of the Public Records of Brevard County, Florida. These records will be referred to by reference to the file number. Reference to zoning files are intended to make the entire contents of the cited file a part of the Zoning file and Public Record for that item.

DEFINITIONS OF CONCURRENCY TERMS

Maximum Acceptable Volume (MAV): Maximum acceptable daily volume that a roadway can carry at the adopted Level of Service (LOS).

Current Volume: Building permit related trips added to the latest TPO (Transportation Planning Organization) traffic counts.

Volume with Development (VOL W/DEV): Equals Current Volume plus trip generation projected for the proposed development.

Volume/Maximum Acceptable Volume (VOL/MAV): Equals the ratio of current traffic volume to the maximum acceptable roadway volume.

Volume/Maximum Acceptable Volume with Development (VOL/MAV W/DEV): Ratio of volume with development to the Maximum Acceptable Volume.

Acceptable Level of Service (CURRENT LOS): The Level of Service at which a roadway is currently operating.

Level of Service with Development (LOS W/DEV): The Level of Service that a proposed development may generate on a roadway.

**FUTURE LAND USE MAP SERIES
PLAN AMENDMENT**

STAFF COMMENTS

Small Scale Plan Amendment 24S.11 (24SS00009)
Township 24, Range 36, Section 08

Property Information

Owner / Applicant: **City Pointe Landfall LLC/ MBV Engineering, Inc.**

Adopted Future Land Use Map Designation: Residential 1 (RES 1), Residential 2 (RES 2), Residential 4 (RES 4) and Neighborhood Commercial (NC)

Requested Future Land Use Map Designation: Community Commercial (CC) and Residential 4 (RES 4)

Acreage: 14.06 acres

Tax Account # 2411252

Site Location: 3477 N Indian River Dr, Cocoa, FL 32926

Commission District: 1

Current Zoning: EU (Estate Use) and Residential Professional (RP)

Requested Zoning: PUD (Planned Unit Development) (24PUD00003)

Background & Purpose

The applicant requests a Small-Scale Comprehensive Plan Amendment (SSCPA) to change the Future Land Use Map (FLUM) from Residential 1 (RES 1), Residential 2 (RES 2), Residential 4 (RES 4) and Neighborhood Commercial (NC) to Community Commercial (CC) and Residential 4 (RES 4) on a 12.86 acre parcel for the purpose of developing 11 single-family residential homes, 8 single-family attached townhomes with a portion for commercial RV storage. The applicant has a companion rezoning application, **24PUD00003**, requesting a change from Estate Use (EU) and Residential Professional (RP) to Planned Unit Development (PUD). The subject parcel is currently undeveloped and is located on the east side of N. Highway 1 and west side of N. Indian River Drive approximately 200 feet south of Roundtree drive.

The subject property's current configuration was recorded on November 5, 2021.

The subject property retains three original FLU designations established in 1988 by the Brevard County Comprehensive Plan: RES 1, RES 2, RES 4, and NC. The RES 1 FLU

designation was established after April 13, 2004 Board Directive, under Comprehensive Plan Amendment **2004A.5** which is found in the March 2005 Small Area Study Examining Policy 1.12 Protection of Riverside Residential Lands. With the amendment being approved, it changed the FLU from RES 4 to RES 1.

The RES 1 FLU designation permits low density residential development with a maximum density of up to one (1) unit per acre, RES 2 FLU designation permits a maximum density of up to two (2) units per acre, and RES 4 FLU designation permits a maximum density of up to four (4) units per acre.

The requested RES 4 designation would allow up to 43 residential units. The applicant has proposed a project consisting of 19 single-family residential units with an overall gross density of approximately 1.75 dwelling units per acre on 10.84 acres that are proposed for residential development. The Board may consider limiting the density with the PUD zoning under a separate application.

A portion of the property totaling 1.91 acres is proposed for commercial development with a potential for a FAR of 1. NC is the current FLU designation on this portion of the subject property. The NC FLU embodies activities that are intended to be low impact in nature and serve the needs of the immediate residential area. The requested CC FLU designation embodies activities which are intended to serve several neighborhoods, sub-regional and regional areas and provide an array of retail, personal and professional uses.

There are no current code enforcement complaints on the property.

Surrounding Land Use Analysis

| | Existing Land Use | Zoning | Future Land Use |
|--------------|---|---------------------|-------------------------|
| North | Subdivision, single-family residential detached home w/ nursery, single-family residential detached | RU-1-11, EU, AU | RES 1, RES 2, RES 4 |
| South | Undeveloped, cemetery, single-family residence | IN(L), EU, AU, BU-1 | RES 1, RES 2, RES 4, CC |
| East | Indian River | N/A | N/A |
| West | Office building, Highway 1 | RP | NC |

To the north is a subdivision, recorded as Parkchester in Plat Book 18, Page 114, with approximately 63 single-family detached homes on approximately 0.2 to 0.25 acre lots with RU-1-11 zoning designation and RES 2 FLU. Additionally, there is one parcel, 8.06 acres, developed with a single family residence with EU zoning designation and RES 4 FLU. This parcel also includes a nursery which has AU zoning and RES 1 FLU. There is another parcel which is 0.56 acres, developed with a single-family residence, EU zoning and RES 2 FLU. The final parcel is 0.49 acres, developed with a single-family residence with EU zoning and includes RES 2 FLU.

To the south is a 0.17 acre parcel, cemetery land, with zoning designation IN(L) with RES 1 FLU. A second parcel is 1.67 acres, developed with a single family residence, EU zoning designation and RES 4 FLU. A third parcel totals 1.53 acres, undeveloped with AU zoning designation and RES 1 FLU.

To the east of the subject property is the Indian River.

To the west is a 1.32 acre parcel, developed with an office building with RP zoning and NC FLU designation. Additionally, to the west of the subject parcel is Highway 1.

RES 1 FLU designation permits low density residential development with a maximum density of up to one (1) unit per acre, except as otherwise may be provided for within this element.

RES 2 FLU designation permits lower density residential development with a maximum density of up to two (2) units per acre, except as otherwise may be provided for within the Future Land Use Element.

RES 4 FLU designation affords an additional step down in density from more highly urbanized areas and serves as a transition between areas of higher and lower density. This land use designation permits a maximum density of up to four (4) units per acre, except as otherwise may be provided for within the Future Land Use Element.

Community Commercial (CC) development activities are intended to serve several neighborhoods, sub-regional and regional areas and provide an array of retail, personal and professional uses.

Neighborhood Commercial (NC) development activities are intended to be low-impact in nature and serve the needs of the immediate residential area. Intrusion of these land uses into surrounding residential areas shall be limited.

Future Land Use

The EU zoning classification is not consistent with the RES 1 and RES 2 Future Land Use designations provided on the FLUM series contained within Chapter XI – Future Land Use Element of Brevard County’s Comprehensive Plan. However, EU zoning classification is consistent with the RES 4 portion of the property. The subject property’s RP zoning classification is consistent with the current NC FLU designation. The proposed PUD zoning classification may be considered consistent with the requested CC and Residential 4 (RES 4) Future Land Use designation.

Comprehensive Plan Policies/Comprehensive Plan Analysis

Comprehensive Plan Policies are shown in plain text; Staff Findings of Fact are shown in **bold**.

Notice: The Comprehensive Plan establishes the broadest framework for reviewing development applications and provides the initial level of review in a three layer screening process. The second level of review entails assessment of the development application's consistency with Brevard County's zoning regulations. The third layer of review assesses whether the development application conforms to site planning/land development standards of the Brevard County Land Development Code. While each of these layers individually affords its own evaluative value, all three layers must be cumulatively considered when assessing the appropriateness of a specific development proposal.

Residential Land Use Designations

FLUE Policy 1.1

The residential land use designations adopted as part of the Future Land Use Map represent maximum density thresholds. Approved densities may be lower than the maximum allowed by a residential land use designation as a result of one or more of the following:

Criteria:

- A. Environmental constraints identified in applicable objectives and policies of the Conservation Element which impose more stringent density guidelines site;

The Natural Resources Management Department identified the following environmental constraints: Wetlands, Aquifer Recharge Soils, Coastal High Hazard Area, Floodplain Protection, Indian River Lagoon Nitrogen Reduction Septic Overlay, Surface Waters of the State, Protected and Specimen Trees and Protected Species.

National Wetlands Inventory (NWI) and St. Johns River Water Management District (SJRWMD) wetlands and hydric soils are not mapped on the subject property. However, the applicant's submittal indicates the presence of wetlands on the property. Per Section 62 3694(c)(1), residential parcels greater than five acres in area, the preceding limitation of one dwelling unit per five (5) acres within wetlands may be applied as a maximum percentage limiting wetland impacts to not more than 1.8% of the total non-commercial and non-industrial acreage on a cumulative basis as set forth in Section 62-3694(c)(6). Any permitted wetland impacts must meet the requirements of Section 62-3694(e), including avoidance of impacts, and will require mitigation in accordance with Section 62-3696. This parcel was established after September 9, 1988, and the proposed residential (non-commercial) portion of the parcel measures 10.85 acres. Therefore, the maximum allowable area of wetland impacts is 0.195 acres. This may limit development potential of the property.

Mapped topographic elevations indicate the soils may consist of Type 2 and/or Type 3 Aquifer Recharge soils that have impervious area restrictions within Conservation Element Policy 10.2 and the Aquifer Protection Ordinance.

The eastern portion of this property is located within the Coastal High Hazard Area (CHHA) as defined by Florida Statute 163.3178(2)(h), and as shown on the CHHA Map. The parcel may be susceptible to nuisance flooding.

Inland approximately 220 feet west of the subject property's boundary abutting the Indian River Lagoon is mapped within the Indian River Lagoon Nitrogen Reduction Overlay area. Per Chapter 46, Article II, Division IV - Nitrogen Reduction Overlay, if adequate sewer for the development is not available, then the use of an alternative septic system, designed to provide at least 65% total nitrogen reduction through multi-stage treatment processes, shall be required.

The subject property is located on the Indian River Lagoon, designated as a Class II Water in this location. A 50-foot Surface Water Protection Buffer is required. Primary structures shall be located outside the Buffer.

- B. Land use compatibility pursuant to Administrative Policy 3;

The RES 4 land use can be considered consistent with the existing larger lot patterns of surrounding development. The RES 4 designation would allow up to 43 residential units. Additionally, the requested companion PUD zoning could result in a density bonuses, should Policy 1.2 be met, that would allow 54 residential units with a density of 5 units to the acre on 10.84 acres. Approval of RES 4 on this size lot would permit the creation of similar lot sizes consistent with the abutting subdivision.

- C. Unavailability or inadequacy of public facilities and services, including educational facilities, to accommodate adopted density allowances, as set forth in Policy 1.2 and the policies found in the 'Service Delivery, Concurrency and Growth' section of this Element as well as related objectives and policies in the Capital Improvements Element;

Centralized potable water and sanitary sewer service is currently available to the subject property. The applicant has represented that these services will be provided by the City of Cocoa and they have the capacity available.

The Brevard County School Board staff projects there will be sufficient school capacity at the elementary and Jr./ Sr. high school levels to accommodate the projected demand in the school concurrency area.

- D. Character of the general area, pursuant to Administrative Policy 4;

The Parkchester subdivision (FLU of RES 2 and RU-1-11 zoning) platted in 1964, abuts north of the subject property and is one of two established residential subdivisions in the general area. The other subdivision was platted in 1963 as Indian River Estates. It currently has RU-1-13 zoning designation with RES 2 FLU. Other properties developed with single family residences surrounding the subject property are developed as larger single-family lots and vacant lots.

- E. Hurricane evacuation capabilities; and;

The subject property is not located on a barrier island. The subject property abuts Highway 1 which is an evacuation route and is approximately a half mile north of S.R. 528 which is another evacuation route.

- F. Policies established in specialized plans as may be adopted by the Board of County Commissioners.

In 2004, the middle portion of the subject property had AU classification with RES 4 FLU. Comprehensive Plan Amendment 2004A.5 which is found in the March 2005 Small Area Study Examining Policy 1.12 Protection of Riverside Residential Lands. The amendment changed the FLUM designation from RES 4 to RES 1 FLUM designation on properties zoned AU. Additionally, the amendment also ensured properties FLUM designation matched actual densities developed in the area.

Public Facilities and Services Requirements FLUE Policy 1.2

Minimum public facilities and services requirements should increase as residential density allowances become higher. The following criteria shall serve as guidelines for approving new residential land use designations:

Criteria:

- A. Adequate roadways, solid waste disposal, drainage and recreation facilities to serve the needs of associated development shall be available concurrent with development in all residential land use designations.

The corridor is anticipated to operate within the Maximum Acceptable Volume (MAV). The proposal would not create a deficiency in Adopted Level of Service (LOS). Specific concurrency issues will be addressed during site plan review. This is only a preliminary review and is subject to change.

The applicant has submitted acknowledgement letters from the City of Cocoa showing they have availability for water and sewer services to serve the proposed development.

Drainage plans will be reviewed at the site plan review stage.

Based on the PDP, it appears there is an adequate amount of space dedicated for recreational facilities to serve the needs of the associated development. However, the applicant has not provided specific details for what those recreational facilities will be.

- B. Fire and police protection and emergency medical services to serve the needs of associated development shall be available concurrent with development in all residential land use designations in accordance with policies set forth in the 'Service Delivery, Concurrency and Growth' section of this Future Land Use Element.

Brevard County Fire Rescue reviewed the Preliminary Development Plan (PDP) and approved the proposed development with no issues noted.

- C. In the Residential 30 Directive, Residential 15, Residential 10, Residential 6 and Residential 4 land use designations, centralized potable water and wastewater treatment shall be available concurrent with the impact of the development.

Centralized potable water and sanitary sewer is currently available to the subject property.

- D. Where public water service is available, residential development proposals with densities greater than four units per acre shall be required to connect to a centralized sewer system.

Public water service is currently available, and the applicant is requesting a density of 4 units per acre.

**Residential 4 (maximum of 4 dwelling units per acre)
FLUE Policy 1.7**

The Residential 4 land use designation affords an additional step down in density from more highly urbanized areas. This land use designation permits a maximum density of up to four (4) units per acre, except as otherwise may be provided for within this element. The Residential 4 land use designation may be considered for lands within the following generalized locations, unless otherwise limited by this Comprehensive Plan:

Criteria:

- A. Areas adjacent to existing Residential 4 land use designation; or

The subject property is adjacent to existing Residential 4 or higher land use designations. A RES 4 FLU designation abuts only a small portion of the subject property to the north and south.

- B. Areas which serve as a transition between existing land uses or land use designations with density greater than four (4) units per acre and areas with density of less than four (4) units per acre; or

The subject property does not serve as a transition between existing land use designations with density greater than four (4) units per acre and areas with density of less than four (4) units per acre. NC, RES 1, RES 2 and RES 4 abuts to the north. To the south FLU designations include CC, RES 1, RES 2 and RES 4. Only a small portion of the easterly half of the subject property's abuts RES 4 FLU to the north and south. The applicant is requesting to amend the subject property's NC FLU designation, located east of Hwy US 1, to CC. The Board may consider limiting the density with the PUD zoning under a separate application.

- C. Unincorporated areas which are adjacent to incorporated areas and may be considered a logical transition for Residential 4.

The subject property is not adjacent to any incorporated areas.

- D. Up to a 25% density bonus to permit up to five (5) dwelling units per acre may be considered where the Planned Unit Development concept is utilized, where deemed compatible by the County with adjacent development, provided that minimum infrastructure requirements set forth in Policy 1.2 are available. Such higher densities should be relegated to interior portions of the PUD tract, away from perimeters, to enhance blending with adjacent areas and to maximize the integration of open space within the development and promote inter-connectivity with surrounding uses. This density bonus shall not be utilized for properties within the CHHA.

The subject property has requested PUD zoning classification under application (24PUD00003). The eastern portion of the subject property is within the CHHA. The RES 4 designation would allow up to 43 residential units. Additionally, the requested companion PUD zoning could result in a density bonuses, should Policy 1.2 be met, that would allow 54 residential units with a density of 5 units to the acre on 10.94 acres. The PDP does not illustrate enhancement of blending with adjacent areas with the development to promote inter-connectivity with the proposed commercial use. The Board may consider whether the proposed is consistent.

FLUE Administrative Policy 3

Compatibility with existing or proposed land uses shall be a factor in determining where a rezoning or any application involving a specific proposed use is being considered. Compatibility shall be evaluated by considering the following factors, at a minimum:

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;

Traffic from the proposed development will impact the surrounding area, however, the corridor is anticipated to operate within the Maximum Acceptable Volume (MAV). The maximum development potential from the proposed FLUM amendment increases the percentage of MAV utilization by 0.62%. The corridor is anticipated to operate at 65.00% of capacity daily. A traffic concurrency has not been provided by state which maintains this segment of roadway. Specific concurrency issues will be addressed during site plan review.

Development would need to meet performance standards set forth in code sections 62-2251 through 62-2272 and will be reviewed at the site plan review stage.

- B. Whether the proposed use(s) would cause a material reduction (five per cent or more) in the value of existing abutting lands or approved development;

Only a certified MAI appraisal can determine if material reduction has or will occur due to the proposed use.

- C. Whether the proposed use(s) is/are consistent with an emerging or existing pattern of surrounding development as determined through an analysis of:

1. historical land use patterns;

The area within half-mile including the subject property land use patterns includes RES 1, RES 2, RES 4, Industrial (IND), CC and NC. Please note, the area only includes unincorporated Brevard County. Lots in this area range from approximately 0.20 acres to 14.06 acres. The character of the area is smaller developed lots platted in 1964 as Parkchester Subdivision in Plat Book 18 and Page 114 and platted in 1963 as Indian River Estates in Plat Book 17 and Page 73. The area does include agricultural residential zoned properties that are vacant or developed with a single-family residence with agricultural pursuits such as a plant nursery.

2. actual development over the immediately preceding three years; and

Within Brevard County jurisdiction in the area of the subject property, there has been a storage facility and a packaged ice house constructed within the preceding three (3) years.

3. development approved within the past three years but not yet constructed.

There has not been any development approved but not yet constructed or land use amendments adjacent to the site in the preceding three (3) years.

- D. Whether the proposed use(s) would result in a material violation of relevant policies, in any elements of the Comprehensive Plan.

Only a certified MAI appraisal can determine if material reduction has or will occur due to the proposed request.

FLUE 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 or intensity of traffic (including but not limited to volume, time of day of traffic activity, type of vehicles, etc.), parking, trip generation, commercial activity or industrial activity that is not already present within the identified boundaries of the neighborhood.

The maximum development potential from the proposed FLUM amendment increases the percentage of MAV utilization by 0.62%. The corridor is anticipated to operate at 65.00% of capacity daily. The proposal would not create a deficiency in LOS. Specific concurrency issues will be address at the time of site plan review. This is only a preliminary review and is subject to change. The RV storage use is not anticipated to materially or adversely impact the area.

- B. In determining whether an established residential neighborhood exists, the following factors must be present:
1. The area must have clearly established boundaries, such as roads, open spaces, rivers, lakes, lagoons, or similar features.

The Parkchester subdivision is the established residential neighborhood abutting the subject property to the north. Platted in 1964, with a FLU of RES 2 and RU-1-11 zoning. This subdivision was approved for 63 single-family lots on 19 acres. Another subdivision north of the subject property approximately 0.3 miles was platted in 1963 as Indian River Estates and has RU-1-13 zoning designation with RES 2 FLU. This subdivision has approximately 40 single-family lots.

2. Sporadic or occasional neighborhood commercial uses shall not preclude the existence of an existing residential neighborhood, particularly if the commercial use is non-conforming or pre-dates the surrounding residential use.

The east side corridor of Highway 1 has existing commercial FLU designations. The request includes a commercial component of RV storage facility to service the area and help reduce clutter as indicated in the applicants PDP comment response letter.

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.

There has not been commercial, industrial, or other non-residential uses approved in this area during the previous five (5) years within the County's jurisdiction.

FLUE Administrative Policy 7

Proposed use(s) shall not cause or substantially aggravate any (a) substantial drainage problem on surrounding properties; or (b) significant, adverse and unmitigable impact on significant natural wetlands, water bodies or habitat for listed species.

Natural Resources has noted the subject parcel contains mapped wetlands, hydric soils, and within the Indian River Lagoon Nitrogen Reduction Septic Overlay. Protected and specimen trees; and protected species may also be present on the subject property.

The applicant's submittal indicates the presence of wetlands on the property. For residential parcels greater than five acres in area, the preceding limitation of one dwelling unit per five acres within wetlands may be applied as a maximum percentage limiting wetland impacts to not more than 1.8% of the total non-commercial and non-industrial acreage on a cumulative basis as set forth in Section 62-3694(c)(6). Any permitted wetland impacts must meet the requirements of Section 62-3694(e), including avoidance of impacts, and will require mitigation in accordance with Section 62-3696. This parcel was established after September 9, 1988, and the proposed residential (non-commercial) portion of the parcel measures 10.85 acres. Therefore, the maximum allowable area of wetland impacts is 0.195 acres.

Mapped topographic elevations indicate the soils may consist of Type 2 and/or Type 3 Aquifer Recharge soils that have impervious area restrictions. The applicant is hereby notified of the development and impervious restrictions within Conservation Element Policy 10.2 and the Aquifer Protection Ordinance.

The eastern portion of this property is located within the Coastal High Hazard Area (CHHA) as defined by Florida Statute 163.3178(2)(h), and as shown on the CHHA Map. The parcel may be susceptible to nuisance flooding.

The subject property is located on the Indian River Lagoon, designated as a Class II Water in this location. A 50-foot Surface Water Protection Buffer is required. Primary structures shall be located outside the Buffer. Accessory structures are permissible within the Buffer with conditions (e.g., storm water management is provided, avoidance/minimization of impacts, and maximum 30% impervious.

The development potential maybe limited by these constraints.

Please refer to all comments provided by the Natural Resource Management Department at the end of this report.

Preliminary Concurrency

The closest concurrency management segment to the subject property is Highway 1 between S.R. 528 and Canaveral Groves Blvd., which has a Maximum Acceptable Volume (MAV) of 41,790 trips per day, a Level of Service (LOS) of D, and currently operates at 64.38% of capacity daily. The maximum development potential from the proposed FLUM amendment increases the percentage of MAV utilization by 0.62%. The corridor is anticipated to operate at 65.00% of capacity daily. The proposal would not create a deficiency in LOS. Specific concurrency issues will be address at the time of site plan review. This is only a preliminary review and is subject to change.

The subject property is not located within the Brevard County Utility Services Department service area for potable water and sanitary sewer. The applicant has submitted acknowledgement letters from the City of Cocoa which state they have sewer and potable water capacity to serve the proposed development.

A non-binding, school capacity determination letter indicates there is sufficient capacity at Fairglen Elementary School and Cocoa Junior/Senior High School for the total of projected and potential students from this development.

Environmental Constraints

Summary of Mapped Resources and Noteworthy Land Use Issues:

- Wetlands
- Aquifer Recharge Soils
- Coastal High Hazard Area
- Indian River Lagoon Nitrogen Reduction Septic Overlay
- Surface Waters
- Protected and Specimen Trees
- Protected Species

The applicant's submittal indicates the presence of wetlands on the property. A state-approved wetland delineation will be required prior to any land clearing activities, site plan design, or building permit submittal.

For residential parcels greater than five acres in area, the preceding limitation of one dwelling unit per five acres within wetlands may be applied as a maximum percentage limiting wetland impacts to not more than 1.8% of the total non-commercial and non-industrial acreage on a cumulative basis as set forth in Section 62-3694(c)(6). Any permitted wetland impacts must meet the requirements of Section 62-3694(e), including avoidance of impacts, and will require mitigation in accordance with Section 62-3696. This parcel was established after September 9, 1988, and the proposed residential (non-commercial) portion of the parcel measures 10.85 acres. Therefore, the maximum allowable area of wetland impacts is 0.195 acres.

Mapped topographic elevations indicate the soils may consist of Type 2 and/or Type 3 Aquifer Recharge soils that have impervious area restrictions. The applicant is hereby notified of the development and impervious restrictions within Conservation Element Policy 10.2 and the Aquifer Protection Ordinance.

The eastern portion of this property is located within the Coastal High Hazard Area (CHHA) as defined by Florida Statute 163.3178(2)(h), and as shown on the CHHA Map. The parcel may be susceptible to nuisance flooding.

The subject property is located on the Indian River Lagoon, designated as a Class II Water in this location. A 50-foot Surface Water Protection Buffer is required. Primary structures shall be located outside the Buffer. Accessory structures are permissible within the Buffer with conditions (e.g., storm water management is provided, avoidance/minimization of impacts, and maximum 30% impervious).

Please refer to all comments provided by the Natural Resource Management Department at the end of this report.

Historic Resources

There are no recorded historical or archaeological sites on the project site according to the Master Site File from the Florida Division of Historic Resources.

For Board Consideration

The Board should consider if the request is consistent and compatible with the surrounding area.

**NATURAL RESOURCES MANAGEMENT DEPARTMENT
Land Use Review & Summary
Item No. 24SS00009**

Applicant: David Bassford MBV Engineering (Owner: City Pointe Landfall LLC)

Zoning Request: RES 1, RES 2, RES 4 and NC to RES 4 and CC

Note: Proposed PUD development of 11 SFR & 8 TH on 10.848 ac. and commercial on 1.919 ac.

LPA Hearing: 03/17/2025; **BCC Hearing:** 04/03/2025

Tax ID Nos: 2411252

- This is a preliminary review based on best available data maps reviewed by the Natural Resources Management Department (NRM) and does not include a site inspection to verify the accuracy of the mapped information.
- In that the rezoning process is not the appropriate venue for site plan review, specific site designs submitted with the rezoning request will be deemed conceptual. Board comments relative to specific site design do not provide vested rights or waivers from Federal, State or County regulations.
- **This review does not guarantee whether or not the proposed use, specific site design, or development of the property can be permitted under current Federal, State, or County Regulations.**

Summary of Mapped Resources and Noteworthy Land Use Issues:

- Wetlands
- Aquifer Recharge Soils
- Coastal High Hazard Area
- Floodplain Protection
- Indian River Lagoon Nitrogen Reduction Septic Overlay
- Surface Waters of the State
- Protected and Specimen Trees
- Protected Species

The applicant's submittal indicates the presence of wetlands on the property. **A state-approved wetland delineation will be required prior to any land clearing activities, site plan design, or building permit submittal.**

Per Section 62-3694(c)(1), residential land uses within wetlands shall be limited to not more than one (1) dwelling unit per five (5) acres unless strict application of this policy renders a legally established parcel as of September 9, 1988, which is less than five acres, as unbuildable. **For residential parcels greater than five acres in area, the preceding limitation of one dwelling unit per five acres within wetlands may be applied as a maximum percentage limiting wetland impacts to not more than 1.8% of the total non-commercial and non-industrial acreage on a cumulative basis as set forth in Section 62-3694(c)(6).** Any permitted wetland impacts must meet the

requirements of Section 62-3694(e), including avoidance of impacts, and will require mitigation in accordance with Section 62-3696.

This parcel was established after September 9, 1988, and the proposed residential (non-commercial) portion of the parcel measures 10.85 acres. **Therefore, the maximum allowable area of wetland impacts is 0.195 acres. The applicant is encouraged to contact NRM at 321-633-2016 prior to any plan or permit submittal.**

Land Use Comments:

Wetlands

National Wetlands Inventory (NWI) and St. Johns River Water Management District (SJRWMD) wetlands and hydric soils are not mapped on the subject property. However, the applicant's submittal indicates the presence of wetlands on the property. **A wetland delineation will be required prior to any land clearing activities, site plan design, or building permit submittal.**

Per Section 62-3694(c)(1), residential land uses within wetlands shall be limited to not more than one (1) dwelling unit per five (5) acres unless strict application of this policy renders a legally established parcel as of September 9, 1988, which is less than five (5) acres, as unbuildable. **For residential parcels greater than five acres in area, the preceding limitation of one dwelling unit per five (5) acres within wetlands may be applied as a maximum percentage limiting wetland impacts to not more than 1.8% of the total non-commercial and non-industrial acreage on a cumulative basis as set forth in Section 62-3694(c)(6).** Any permitted wetland impacts must meet the requirements of Section 62-3694(e), including avoidance of impacts, and will require mitigation in accordance with Section 62-3696.

This parcel was established after September 9, 1988, and the proposed residential (non-commercial) portion of the parcel measures 10.85 acres. **Therefore, the maximum allowable area of wetland impacts is 0.195 acres. The applicant is encouraged to contact NRM at 321-633-2016 prior to any plan or permit submittal.**

Aquifer Recharge Soils

This property contains Candler fine sand; Paola fine sand, 0 to 8 percent slopes; and Paola fine sand, 5 to 12 percent slopes classified as aquifer recharge soils. Mapped topographic elevations indicate the soils may consist of Type 2 and/or Type 3 Aquifer Recharge soils that have impervious area restrictions. The applicant is hereby notified of the development and impervious restrictions within Conservation Element Policy 10.2 and the Aquifer Protection Ordinance.

Coastal High Hazard Area

The eastern portion of this property is located within the Coastal High Hazard Area (CHHA) as defined by Florida Statute 163.3178(2)(h), and as shown on the CHHA Map. The Coastal Management Element of the Comprehensive Plan, Policy 6.1, designates Coastal High Hazard Areas to be those areas below the elevation of the Category 1 storm surge elevation as defined in Chapter 163, Florida Statute. The parcel may be susceptible to nuisance flooding.

Floodplain Protection

The eastern portion of this property is mapped within estuarine floodplain as identified by FEMA and as shown on the FEMA SFHA Map. The property is subject to the development criteria in Conservation Element Objective 4, its subsequent policies, and the Floodplain Ordinance. Chapter 62, Article X, Division 6 states, "No site alteration shall adversely affect the existing surface water flow pattern." Chapter 62, Article X, Division 5, Section 62-3723 (2) states, "Development within floodplain areas shall not have adverse impacts upon adjoining properties."

Indian River Lagoon Nitrogen Reduction Septic Overlay

The eastern portion of this property is mapped within the Indian River Lagoon Nitrogen Reduction Overlay. Per Chapter 46, Article II, Division IV - Nitrogen Reduction Overlay, if adequate sewer for the development is not available, then the use of an alternative septic system, designed to provide at least 65% total nitrogen reduction through multi-stage treatment processes, shall be required. NRM requires a Septic Maintenance Notice be filed with the Brevard Clerk of Courts.

Surface Waters of the State

The subject property is located on the Indian River Lagoon, designated as a Class II Water in this location. A 50-foot Surface Water Protection Buffer is required. Primary structures shall be located outside the Buffer. Accessory structures are permissible within the Buffer with conditions (e.g., storm water management is provided, avoidance/minimization of impacts, and maximum 30% impervious). The removal of native vegetation located within the Buffer is prohibited unless approved through an active development order. Temporary impacts to native vegetation require in-kind restoration. The Florida Department of Environmental Protection (FDEP) regulates mangrove trimming and can be reached at 407-897-4101. The applicant is encouraged to contact NRM at 321-633-2016 prior to any activities, plan, or permit submittal.

Protected and Specimen Trees

Protected (≥ 10 inches in diameter) and Specimen (≥ 24 inches in diameter) trees likely exist on the parcel. The applicant shall perform a tree survey prior to any site plan design in order to incorporate valuable vegetative communities or robust trees into the design. Per Article XIII, Division 2, entitled Land Clearing, Landscaping, and Tree Protection, Section 62-4341(18), Specimen and Protected Trees shall be preserved or relocated on site to the Greatest Extent Feasible. Greatest Extent Feasible shall include, but not be limited to, relocation of roads, buildings, ponds, increasing building height to reduce building footprint or reducing Vehicular Use Areas. The applicant is

advised to refer to Article XIII, Division 2, entitled Land Clearing, Landscaping, and Tree Protection, for specific requirements for preservation and canopy coverage requirements and buffer requirements. **Applicant should contact NRM at 321-633-2016 prior to performing any land clearing activities.**

Protected Species

Federally and/or state protected species may be present on the property. Specifically, Gopher Tortoises can be found in areas of aquifer recharge soils. Prior to any plan, permit submittal, or development activity, including land clearing, the applicant should obtain any necessary permits or clearance letters from the Florida Fish and Wildlife Conservation Commission (FWC), and/or U.S. Fish and Wildlife Service, as applicable. The applicant is advised to call Valeria Guerrero at 561-882-5714 (O) or 561-365-5696 (C) with the FWC to obtain any necessary permits or clearance letters for Gopher Tortoises.

ORDINANCE 25-__

AN ORDINANCE AMENDING ARTICLE III, CHAPTER 62, OF THE CODE OF ORDINANCES OF BREVARD COUNTY, ENTITLED "THE 1988 COMPREHENSIVE PLAN", SETTING FORTH THE FOURTH SMALL SCALE PLAN AMENDMENT OF 2025, 24S.11 TO THE FUTURE LAND USE MAP OF THE COMPREHENSIVE PLAN; AMENDING SECTION 62-501 ENTITLED CONTENTS OF THE PLAN; SPECIFICALLY AMENDING SECTION 62-501, PART XVI(E), THE FUTURE LAND USE APPENDIX; AND PROVISIONS WHICH REQUIRE AMENDMENT TO MAINTAIN INTERNAL CONSISTENCY WITH THESE AMENDMENTS; PROVIDING LEGAL STATUS; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Section 163.3161 et. seq., Florida Statutes (1987) established the Local Government Comprehensive Planning and Land Development Regulation Act; and

WHEREAS, Section 163.3167, Florida Statutes, requires each County in the State of Florida to prepare and adopt a Comprehensive Plan as scheduled by the Department of Economic Opportunity; and

WHEREAS, on September 8, 1988, the Board of County Commissioners of Brevard County, Florida, approved Ordinance No. 88-27, adopting the 1988 Brevard County Comprehensive Plan, hereafter referred to as the 1988 Plan; and

WHEREAS, Sections 163.34 and 163.3187, and 163.3189, Florida Statutes, established the process for the amendment of comprehensive plans pursuant to which Brevard County has established procedures for amending the 1988 Plan; and

WHEREAS, Brevard County initiated amendments and accepted application for small scale amendments to the Comprehensive Plan for adoption in calendar year 2024 as Small Scale Plan Amendment 24S.11; and

WHEREAS, Brevard County established Technical Advisory Groups consisting of County technical employees grouped according to their operational relationship to the subject of a plan element or sub-element being prepared or amended, and these

Technical Advisory Groups have provided technical expertise for the Amendment 24S.11; and

WHEREAS, the Board of County Commissioners of Brevard County, Florida, have provided for the broad dissemination of proposals and alternatives, opportunity for written comments, public hearings after due public notice, provisions for open discussion, communication programs and consideration of and response to public comments concerning the provisions contained in the 1988 Plan and amendments thereto; and

WHEREAS, Section 62-181, Brevard County Code designated the Brevard County Planning and Zoning Board as the Local Planning Agency for the unincorporated areas of Brevard County, Florida, and set forth the duties and responsibilities of said local planning agency; and

WHEREAS, on March 17, 2025, the Brevard County Local Planning Agency held a duly noticed public hearing on Plan Amendment 24S.11, and considered the findings and advice of the Technical Advisory Groups, and all interested parties submitting comments; and

WHEREAS, on April 14, 2025, the Brevard County Board of County Commissioners held a duly noticed public hearing, and considered the findings and recommendations of the Technical Advisory Group, and all interested parties submitting written or oral comments, and the recommendations of the Local Planning Agency, and upon thorough and complete consideration and deliberation, approved for adoption Plan Amendment 24S.11; and

WHEREAS, Small Scale Plan Amendment 24S.11 adopted by this Ordinance comply with the requirements of the Local Government Comprehensive Planning and Land Development Regulation Act; and

WHEREAS, Plan Amendment 24S.11 adopted by this Ordinance is based upon findings of fact as included in data and analysis.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF BREVARD COUNTY, FLORIDA, as follows:

Section 1. Authority. This ordinance is adopted in compliance with, and pursuant to the Local Government Comprehensive Planning and Land Development Regulations Act, Sections 163.3184 and 163.3187, Florida Statutes.

Section 2. Purpose and Intent. It is hereby declared to be the purpose and intent of this Ordinance to clarify, expand, correct, update, modify and otherwise further the provisions of the 1988 Brevard County Comprehensive Plan.

Section 3. Adoption of Comprehensive Plan Amendments. Pursuant to Plan Amendment 24S.11 to the 1988 Comprehensive Plan, Article III, Chapter 62-504, Brevard County Code, the 1988 Brevard County Comprehensive Plan is hereby amended based on documentation shown in Exhibit A and as specifically shown in Exhibit B. Exhibits A and B are hereby incorporated into and made part of this Ordinance.

Section 4. Legal Status of the Plan Amendments. After and from the effective date of this Ordinance, the plan amendment, Plan Amendment 24S.11, shall amend the 1988 Comprehensive Plan and become part of that plan and the plan amendment shall retain the legal status of the 1988 Brevard County Comprehensive Plan established in Chapter 62-504 of the Code of Laws and Ordinances of Brevard County, Florida, as amended.

Section 5. Severability. If any section, paragraph, subdivision, clause, sentence or provision of this Ordinance shall be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate, or nullify the remainder of this Ordinance, but the effect thereof shall be confined to the section, paragraph, subdivision, clause, sentence or provision immediately involved in the controversy in which such judgment or decree shall be rendered.

Section 6. Effective Date. The effective date of this small scale plan amendment shall be 31 days after adoption, unless the amendment is challenged

**EXHIBIT A
24S.11 SMALL SCALE
COMPREHENSIVE PLAN AMENDMENT**

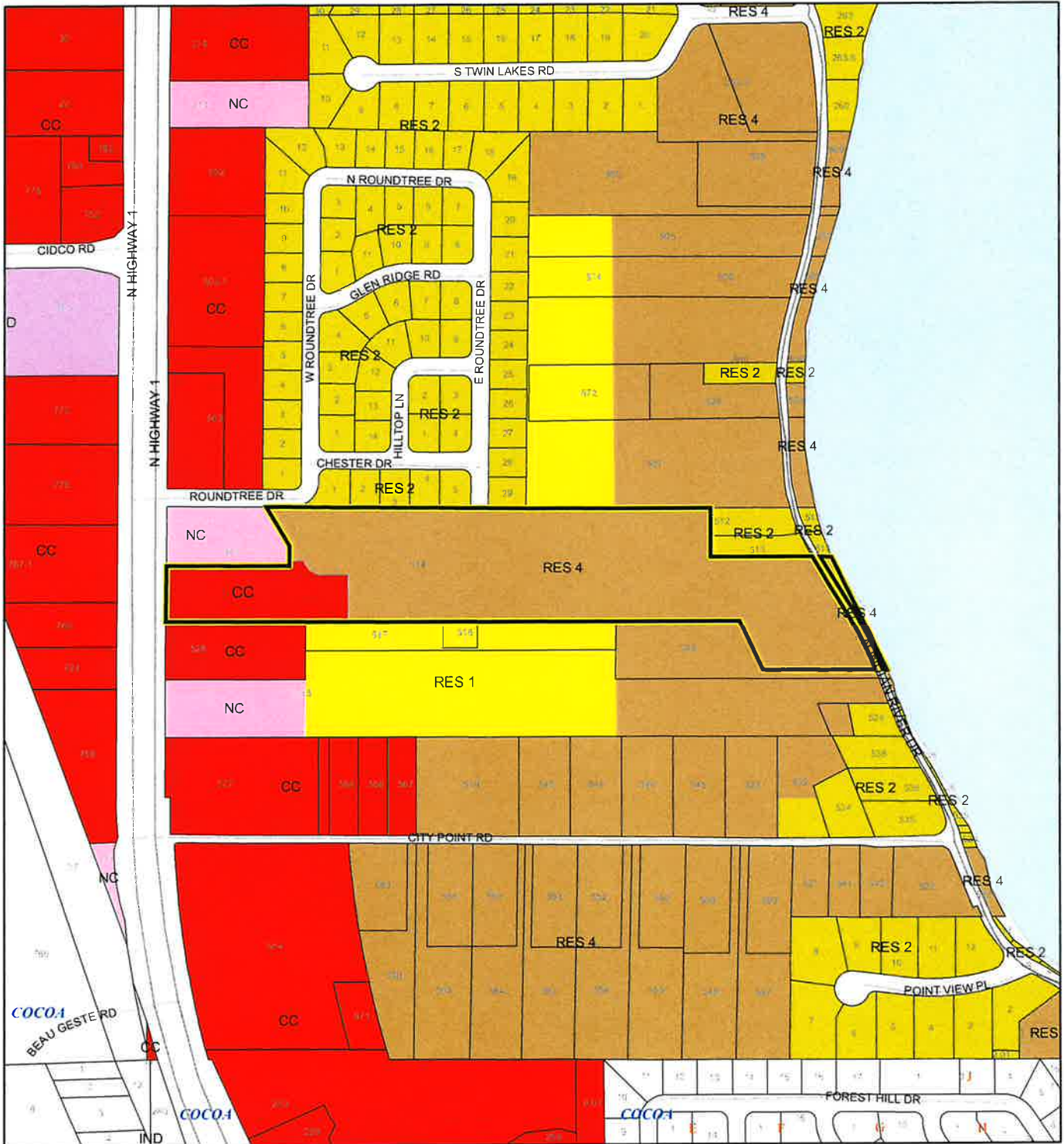
Contents

1. Proposed Future Land Use Map

PROPOSED FUTURE LAND USE MAP

CITY POINT LANDFALL LLC

24SS00009



1:4,800 or 1 inch = 400 feet

- Subject Property
- Parcels

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 7/16/2024

EXHIBIT B

Contents

1. Legal Description

PARCEL 1

THE NORTH 82 1/2 FEET OF THE SOUTH 1234 FEET OF UNITED STATES GOVERNMENT LOT 3, SECTION 8, TOWNSHIP 24 SOUTH, RANGE 36 EAST, TOGETHER WITH THE FOLLOWING DESCRIBED PARCEL TO WIT; COMMENCE AT A POINT ON THE WEST LINE OF SECTION 8, TOWNSHIP 24 SOUTH, RANGE 36 EAST, WHICH SAID POINT IS 363 YARDS NORTH OF THE SW CORNER OF SAID SECTION 8, TOWNSHIP 24 SOUTH, RANGE 36 EAST, AND GO THENCE EAST AND PARALLEL TO THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 440 YARDS TO A POINT WHICH SAID POINT IS THE POINT OF BEGINNING; FROM SAID POINT OF BEGINNING, GO NORTH PARALLEL WITH THE WEST LINE OF SAID SECTION 8, A DISTANCE OF 27 1/2 YARDS TO A POINT; WHICH SAID POINT IS THE NW CORNER OF THE LANDS HEREIN DESCRIBED; THENCE GO EAST PARALLEL TO THE SOUTH LINE OF SAID SECTION 8, TO AND INTO THE WATERS OF THE INDIAN RIVER; THENCE SOUTHERLY ALONG THE WATERS OF THE INDIAN RIVER TO A POINT OPPOSITE THE POINT OF BEGINNING; THENCE GO WEST, PARALLEL TO THE SOUTH LINE OF SAID SECTION 8, TO THE POINT OF BEGINNING

LESS AND EXCEPT ROAD RIGHT OF WAY AND LESS AND EXCEPT THE FOLLOWING DESCRIBED PARCEL; A PARCEL OF LAND LYING IN SECTION 8, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 8; THENCE RUN NORTH 00°43'16" EAST, ALONG THE WEST LINE OF SAID SECTION 8, A DISTANCE OF 1255.69 FEET; THENCE RUN SOUTH 89°30'56" EAST, PARALLEL WITH THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 1320.05 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 89°50'56" EAST, PARALLEL WITH SAID SOUTH LINE, A DISTANCE OF 350.00 FEET; THENCE RUN SOUTH 25°16'02" EAST, A DISTANCE OF 155.00 FEET; THENCE RUN SOUTH 89°50'56" EAST, PARALLEL WITH THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 360.04 FEET TO A POINT AT THE WATERS EDGE OF THE INDIAN RIVER; THENCE RUN SOUTH 25°16'02" EAST, ALONG WATERS EDGE OF THE INDIAN RIVER, A DISTANCE OF 27.68 FEET; THENCE RUN NORTH 89°50'56" WEST, PARALLEL WITH THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 790.09 FEET) THENCE RUN NORTH 00°43'16" EAST, PARALLEL WITH THE WEST LINE OF SAID SECTION 8, A DISTANCE OF 165.00 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE RIGHT OF WAY OF INDIAN RIVER DRIVE.
PARCEL 2

TAX PARCEL #515 DESCRIPTION PER DEED BOOK 372, PAGE 451: FIRST PARCEL: A TRACT OF LAND HERETOFORE CALLED CRESSON GROVE DESCRIBED AS FOLLOWS: FROM THE SOUTHWEST CORNER OF SECTION EIGHT (8), IN TOWNSHIP TWENTY-FOUR (24) SOUTH, RANGE THIRTY-SIX (36) EAST, IN BREVARD COUNTY, FLORIDA, RUN NORTH ON THE WEST LINE OF SAID SECTION, A DISTANCE OF ONE THOUSAND TWO HUNDRED FIFTY FOUR AND FIVE TENTHS (1254.5) FEET TO AN IRON PIPE WHICH IS THE POINT OF BEGINNING OF THE LAND HEREIN DESCRIBED; AND FROM SAID POINT OF BEGINNING, RUN EAST, ONE THOUSAND SIX HUNDRED THREE (1603) FEET TO THE WEST LINE OF THE LAND OF EDWARD S. GIFFORD AND W.M. BARCLIFF; AND THENCE RUN THE WEST LINE OF THE LANDS OF THE SAID GIFFORD AND BARCLIFF, NORTH, A DISTANCE OF THREE HUNDRED (300) FEET TO THE NORTHWEST CORNER OF THE LAND CONVEYED TO EDWARD S. GIFFORD BY ROBERT M. AND ELIZABETH C. MACDONALD; THENCE RUN EAST ON THE NORTH LINE OF SAID GIFFORD LAND, TO AND INTO THE WATERS OF THE INDIAN RIVER; THENCE RUN NORTHERLY, IN THE WATERS OF THE INDIAN RIVER, TO A POINT TWENTY (20) FEET NORTH OF THE LAST COURSE AFORESAID; AND THENCE RUN WEST, TO THE WEST LINE OF SECTION EIGHT (8); AND THENCE RUN SOUTH, ON THE WEST LINE OF SAID SECTION EIGHT (8), A DISTANCE OF THREE HUNDRED TWENTY (320) FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT LANDS DESCRIBED IN DEED BOOK 380 PAGE 446, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

TAX PARCEL #515 (20' TRACT) DESCRIPTION PER DEED BOOK 380, PAGE 444: A PARCEL OF LAND LOCATED IN SECTION EIGHT (8), TOWNSHIP TWENTY-FOUR (24) SOUTH, RANGE THIRTY-SIX (36) EAST, IN BREVARD COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: FROM THE SOUTHWEST CORNER OF SAID SECTION EIGHT (8), RUN THE WEST LINE OF THE SECTION, NORTH, ONE THOUSAND TWO HUNDRED FIFTY FOUR AND FIVE TENTHS (1254.5) FEET TO AN IRON PIPE; AND THENCE RUN EAST, ONE THOUSAND SIX HUNDRED THREE (1603) FEET TO AN IRON PIPE, WHICH IS THE BEGINNING POINT OF THE LAND HEREIN DESCRIBED; FROM SAID POINT OF BEGINNING, FOR A FIRST COURSE, RUN SOUTH EIGHTY-NINE (89) DEGREES FIFTY-THREE (53) MINUTES EAST, ON THE PROJECTED LINE LAST ABOVE DESCRIBED, A DISTANCE OF FOUR HUNDRED TWENTY-SEVEN AND EIGHT TENTHS (427.8) FEET TO AND INTO THE WATERS OF THE INDIAN RIVER; THENCE FOR A SECOND COURSE, RUN NORTHERLY, IN THE WATERS EDGE OF THE INDIAN RIVER, TO A POINT WHICH IS TWENTY (20) FEET NORTH AND SOUTH MEASUREMENT FROM THE FIRST COURSE AFORESAID; THENCE FOR A THIRD COURSE, RUN WEST AND TWENTY (20) FEET DISTANT FROM THE FIRST COURSE AFORESAID, A DISTANCE OF FOUR HUNDRED TWENTY-SEVEN (427) FEET, MORE OR LESS TO A POINT WHICH IS ONE THOUSAND SIX HUNDRED THREE (1603)

FEET EAST FROM THE WEST LINE OF SECTION EIGHT (8); AND THENCE FOR A FOURTH COURSE, RUN SOUTH, ON A LINE PARALLEL TO AND ONE THOUSAND SIX HUNDRED THREE (1603) FEET EAST FROM THE WEST LINE OF SECTION EIGHT (8), A DISTANCE OF TWENTY (20) FEET TO THE POINT OF BEGINNING.

TAX PARCEL #514 DESCRIPTION PER DEED BOOK 383, PAGE 98: A PARCEL OF LAND LOCATED IN SECTION EIGHT (8), TOWNSHIP TWENTY-FOUR (24) SOUTH, RANGE THIRTY-SIX (36) EAST, IN BREVARD COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: FROM THE SOUTHWEST CORNER OF SAID SECTION EIGHT (8), RUN THE WEST LINE OF THE SECTION, NORTH, ONE THOUSAND TWO HUNDRED SEVENTY FOUR AND FIVE TENTHS (1274.5) FEET TO AN IRON PIPE; AND THENCE RUN EAST, ONE THOUSAND SIX HUNDRED THREE (1603) FEET TO AN IRON PIPE, WHICH IS THE BEGINNING POINT OF THE LAND HEREIN DESCRIBED; FROM SAID POINT OF BEGINNING, FOR A FIRST COURSE, RUN NORTH AND PARALLEL TO THE WEST LINE OF SECTION EIGHT (8), A DISTANCE OF ONE HUNDRED SIXTY (160) FEET; THENCE FOR A SECOND COURSE, RUN SOUTH EIGHTY-NINE (89) DEGREES FIFTY-THREE (53) MINUTES EAST, TO AND INTO THE WATERS OF THE INDIAN RIVER; THENCE FOR A THIRD COURSE, RUN SOUTHERLY, IN THE WATERS EDGE OF THE INDIAN RIVER TO A POINT WHICH IS ONE HUNDRED SIXTY (160) FEET, BY PERPENDICULAR MEASUREMENT FROM THE SECOND COURSE PROJECTED; AND THENCE FOR A FOURTH COURSE, RUN NORTH EIGHTY-NINE (89) DEGREES FIFTY-THREE (53) MINUTES WEST AND PARALLEL TO THE SECOND COURSE AFORESAID, TO THE POINT OF BEGINNING. LESS AND EXCEPT FROM THE FOLLOWING;

PARCEL "A"

A PARCEL OF LAND LYING IN SECTION 8, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT A 4 INCH BY 4 INCH CONCRETE MONUMENT MARKING THE SOUTHWEST CORNER OF PARKCHESTER, UNIT NO. 1 RECORDED IN PLAT BOOK 18, PAGE 114 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, AND RUN S 00 DEGREES 22' 33" W., ALONG THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1, A DISTANCE OF 11.13 FEET TO A POINT ON THE NORTH LINE OF LANDS DESCRIBED IN DEED BOOK 372, PAGE 451, THE POINT OF BEGINNING; THENCE CONTINUE S. 00 DEGREES 22' 33" W., ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 159.99 FEET; THENCE S 89 DEGREES 54' 45" E. PARALLEL WITH THE NORTH LINE OF SAID DEED BOOK 372, PAGE 451, A DISTANCE OF 350.00 FEET; THENCE N. 00 DEGREES 05' 15" E., PERPENDICULAR TO SAID NORTH LINE, A DISTANCE OF 56.96 FEET; THENCE N. 29 DEGREES 54' 50" W., A DISTANCE OF 118.97 FEET TO A POINT ON SAID NORTH LINE OF DEED BOOK 372, PAGE 451; THENCE N.

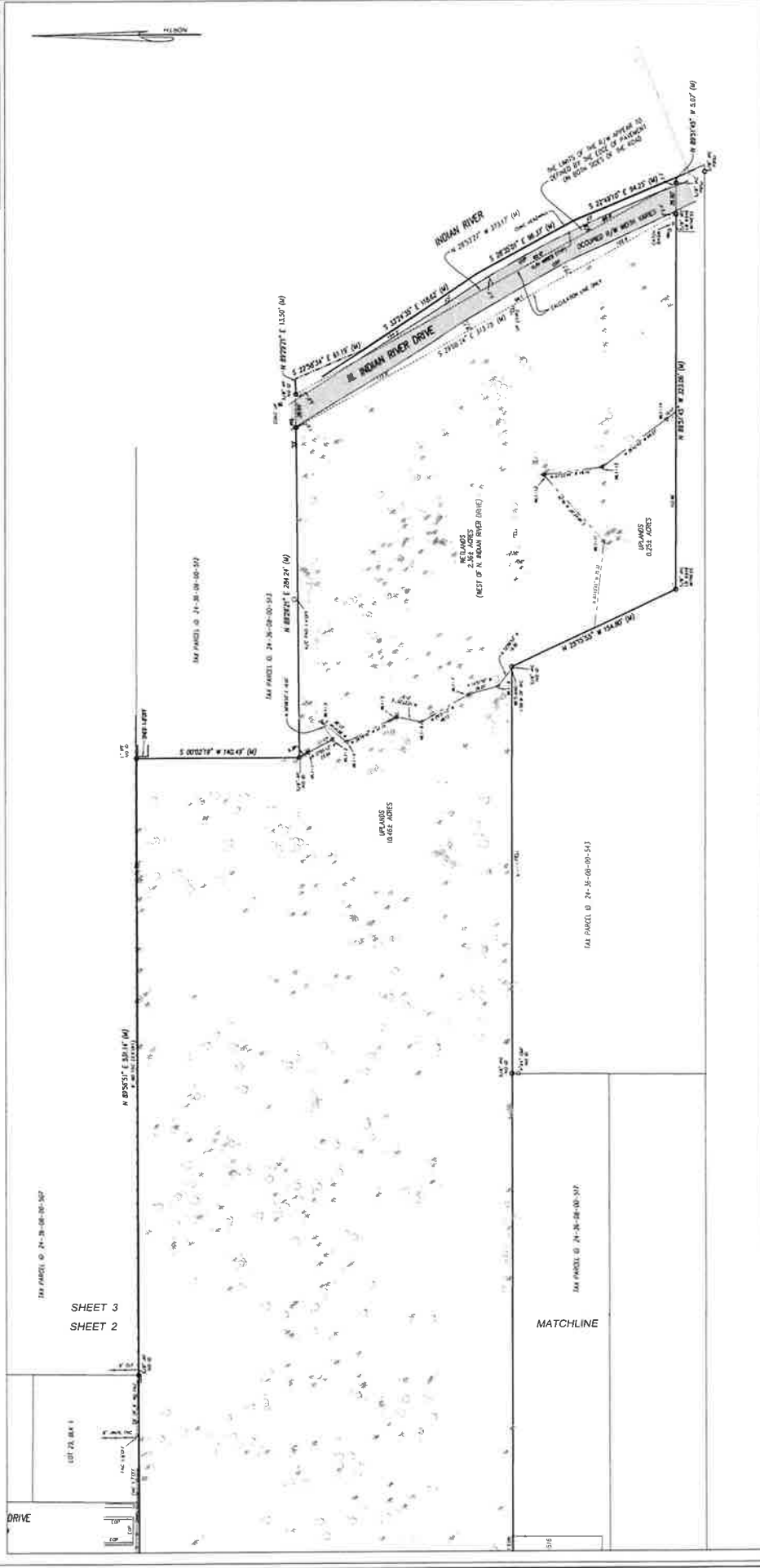
89 DEGREES 54' 45" W., ALONG SAID NORTH LINE, A DISTANCE OF 289.71 FEET TO THE POINT OF BEGINNING.

PARCEL "B"

A PARCEL OF LAND LYING IN SECTION 8, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGIN AT A 4 INCH BY 4 INCH CONCRETE MONUMENT MARKING THE SOUTHWEST CORNER OF PARKCHESTER, UNIT NO. 1, RECORDED IN PLAT BOOK 18, PAGE 114 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, AND RUN S.00°22'33"W., ALONG THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1, A DISTANCE OF 171.12 FEET; THENCE 5.89°54'45"E., PARALLEL WITH THE SOUTH LINE OF LANDS DESCRIBED IN DEED BOOK 372, PAGE 451 A DISTANCE OF 350.00 FEET THENCE N.00°05'15"E., PERPENDICULAR TO SAID SOUTH LINE, A DISTANCE OF 56.96 FEET; THENCE N29°54'50" W. A DISTANCE OF 129.10 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF ROUNDTREE DRIVE (A 50 FOOT WIDE RIGHT OF WAY) THENCE N. 89°26'14"W. , ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 284.60 FEET TO THE POINT OF BEGINNING.

MAP OF BOUNDARY SURVEY

THE GREAT RECTANGULAR AREA CONSISTS OF 3 SECTIONS SHEET 2, SHEET 3 AND SHEET 4. THIS MAP SHOWS ONLY THE BOUNDARY OF SECTION 3. THE BOUNDARY OF SECTION 3 IS SHOWN BY THE DASHED LINE. THE BOUNDARY OF SECTION 3 IS SHOWN BY THE DASHED LINE. THE BOUNDARY OF SECTION 3 IS SHOWN BY THE DASHED LINE.



SHEET 3
SHEET 2

MATCHLINE

LEGEND

- IND - INDICATED
- CON - CONVEYANCE
- RES - RESERVATION
- ... (other symbols and their meanings)

SCALE

1 inch = 40 feet

GRAPHIC SCALE

0 10 20 30 40 50 60 70 80 90 100

Kane Surveying, Inc.
505 BARRINGTON DRIVE
ALBANY, NY 12204
(518) 836-0627

School Board of Brevard County

2700 Judge Fran Jamieson Way • Viera, FL 32940-6699
Dr. Mark Rendell, Ed.D., Superintendent



July 9, 2024

Ms. Trina Gilliam, Senior Planner
Planning & Development Department
Brevard County Board of County Commissioners
2725 Judge Fran Jamieson Way
Viera, Florida 32940

**RE: Proposed City Point PUD Development
School Impact Analysis – Capacity Determination CD-2024-10**

Dear Ms. Gilliam,

We received a completed *School Facility Planning & Concurrency Application* for the referenced development. The subject property is Tax Account 2411252 (Parcel ID: 24-36-08-00-514), containing a total of approximately 12.86 acres in District 1, Brevard County, Florida. The proposed development includes 19 single-family homes. The School Impact Analysis of this proposed development has been undertaken and the following information is provided for your use.

The calculations used to analyze the prospective student impact are consistent with the methodology outlined in Section 13.2 and Amended Appendix "A"-School District Student Generation Multiplier (approved April 11, 2022) of the *Interlocal Agreement for Public School Facility Planning & School Concurrency (ILA-2014)*. The following capacity analysis is performed using capacities/projected students as shown in years 2023-24 to 2028-29 of the *Brevard County Public Schools Financially Feasible Plan for School Years 2024-25 to 2028-29* which is attached for reference.

| Single-Family Homes | | 19 | |
|---------------------|--------------------------|-------------------------------|--------------------------------------|
| Students Generated | Student Generation Rates | Calculated Students Generated | Rounded Number of Students Generated |
| Elementary | 0.24 | 4.56 | 5 |
| Middle | 0.07 | 1.33 | 1 |
| High | 0.12 | 2.28 | 2 |
| Total | 0.43 | | 8 |

Planning & Project Management
Facilities Services
Phone: (321) 633-1000, ext. 11418 • FAX: (321) 633-4646



School Board of Brevard County

2700 Judge Fran Jamieson Way • Viera, FL 32940-6699
 Dr. Mark Rendell, Ed.D., Superintendent



FISH Capacity (including relocatable classrooms) from the Financially Feasible Plan (FFP) Data and Analysis for School Years 2024-25 to 2028-29

| School | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 |
|----------|---------|---------|---------|---------|---------|
| Fairglen | 789 | 789 | 789 | 789 | 789 |
| Cocoa | 2,085 | 2,085 | 2,085 | 2,085 | 2,085 |
| Cocoa | 2,085 | 2,085 | 2,085 | 2,085 | 2,085 |

Projected Student Membership

| School | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 |
|----------|---------|---------|---------|---------|---------|
| Fairglen | 492 | 511 | 540 | 531 | 534 |
| Cocoa | 1,480 | 1,441 | 1,421 | 1,444 | 1,437 |
| Cocoa | 1,480 | 1,441 | 1,421 | 1,444 | 1,437 |

Students Generated by Newly Issued SCADL Reservations Since FFP

| School | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 |
|----------|---------|---------|---------|---------|---------|
| Fairglen | 17 | 34 | 50 | 67 | 84 |
| Cocoa | 5 | 10 | 15 | 20 | 25 |
| Cocoa | 8 | 18 | 26 | 35 | 43 |

Cumulative Students Generated by Proposed Development

| School | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 |
|----------|---------|---------|---------|---------|---------|
| Fairglen | - | 5 | 5 | 5 | 5 |
| Cocoa | - | 1 | 1 | 1 | 1 |
| Cocoa | - | 2 | 2 | 2 | 2 |

Total Projected Student Membership (includes Cumulative Impact of Proposed Development)

| School | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 |
|----------|---------|---------|---------|---------|---------|
| Fairglen | 509 | 550 | 595 | 603 | 623 |
| Cocoa | 1,485 | 1,452 | 1,437 | 1,465 | 1,463 |
| Cocoa | 1,488 | 1,461 | 1,449 | 1,481 | 1,482 |

Projected Available Capacity = FISH Capacity - Total Projected Student Membership

| School | 2024-25 | 2025-26 | 2026-27 | 2027-28 | 2028-29 |
|----------|---------|---------|---------|---------|---------|
| Fairglen | 280 | 239 | 194 | 186 | 166 |
| Cocoa | 600 | 633 | 648 | 620 | 622 |
| Cocoa | 597 | 624 | 636 | 604 | 603 |

At this time, Fairglen Elementary School and Cocoa Jr./Sr. High School are projected to have enough capacity for the total of projected and potential students from the City Point PUD development.

Planning & Project Management
 Facilities Services

Phone: (321) 633-1000, ext. 11418 • FAX: (321) 633-4646



School Board of Brevard County

2700 Judge Fran Jamieson Way • Viera, FL 32940-6699
Dr. Mark Rendell, Ed.D., Superintendent



This is a **non-binding** review; a *Concurrency Determination* must be performed by the School District prior to a Final Development Order and the issuance of a Concurrency Evaluation Finding of Nondeficiency by the Local Government.

We appreciate the opportunity to review this proposed project. Please let us know if you require additional information.

Sincerely,

Karen M. Black, AICP
Manager – Facilities Planning & Intergovernmental Coordination
Planning & Project Management, Facilities Services

Enclosure: *Brevard County Public Schools Financially Feasible Plan for School Years 2023-24 to 2028-29*

Copy: Susan Hann, AICP, Assistant Superintendent of Facility Services
File CD-2024-10

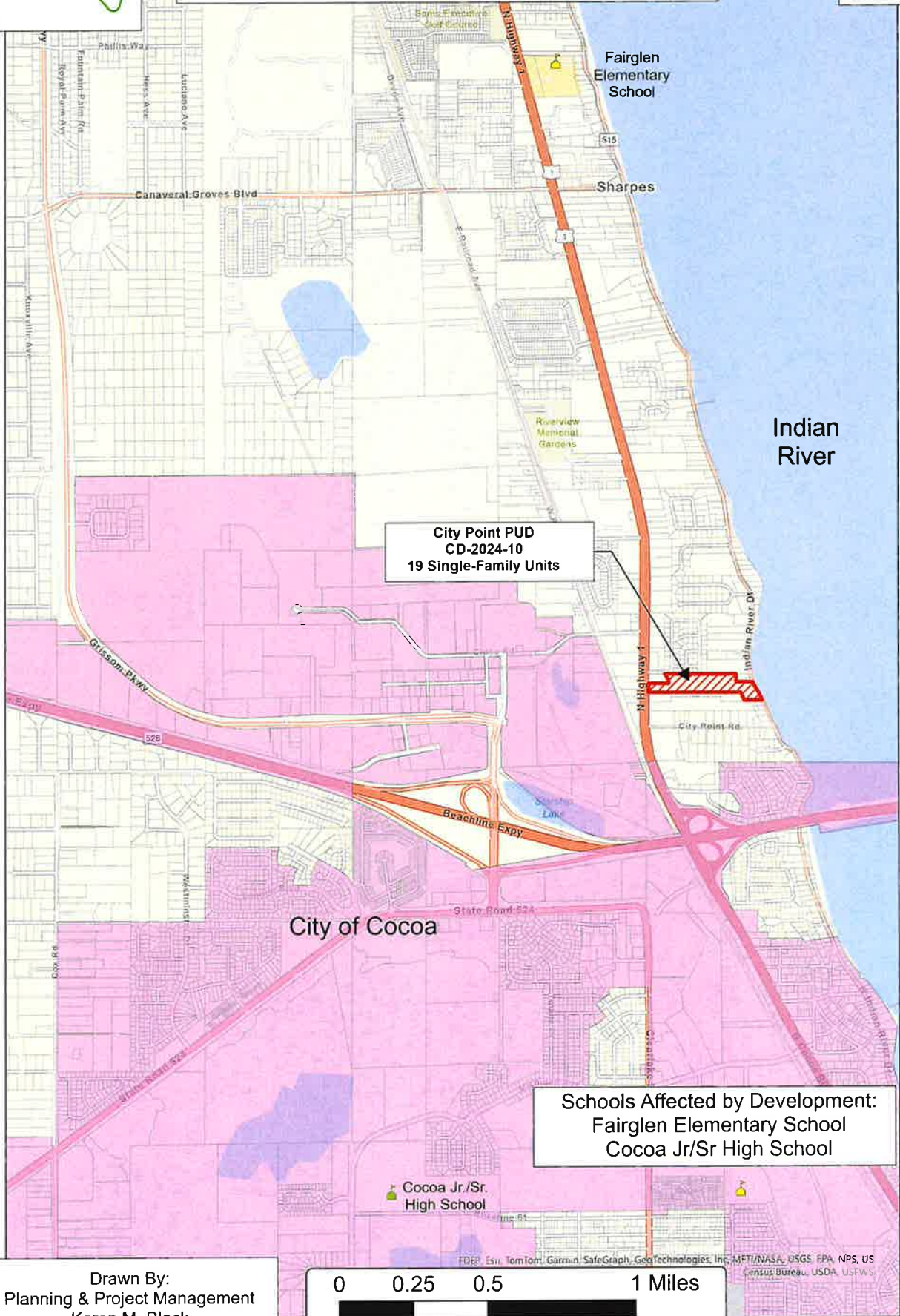
David G. Lindemann, AICP, Director of Planning & Project
Management, Facilities Services
File CD-2024-10

Planning & Project Management
Facilities Services
Phone: (321) 633-1000, ext. 11418 • FAX: (321) 633-4646





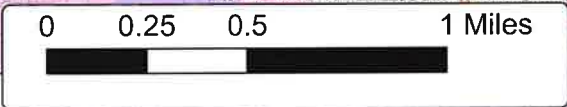
City Point PUD Development Location Map



**City Point PUD
CD-2024-10
19 Single-Family Units**

**Schools Affected by Development:
Fairglen Elementary School
Cocoa Jr/Sr High School**

Drawn By:
Planning & Project Management
Karen M. Black
July 9, 2024



FDPR Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., MFTI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS



Brevard County Public Schools

Financially Feasible Plan To Maintain Utilization Rates Lower than the 100% Level of Service

Data and Analysis for School Years 2023-24 to 2028-29

| School | Type | Grades | Utilization Factor | School Year 2023-24 | | | School Year 2024-25 | | | School Year 2025-26 | | | School Year 2026-27 | | | School Year 2027-28 | | | School Year 2028-29 | | | | | | | | | | | | | | | | | | |
|---|------|--------|--------------------|---------------------|----------------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|----------------------------|------|--------|--------|------|--------|--------|------|--------|--------|------|--------|--------|------|--------|--------|------|
| | | | | FISH Capacity | 10/13/23 Member-ship | Total Capacity Utilization | Future FISH Capacity | Student Projection | Total Capacity Utilization | Future FISH Capacity | Student Projection | Total Capacity Utilization | Future FISH Capacity | Student Projection | Total Capacity Utilization | Future FISH Capacity | Student Projection | Total Capacity Utilization | Future FISH Capacity | Student Projection | Total Capacity Utilization | | | | | | | | | | | | | | | | |
| Summary | | | | | | | | | | | | | | | | | | | | 751 | 583 | 78% | 751 | 559 | 74% | 751 | 602 | 80% | 751 | 634 | 84% | 751 | 653 | 87% | 751 | 649 | 84% |
| Highest Utilization Elementary Schools: | | | | | | | | | | | | | | | | | | | | 884 | 525 | 59% | 884 | 493 | 56% | 884 | 476 | 54% | 884 | 478 | 54% | 884 | 446 | 50% | 884 | 433 | 49% |
| Highest Utilization Middle Schools: | | | | | | | | | | | | | | | | | | | | 902 | 643 | 71% | 902 | 633 | 70% | 902 | 633 | 70% | 902 | 642 | 71% | 902 | 637 | 71% | 902 | 641 | 71% |
| Highest Utilization Jr / Sr High Schools: | | | | | | | | | | | | | | | | | | | | 739 | 535 | 68% | 739 | 660 | 89% | 739 | 667 | 90% | 739 | 667 | 90% | 739 | 662 | 89% | 739 | 668 | 90% |
| Highest Utilization High Schools: | | | | | | | | | | | | | | | | | | | | 781 | 420 | 55% | 781 | 408 | 54% | 781 | 415 | 55% | 781 | 436 | 58% | 781 | 442 | 58% | 781 | 447 | 59% |
| Cape View | | | | | | | | | | | | | | | | | | | | 787 | 504 | 64% | 787 | 505 | 65% | 787 | 518 | 66% | 787 | 532 | 68% | 787 | 546 | 69% | 787 | 564 | 72% |
| Cape View | | | | | | | | | | | | | | | | | | | | 570 | 295 | 52% | 570 | 284 | 50% | 570 | 282 | 49% | 570 | 286 | 50% | 570 | 286 | 50% | 570 | 285 | 50% |
| Cape View | | | | | | | | | | | | | | | | | | | | 751 | 628 | 84% | 751 | 645 | 86% | 751 | 626 | 83% | 751 | 622 | 83% | 751 | 606 | 81% | 751 | 594 | 79% |
| Challenger 7 | | | | | | | | | | | | | | | | | | | | 573 | 481 | 84% | 573 | 470 | 82% | 573 | 469 | 82% | 573 | 457 | 80% | 573 | 431 | 75% | 573 | 416 | 73% |
| Columbia | | | | | | | | | | | | | | | | | | | | 751 | 558 | 74% | 751 | 573 | 76% | 751 | 580 | 78% | 751 | 570 | 76% | 751 | 566 | 75% | 751 | 561 | 75% |
| Columbia | | | | | | | | | | | | | | | | | | | | 1,114 | 589 | 53% | 1,114 | 575 | 52% | 1,114 | 576 | 52% | 1,114 | 577 | 52% | 1,114 | 564 | 51% | 1,114 | 543 | 49% |
| Crotan | | | | | | | | | | | | | | | | | | | | 795 | 484 | 61% | 795 | 485 | 61% | 795 | 518 | 65% | 795 | 551 | 69% | 795 | 565 | 71% | 795 | 589 | 74% |
| Discovery | | | | | | | | | | | | | | | | | | | | 980 | 682 | 70% | 980 | 724 | 74% | 980 | 738 | 75% | 980 | 750 | 77% | 980 | 753 | 77% | 980 | 784 | 78% |
| Endeavour | | | | | | | | | | | | | | | | | | | | 968 | 720 | 74% | 968 | 740 | 76% | 968 | 750 | 77% | 968 | 749 | 77% | 968 | 739 | 76% | 968 | 708 | 74% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 729 | 610 | 84% | 729 | 621 | 85% | 729 | 625 | 86% | 729 | 622 | 85% | 729 | 634 | 87% | 729 | 644 | 88% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 789 | 517 | 66% | 789 | 492 | 62% | 789 | 511 | 65% | 789 | 540 | 68% | 789 | 531 | 67% | 789 | 534 | 68% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 711 | 445 | 63% | 711 | 437 | 62% | 711 | 442 | 62% | 711 | 426 | 60% | 711 | 428 | 60% | 711 | 433 | 61% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 777 | 459 | 59% | 777 | 472 | 61% | 777 | 503 | 65% | 777 | 503 | 65% | 777 | 505 | 65% | 777 | 506 | 65% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 629 | 397 | 63% | 629 | 412 | 66% | 629 | 425 | 68% | 629 | 448 | 71% | 629 | 463 | 74% | 629 | 477 | 76% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 605 | 435 | 72% | 605 | 433 | 72% | 605 | 435 | 72% | 605 | 435 | 72% | 605 | 420 | 69% | 605 | 425 | 70% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 729 | 671 | 92% | 729 | 674 | 92% | 729 | 656 | 90% | 729 | 650 | 89% | 729 | 640 | 88% | 729 | 626 | 86% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 798 | 680 | 85% | 798 | 682 | 85% | 798 | 671 | 84% | 798 | 672 | 84% | 798 | 646 | 81% | 798 | 662 | 83% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 851 | 651 | 77% | 851 | 652 | 77% | 851 | 641 | 76% | 851 | 622 | 73% | 851 | 608 | 71% | 851 | 592 | 69% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 892 | 607 | 68% | 892 | 582 | 65% | 892 | 570 | 64% | 892 | 577 | 65% | 892 | 564 | 63% | 892 | 554 | 62% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 790 | 607 | 77% | 790 | 586 | 75% | 790 | 581 | 74% | 790 | 570 | 72% | 790 | 548 | 69% | 790 | 534 | 67% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 998 | 876 | 88% | 998 | 869 | 87% | 998 | 823 | 82% | 998 | 800 | 80% | 998 | 773 | 77% | 998 | 751 | 76% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 838 | 648 | 77% | 838 | 644 | 77% | 838 | 642 | 77% | 838 | 627 | 75% | 838 | 611 | 73% | 838 | 601 | 72% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 1,114 | 655 | 59% | 1,114 | 793 | 71% | 1,114 | 779 | 70% | 1,114 | 773 | 69% | 1,114 | 751 | 67% | 1,114 | 733 | 65% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 824 | 797 | 97% | 824 | 621 | 75% | 824 | 660 | 80% | 824 | 630 | 76% | 824 | 618 | 75% | 824 | 613 | 74% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 707 | 431 | 61% | 707 | 438 | 62% | 707 | 430 | 61% | 707 | 441 | 62% | 707 | 429 | 61% | 707 | 416 | 59% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 725 | 416 | 57% | 725 | 414 | 57% | 725 | 480 | 66% | 725 | 497 | 68% | 725 | 466 | 64% | 725 | 441 | 61% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 968 | 472 | 49% | 968 | 441 | 46% | 968 | 449 | 46% | 968 | 453 | 47% | 968 | 428 | 44% | 968 | 403 | 42% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 654 | 529 | 81% | 654 | 513 | 78% | 654 | 494 | 76% | 654 | 477 | 73% | 654 | 459 | 70% | 654 | 437 | 67% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 983 | 623 | 63% | 983 | 636 | 65% | 983 | 660 | 67% | 983 | 683 | 69% | 983 | 685 | 70% | 983 | 684 | 70% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 613 | 529 | 86% | 613 | 532 | 87% | 613 | 558 | 91% | 613 | 586 | 95% | 613 | 592 | 96% | 613 | 570 | 93% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 852 | 605 | 71% | 852 | 613 | 72% | 852 | 654 | 77% | 852 | 677 | 79% | 852 | 701 | 81% | 852 | 713 | 84% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 932 | 712 | 76% | 932 | 719 | 77% | 932 | 715 | 77% | 932 | 704 | 76% | 932 | 689 | 74% | 932 | 689 | 74% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 777 | 647 | 83% | 777 | 627 | 81% | 777 | 664 | 85% | 777 | 688 | 89% | 777 | 735 | 95% | 777 | 741 | 96% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 599 | 268 | 45% | 599 | 260 | 43% | 599 | 288 | 48% | 599 | 285 | 48% | 599 | 285 | 48% | 599 | 292 | 49% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 514 | 514 | 100% | 514 | 517 | 100% | 514 | 523 | 100% | 514 | 537 | 100% | 514 | 532 | 100% | 514 | 542 | 100% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 998 | 589 | 59% | 998 | 614 | 62% | 998 | 634 | 64% | 998 | 638 | 64% | 998 | 632 | 63% | 998 | 644 | 65% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 461 | 327 | 71% | 461 | 347 | 75% | 461 | 351 | 76% | 461 | 362 | 79% | 461 | 365 | 79% | 461 | 375 | 81% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 609 | 468 | 77% | 609 | 477 | 78% | 609 | 492 | 81% | 609 | 497 | 81% | 609 | 489 | 80% | 609 | 502 | 82% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 913 | 867 | 95% | 913 | 842 | 92% | 913 | 917 | 96% | 913 | 927 | 97% | 913 | 907 | 96% | 913 | 909 | 95% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 755 | 601 | 80% | 755 | 604 | 80% | 755 | 604 | 80% | 755 | 595 | 79% | 755 | 584 | 77% | 755 | 569 | 75% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 541 | 419 | 77% | 541 | 410 | 76% | 541 | 397 | 73% | 541 | 388 | 72% | 541 | 364 | 67% | 541 | 353 | 65% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 910 | 619 | 68% | 910 | 611 | 67% | 910 | 580 | 64% | 910 | 565 | 62% | 910 | 547 | 60% | 910 | 516 | 57% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 874 | 578 | 66% | 874 | 572 | 66% | 874 | 572 | 66% | 874 | 565 | 65% | 874 | 547 | 63% | 874 | 524 | 60% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 811 | 495 | 61% | 811 | 505 | 62% | 811 | 533 | 66% | 811 | 565 | 70% | 811 | 577 | 71% | 811 | 590 | 73% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 1,030 | 784 | 76% | 1,030 | 854 | 83% | 1,030 | 997 | 97% | 1,030 | 1,184 | 100% | 1,030 | 1,262 | 100% | 1,030 | 1,359 | 100% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 857 | 667 | 78% | 857 | 650 | 76% | 857 | 645 | 75% | 857 | 621 | 73% | 857 | 609 | 71% | 857 | 590 | 69% |
| Enterprise | | | | | | | | | | | | | | | | | | | | 715 | 443 | 62% | 715 | 427 | 60% | 715 | 390 | 55% | 715 | 380 | 53% | 715 | 371 | 52% | 715 | 359 | 50% |
| Elementary Totals | | | | | | | | | | | | | | | | | | | | 42,259 | 30,287 | 72% | 42,391 | 30,545 | 72% | 42,589 | 31,075 | 73% | 42,809 | 31,550 | 74% | 43,029 | 31,697 | 75% | 43,161 | 31,795 | 75% |

| School | Type | Grades | Utilization Factor | School Year 2023-24 | | | School Year 2024-25 | | | School Year 2025-26 | | | School Year 2026-27 | | | School Year 2027-28 | | | School Year 2028-29 | | |
|--|--------------|----------|--------------------|---------------------|---------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|----------------------------|----------------------|--------------------|----------------------------|
| | | | | FISH Capacity | Member-ship | Total Capacity Utilization | Future FISH Capacity | Student Projection | Total Capacity Utilization | Future FISH Capacity | Student Projection | Total Capacity Utilization | Future FISH Capacity | Student Projection | Total Capacity Utilization | Future FISH Capacity | Student Projection | Total Capacity Utilization | Future FISH Capacity | Student Projection | Total Capacity Utilization |
| Middle School Concurrency Service Areas | | | | | | | | | | | | | | | | | | | | | |
| Central | Middle | 7-8 | 90% | 1,514 | 1,061 | 70% | 1,514 | 1,110 | 73% | 1,514 | 1,184 | 78% | 1,514 | 1,213 | 80% | 1,514 | 1,272 | 84% | 1,514 | 1,348 | 89% |
| Delaura | Middle | 7-8 | 90% | 960 | 823 | 86% | 960 | 832 | 87% | 960 | 832 | 87% | 960 | 832 | 87% | 960 | 832 | 87% | 960 | 832 | 87% |
| Hoover | Middle | 7-8 | 90% | 680 | 442 | 65% | 680 | 475 | 70% | 680 | 498 | 73% | 680 | 470 | 69% | 680 | 479 | 70% | 680 | 463 | 68% |
| Jackson | Middle | 7-8 | 90% | 660 | 561 | 85% | 660 | 575 | 87% | 660 | 501 | 76% | 660 | 482 | 73% | 660 | 505 | 77% | 660 | 517 | 78% |
| Jefferson | Middle | 7-8 | 90% | 873 | 545 | 62% | 873 | 523 | 60% | 873 | 523 | 60% | 873 | 480 | 55% | 873 | 479 | 55% | 873 | 540 | 62% |
| Johnson | Middle | 7-8 | 90% | 1,064 | 558 | 52% | 1,064 | 578 | 54% | 1,064 | 578 | 54% | 1,064 | 548 | 52% | 1,064 | 620 | 58% | 1,064 | 640 | 60% |
| Kennedy | Middle | 7-8 | 90% | 869 | 667 | 77% | 869 | 436 | 50% | 869 | 381 | 44% | 869 | 373 | 43% | 869 | 412 | 47% | 869 | 433 | 50% |
| Madison | Middle | 7-8 | 90% | 781 | 429 | 55% | 781 | 374 | 48% | 781 | 374 | 48% | 781 | 336 | 43% | 781 | 426 | 55% | 781 | 469 | 60% |
| McNair | Middle | 7-8 | 90% | 616 | 355 | 58% | 616 | 280 | 47% | 616 | 284 | 46% | 616 | 281 | 46% | 616 | 289 | 49% | 616 | 300 | 54% |
| Southwest | Middle | 7-8 | 90% | 1,281 | 900 | 70% | 1,281 | 960 | 77% | 1,281 | 1,118 | 87% | 1,281 | 1,176 | 92% | 1,281 | 1,290 | 98% | 1,281 | 1,376 | 100% |
| Stone | Middle | 7-8 | 90% | 1,076 | 584 | 54% | 1,076 | 571 | 53% | 1,076 | 604 | 56% | 1,076 | 710 | 66% | 1,076 | 783 | 73% | 1,076 | 822 | 76% |
| Viera Middle | Middle | 7-8 | 90% | 900 | 656 | 73% | 900 | 755 | 84% | 900 | 805 | 89% | 900 | 805 | 89% | 900 | 830 | 92% | 900 | 859 | 97% |
| Middle Totals | | | | 10,374 | 6,918 | 67% | 11,274 | 7,150 | 71% | 11,274 | 7,275 | 74% | 11,274 | 7,285 | 74% | 11,314 | 7,834 | 79% | 11,373 | 8,236 | 83% |
| Junior / Senior High School Concurrency Service Areas | | | | | | | | | | | | | | | | | | | | | |
| Cocoa | Jr / Sr High | PK, 7-12 | 90% | 2,085 | 1,474 | 71% | 2,085 | 1,480 | 71% | 2,085 | 1,441 | 69% | 2,085 | 1,421 | 68% | 2,085 | 1,444 | 69% | 2,085 | 1,437 | 69% |
| Cocoa Beach | Jr / Sr High | 7-12 | 90% | 1,445 | 1,028 | 71% | 1,445 | 1,025 | 71% | 1,445 | 967 | 67% | 1,445 | 938 | 65% | 1,445 | 873 | 60% | 1,445 | 831 | 56% |
| Space Coast | Jr / Sr High | 7-12 | 90% | 1,852 | 1,483 | 80% | 1,852 | 1,469 | 79% | 1,852 | 1,469 | 79% | 1,852 | 1,503 | 81% | 1,852 | 1,510 | 82% | 1,852 | 1,513 | 82% |
| Jr / Sr High Totals | | | | 5,382 | 3,988 | 74% | 5,382 | 3,977 | 74% | 5,382 | 3,977 | 74% | 5,382 | 3,962 | 74% | 5,382 | 3,827 | 71% | 5,382 | 3,781 | 70% |
| Senior High School Concurrency Service Areas | | | | | | | | | | | | | | | | | | | | | |
| Astronaut | High | 9-12 | 95% | 1,451 | 1,056 | 73% | 1,451 | 1,046 | 72% | 1,451 | 1,008 | 69% | 1,451 | 1,024 | 71% | 1,451 | 985 | 68% | 1,451 | 975 | 67% |
| Bayside | High | 9-12 | 95% | 2,263 | 2,039 | 90% | 2,263 | 2,166 | 96% | 2,263 | 2,241 | 99% | 2,263 | 2,316 | 100% | 2,263 | 2,381 | 100% | 2,263 | 2,466 | 100% |
| Eau Gallie | High | PK 9-12 | 95% | 2,211 | 1,489 | 67% | 2,211 | 1,470 | 66% | 2,211 | 1,490 | 67% | 2,211 | 1,440 | 65% | 2,211 | 1,395 | 63% | 2,211 | 1,440 | 65% |
| Heritage | High | 9-12 | 95% | 2,314 | 2,037 | 88% | 2,314 | 2,053 | 89% | 2,314 | 2,023 | 87% | 2,314 | 2,118 | 92% | 2,314 | 2,160 | 93% | 2,314 | 2,246 | 97% |
| Melbourne | High | 9-12 | 95% | 2,370 | 2,178 | 92% | 2,370 | 2,148 | 91% | 2,370 | 2,145 | 91% | 2,370 | 2,188 | 92% | 2,370 | 2,265 | 96% | 2,370 | 2,395 | 99% |
| Meritt Island | High | PK 9-12 | 95% | 1,966 | 1,481 | 75% | 1,966 | 1,443 | 73% | 1,966 | 1,376 | 70% | 1,966 | 1,352 | 69% | 1,966 | 1,360 | 69% | 1,966 | 1,306 | 66% |
| Palm Bay | High | PK 9-12 | 95% | 2,657 | 1,410 | 53% | 2,657 | 1,413 | 53% | 2,657 | 1,442 | 54% | 2,657 | 1,482 | 55% | 2,657 | 1,507 | 57% | 2,657 | 1,605 | 60% |
| Rockledge | High | 9-12 | 95% | 1,836 | 1,544 | 84% | 1,836 | 1,601 | 87% | 1,836 | 1,675 | 91% | 1,836 | 1,671 | 91% | 1,836 | 1,680 | 92% | 1,836 | 1,623 | 86% |
| Sauleille | High | PK 9-12 | 95% | 1,551 | 1,306 | 84% | 1,551 | 1,497 | 97% | 1,551 | 1,483 | 96% | 1,551 | 1,551 | 100% | 1,551 | 1,287 | 83% | 1,551 | 1,269 | 82% |
| Titusville | High | 9-12 | 95% | 1,801 | 1,309 | 73% | 1,801 | 1,293 | 72% | 1,801 | 1,322 | 74% | 1,801 | 1,330 | 74% | 1,801 | 1,317 | 73% | 1,801 | 1,317 | 73% |
| Viera | High | PK 9-12 | 95% | 2,461 | 2,312 | 94% | 2,461 | 2,349 | 95% | 2,461 | 2,364 | 96% | 2,461 | 2,368 | 97% | 2,461 | 2,420 | 98% | 2,461 | 2,441 | 99% |
| High Totals | | | | 22,881 | 16,479 | 72% | 22,881 | 16,569 | 73% | 22,881 | 16,569 | 73% | 22,881 | 16,702 | 73% | 23,024 | 16,747 | 73% | 23,142 | 19,083 | 83% |
| Schools of Choice (Not Concurrency Service Areas) | | | | | | | | | | | | | | | | | | | | | |
| Freedom 7 | Elementary | K-6 | 100% | 475 | 407 | 86% | 475 | 407 | 86% | 475 | 407 | 86% | 475 | 407 | 86% | 475 | 407 | 86% | 475 | 407 | 86% |
| Stevenson | Elementary | K-6 | 100% | 569 | 505 | 89% | 569 | 499 | 88% | 569 | 499 | 88% | 569 | 489 | 86% | 569 | 499 | 88% | 569 | 499 | 88% |
| South Lake | Elementary | K-6 | 100% | 639 | 446 | 70% | 639 | 489 | 77% | 639 | 489 | 77% | 639 | 489 | 77% | 639 | 488 | 77% | 639 | 489 | 77% |
| West Melbourne | Elementary | K-6 | 100% | 618 | 608 | 98% | 618 | 608 | 98% | 618 | 608 | 98% | 618 | 608 | 98% | 618 | 608 | 98% | 618 | 608 | 98% |
| Edgewood | Jr / Sr High | 7-12 | 90% | 1,077 | 935 | 87% | 1,077 | 935 | 87% | 1,077 | 935 | 87% | 1,077 | 935 | 87% | 1,077 | 935 | 87% | 1,077 | 935 | 87% |
| West Shore | Jr / Sr High | 7-12 | 90% | 1,264 | 931 | 74% | 1,264 | 940 | 74% | 1,264 | 940 | 74% | 1,264 | 940 | 74% | 1,264 | 940 | 74% | 1,264 | 940 | 74% |
| Schools of Choice | | | | 4,642 | 3,876 | 84% | 4,642 | 3,876 | 84% | 4,642 | 3,876 | 84% | 4,642 | 3,876 | 84% | 4,642 | 3,876 | 84% | 4,642 | 3,876 | 84% |
| Brevard Totals | | | | 85,538 | 63,330 | 74% | 86,570 | 64,035 | 74% | 86,944 | 64,758 | 74% | 87,235 | 65,361 | 75% | 87,567 | 66,067 | 75% | 87,876 | 66,857 | 76% |

Notes

- FISH Capacity is the sum of the factored permanent capacity and the factored relocatable capacity. Permanent and relocatable capacities for 2023-24 are reported from the FISH database as of October 11, 2023.
- Student Membership is reported from the Fall Final Membership Count (10/13/2023).
- Davis Demographics School/Site Enrollment Forecasting Extension for ArcGIS estimates future student populations by analyzing the following data:
 - Development Projections from Brevard County Local Government Jurisdictions
 - Brevard County School Concurrency Student Generation Multipliers (SGM)
 - Fall Membership student addresses and corresponding concurrency service areas
 - Student Mobility Rates / Cohort Survival Rates
- Davis Demographics estimates are then adjusted using the following factors:
 - Brevard County Birth rates by zip code
 - Brevard County Birth rates by zip code
 - Current From/To attendance patterns are assumed to remain constant.
 - Non-geocoded student addresses are assumed to continue in their attendance schools.
 - Charter School Growth.
- In order to maintain utilization rates lower than the 100% Level of Service, Permanent Capacity and Relocatable Classrooms are assumed to add future student stations as necessary. If student projections are accurate, the school board could add additional classroom capacity, implement attendance boundary changes, or add relocatable classrooms. A south area elementary school is planned for the future growth, but the exact timing hasn't been established. If only relocatable classrooms are used for the next 5 years, the following changes would be needed to accommodate projected growth. These schools are being analyzed for the best options to accommodate additional students.
 - Primary relocatable classrooms (Grades K-3) = 18 student stations, Intermediate (Grades 4-8) relocatable classrooms = 22 student stations, and High School (Grades 9-12) relocatable classrooms = 25 student stations.
- For school year 2024-25, a total of 9 intermediate classrooms are projected for Westside (4), Viera (2), and Jupiter (2) Elementary Schools. For school year 2025-26, a total of 6 intermediate classrooms are projected for Westside (4), Viera (4), and Jupiter (2) Elementary Schools, Southwest Middle School (2) and 3 High School relocatable classrooms are proposed for Bayside High School. For school year 2026-27, a total of 10 intermediate classrooms are projected for Westside (4), Viera (4), and Jupiter (2) Elementary Schools, Southwest Middle School (3) and 5 High School relocatable classrooms are proposed for Bayside High School. For school year 2027-28, a total of 12 intermediate classrooms are projected for Viera (4), and Jupiter (3) Elementary Schools, Southwest Middle School (3) and 5 High School relocatable classrooms are proposed for Bayside (3) and Melbourne (2) High Schools. For school year 2028-29, a total of 9 intermediate classrooms are projected for Viera (4), and Jupiter (3) Elementary Schools, Southwest Middle School (3) and 5 High School relocatable classrooms are proposed for Bayside (3) and Melbourne (2) High Schools.
- A classroom addition is planned for construction at West Melbourne School of Science for 2024-25. The factored capacity is adjusted for the proposed 176 student stations.



MEMORANDUM

To: Veronica M Figueroa-Chanza, P.E.
Brevard County, FL

From: James Taylor, P.E.
Kimley-Horn and Associates, Inc.

Date: November 30, 2023 Revised: October 8, 2024

Subject: Traffic Operational Technical Memorandum – City Point PUD



This document has been digitally signed and stamped by James M. Taylor, P.E. on the date indicated in the text.

Printed copies of this document are considered signed and dated and the signature must be verified on any electronic copies.

cn=James M Taylor, c=US,
o=KIMLEY-HORN AND
ASSOCIATES INC,
email=james.taylor@kimley-
horn.com
2024.10.11 16:04:59 -
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Purpose

The following is a Traffic Operational Technical Memorandum for the above-referenced project in support of the Brevard County permit review. This report follows the 2023 Brevard County *Guidelines on Minimum Requirements for Traffic Impact Analysis* procedures for a Type C.2.A (Small Project). The technical memorandum evaluates the traffic operations for the above-referenced project at the project driveways and the unsignalized intersection of US 1 & Roundtree Drive during the AM and PM peak hours. The buildout year for the project is 2025.

Project Description

The proposed City Point PUD development consists of 11 townhomes, 8 single-family residences, a 28-space RV storage facility, and park with walking path. The site is generally located in the southeast quadrant of the intersection of US 1 & Roundtree Drive (parcel 24-36-08-00-514) in Brevard County, FL. The subject property is currently vacant and bounded by residential developments to the north and south. Access to the site will be provided via one (1) right-in/right-out (RIRO) driveway on US 1, one (1) full access driveway on Roundtree Drive, and one (1) full access driveway on Indian River Drive. The access points are shown on the site plan provided in **Attachment A**.

Study Area

The study area was determined in accordance with Brevard County's 2023 *Guidelines on Minimum Requirements for Traffic Impact Analyses* document. Therefore, the following intersections were included in the study area, as shown in **Figure 1**:

Study Area Intersections

1. US 1 & Project Driveway #1 (*Two way Stop Control*)
2. US 1 & Roundtree Drive (*Two way Stop Control*)
3. Roundtree Drive & Project Driveway #2 (*Two way Stop Control*)
4. Indian River Drive & Project Driveway #3 (*Two way Stop Control*)



At the request of the county, the following segments were included in the study area:

Study Area Segments

1. US 1 from SR 528 to Canaveral Groves Boulevard
2. Roundtree Drive from US 1 to Chester Drive
3. Indian River Drive from City Point Road to S Twin Lakes Road



LEGEND

- Project Location
- Project Driveway
- Off-site Study Intersection
- Study Segments

Figure 1: Location Map and Study Area



Existing Volumes

AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak period turning movement counts (TMCs) were collected at the intersection of US 1 & Roundtree Drive and along Indian River Drive on Wednesday, October 18, 2023. Raw TMC data is provided in **Attachment B**. Volumes were seasonally adjusted using the FDOT Florida Traffic Online (FTO) seasonal factor as shown in **Attachment C**. Volume development worksheets are provided in **Attachment D**. Summaries of the AM and PM peak hour intersection level of service (LOS), and maximum volume-to-capacity (v/c) ratios under existing conditions are provided in **Tables 1 and 2**, respectively. Synchro outputs are provided in **Attachment E**.

Table 1: Existing AM Peak Hour Analysis Summary

| Intersection | Control Type | Approach | AM Peak Hour | | |
|------------------------|--------------|----------------|----------------------------------|------------------|---------------|
| | | | Level of Service (overall delay) | Max V/C Movement | Max V/C Ratio |
| US 1 & Roundtree Drive | TWSC | EB | A | - | - |
| | | WB | B | WBR | 0.02 |
| | | NB | D | NBL | 0.15 |
| | | SB | B | SBL | 0.01 |
| | | Overall | - | NBL | 0.15 |

Table 2: Existing PM Peak Hour Analysis Summary

| Intersection | Control Type | Approach | PM Peak Hour | | |
|------------------------|--------------|----------------|----------------------------------|------------------|---------------|
| | | | Level of Service (overall delay) | Max V/C Movement | Max V/C Ratio |
| US 1 & Roundtree Drive | TWSC | EB | B | EBT/R | 0.03 |
| | | WB | C | WBR | 0.06 |
| | | NB | C | NBL | 0.04 |
| | | SB | C | SBL | 0.04 |
| | | Overall | - | WBR | 0.06 |

As shown in the tables above, all intersection approaches are anticipated to operate at an acceptable level of service (LOS) with a volume-to-capacity (v/c) ratio of less than one (1.0) during the existing AM and PM peak hours.



Trip Generation

Trip generation for the proposed residential uses was calculated per procedures published in the 11th Edition of the Institute of Transportation Engineers’ (ITE) *Trip Generation Manual*. The Land Use Codes (LUCs) 210 – Single Family Detached Housing and 215 – Single Family Attached Housing were used for the proposed site. Conservative assumption were used for the RV parking and walking path and park. **Table 3** provides the Daily, AM peak hour, and PM peak hour trip generation summary for the project.

Table 3: Trip Generation Summary

| | ITE LUC ¹ | Land Use | Size | Units | ITE Trip Rate ¹ | Daily ¹ | | | | | |
|--------------|----------------------|-----------------------------------|------|-------|----------------------------|---------------------------|-----------------|------------|------------------|------------|----|
| | | | | | | Total | In ¹ | | Out ¹ | | |
| Daily | 210 | Single-Family Detached Housing | 11.0 | DU | 12.04 | 132 | 50% | 66 | 50% | 66 | |
| | 215 | Single-Family Attached Housing | 8.0 | DU | 1.31 | 10 | 50% | 5 | 50% | 5 | |
| | | Trailer Parking ² | | 28 | Spaces | - | 28 | 50% | 14 | 50% | 14 |
| | | Walking Path Parking ³ | | 4 | Spaces | - | 40 | 50% | 20 | 50% | 20 |
| | | Total Generated Trips | | | | | 210 | 105 | | 105 | |
| | ITE LUC ¹ | Land Use | Size | Units | ITE Trip Rate ¹ | AM Peak Hour ¹ | | | | | |
| | | | | | | Total | In | | Out | | |
| AM Peak Hour | 210 | Single-Family Detached Housing | 11.0 | DU | 0.91 | 10 | 25% | 3 | 75% | 7 | |
| | 150 | Single-Family Attached Housing | 8.0 | KSF | 0.48 | 4 | 25% | 1 | 75% | 3 | |
| | | Trailer Parking ² | | | | 14 | 50% | 7 | 50% | 7 | |
| | | Walking Path Parking ³ | | | | 4 | 50% | 2 | 50% | 2 | |
| | | Total Generated Trips | | | | | 32 | 13 | | 19 | |
| | ITE LUC ¹ | Land Use | Size | Units | ITE Trip Rate ¹ | PM Peak Hour ¹ | | | | | |
| | | | | | | Total | In | | Out | | |
| PM Peak Hour | 210 | Single-Family Detached Housing | 11.0 | DU | 1.13 | 12 | 63% | 8 | 37% | 4 | |
| | 215 | Single-Family Attached Housing | 8.0 | DU | 0.57 | 5 | 59% | 3 | 41% | 2 | |
| | | Trailer Parking ² | | | | 14 | 50% | 7 | 50% | 7 | |
| | | Walking Path Parking ³ | | | | 4 | 50% | 2 | 50% | 2 | |
| | | Total Generated Trips | | | | | 35 | 20 | | 15 | |

Notes: ¹ Vehicle trip rates and directional splits per ITE Trip Generation, 11th Edition
² Trailer Parking Trip Generation was assumed at max generation(28 trips) for daily and half (14) for the AM & PM Peak Hours
³ Walking Path Trip Gen was assumed at maximum generation (4 Trips) for AM & PM Peak hours. The daily trip generation was developed under the assumption that the peak hour generation was 10% of daily trips.



Trip Distribution and Trip Assignment

The projected traffic demand of project trips on study area roadways was derived with use of the latest adopted regional travel demand model. Land use data for the project was entered into a new traffic analysis zone (TAZ) within the Central Florida Regional Planning Model (CFRPM v7) model set and was situated within the existing roadway network to appropriately represent project access. The model was used to assign trips for all trip purposes between allocated origin and destination pairs using project buildout year model data. Trip distribution was extracted from the completed model assignment and reviewed for logic. The resulting model plot showing percent of daily project distribution is provided in **Attachment F**. The proposed trip distribution by use is displayed in **Figure 2A**. At the request of the county, a total project distribution can be found in **Figure 2B**.

The proposed AM and PM peak hour trip assignments by use are displayed in **Figure 3A**. The total AM and PM peak hour trip assignments by use are displayed in **Figure 3B**.



RESIDENTIAL TRIP DISTRIBUTION

→ Project Distribution (%) IN
→ Project Distribution (%) OUT

WALKING PATH TRIP DISTRIBUTION

→ Project Distribution (%) IN
→ Project Distribution (%) OUT

RV STORAGE TRIP DISTRIBUTION

→ Project Distribution (%) IN
→ Project Distribution (%) OUT

LEGEND

Study Intersections
Project Driveway

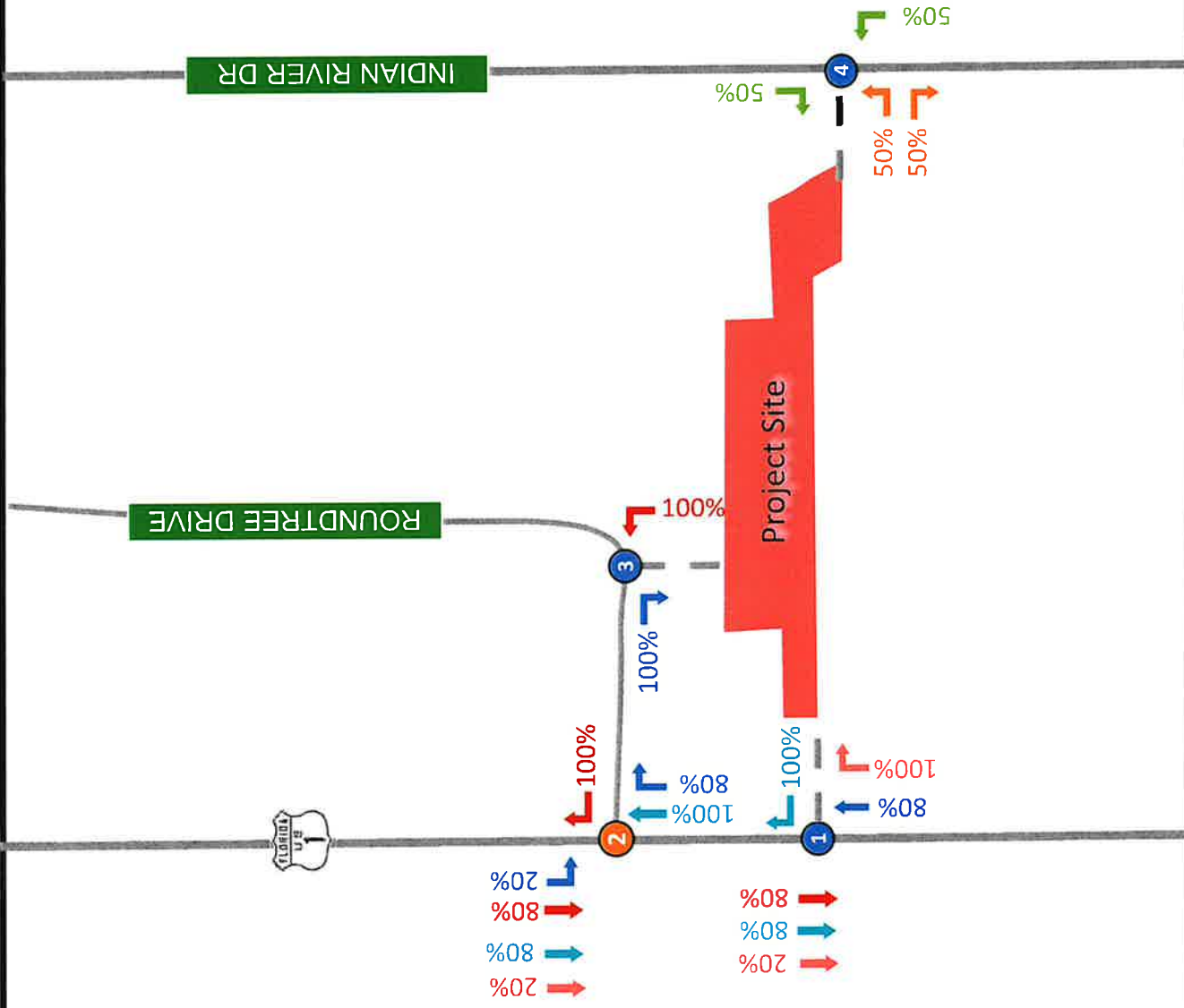
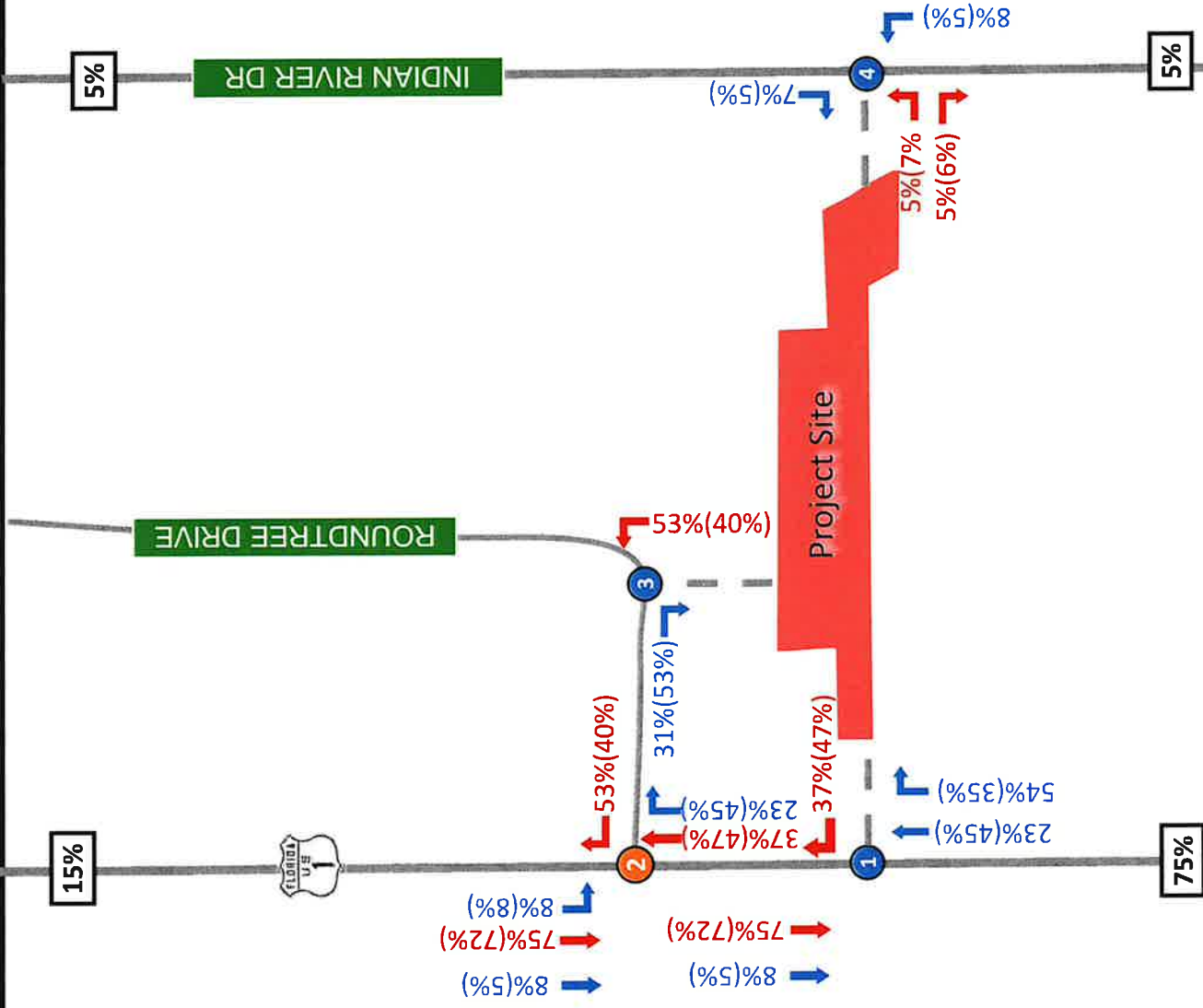


Figure 2A: Project Trip Distribution
 City Point PUD | Brevard County, FL

Project No: 249474000
 October 2024
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LEGEND

- # Study Intersections
- # Project Driveway
- AM (PM) % Project distribution
- AM (PM) % Project distribution

Figure 2B: Total Development Trip Distribution
 City Point PUD | Brevard County, FL

Project No: 249474000
 October 2024
 Page 8



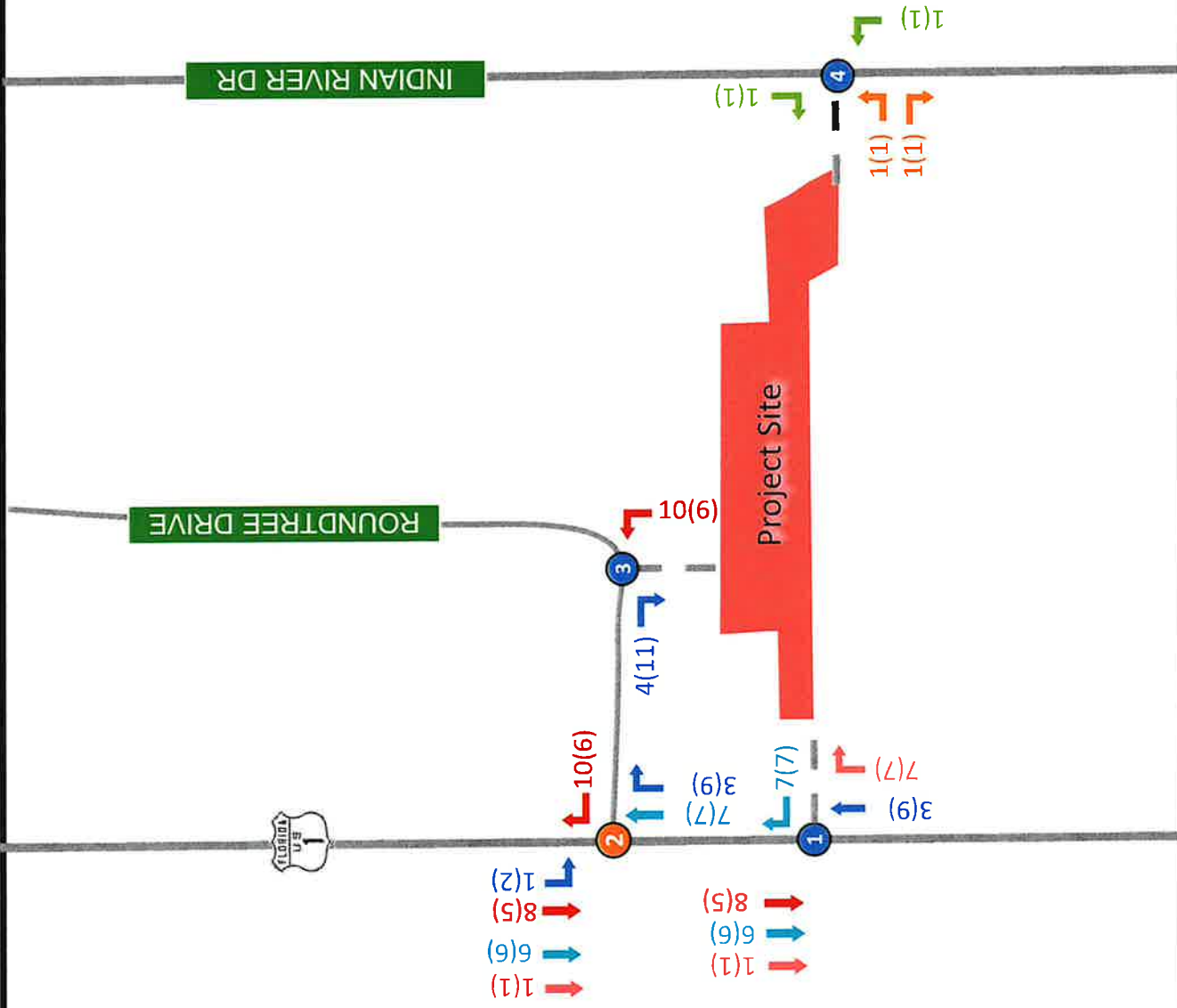
| RESIDENTIAL TRIP GENERATION | |
|-----------------------------|--------|
| AM | 4 IN |
| PM | 11 IN |
| AM | 10 OUT |
| PM | 6 OUT |

| WALKING PATH TRIP GENERATION | |
|------------------------------|-------|
| AM | 2 IN |
| PM | 2 IN |
| AM | 2 OUT |
| PM | 2 OUT |

| RV STORAGE GENERATION | |
|-----------------------|-------|
| AM | 7 IN |
| PM | 7 IN |
| AM | 7 OUT |
| PM | 7 OUT |

LEGEND

- # Study Intersections
- # Project Driveway
- AM (PM) Project Trips IN
- AM (PM) Project Trips OUT



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 October 2024
 Page 9

Figure 3A: Project Trip Assignment
 City Point PUD | Brevard County, FL

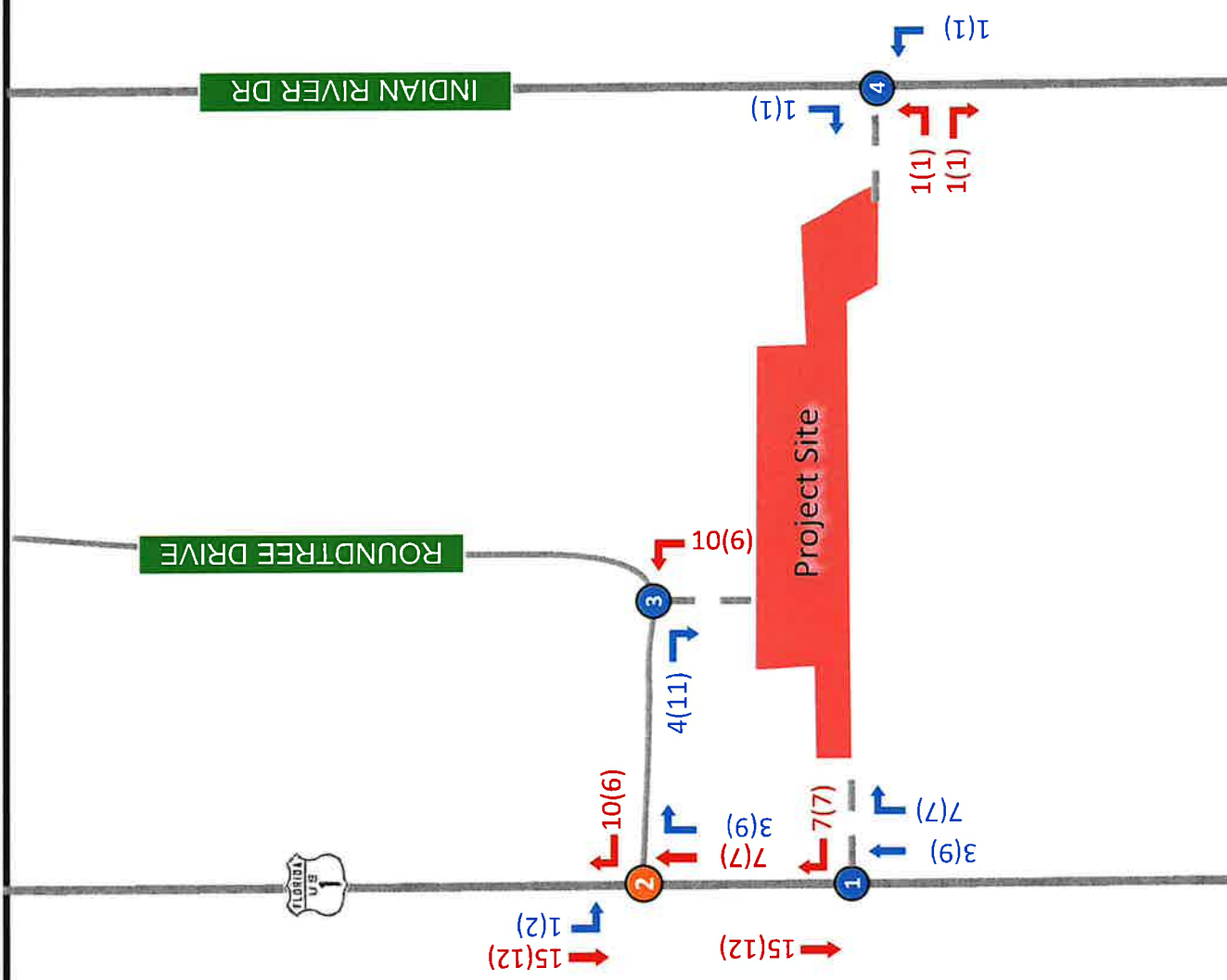


Figure 3B: Total Development Trip Assignment
 City Point PUD | Brevard County, FL



Background Operational Analysis

Background traffic volumes were developed by applying a 2.00% annual growth rate to existing (2023) volumes, as shown in the volume development worksheets provided in **Attachment D**. The growth rate was calculated using historical AADT data. Growth rate calculations are included in **Attachment G**. Summaries of AM and PM peak hour intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios under background conditions are provided in **Tables 4 and 5**, respectively. Synchro outputs are provided in **Attachment E**.

Table 4: Background AM Peak Hour Analysis Summary

| Intersection | Control Type | Approach | AM Peak Hour | | |
|------------------------|--------------|----------------|----------------------------------|------------------|---------------|
| | | | Level of Service (overall delay) | Max V/C Movement | Max V/C Ratio |
| US 1 & Roundtree Drive | TWSC | EB | A | - | - |
| | | WB | B | WBR | 0.02 |
| | | NB | D | NBL | 0.16 |
| | | SB | B | SBL | 0.01 |
| | | Overall | - | NBL | 0.16 |

Table 5: Background PM Peak Hour Analysis Summary

| Intersection | Control Type | Approach | PM Peak Hour | | |
|------------------------|--------------|----------------|----------------------------------|------------------|---------------|
| | | | Level of Service (overall delay) | Max V/C Movement | Max V/C Ratio |
| US 1 & Roundtree Drive | TWSC | EB | C | EBT/R | 0.03 |
| | | WB | C | WBR | 0.07 |
| | | NB | C | NBL | 0.04 |
| | | SB | C | SBL | 0.04 |
| | | Overall | - | WBR | 0.07 |

As shown in the tables above, all intersection approaches are anticipated to operate at an acceptable level of service (LOS) with a volume-to-capacity (v/c) ratio of less than one (1.0) during the background AM and PM peak hours.



Buildout Operational Analysis

Buildout traffic volumes were developed by adding project trips to background traffic volumes as shown in the volume development worksheets provided in **Attachment D**. **Figures 4 and 5** show buildout intersection volumes during the AM and PM peak hours, respectively. Summaries of AM and PM peak hour intersection level of service (LOS) and maximum volume-to-capacity (v/c) ratios under buildout conditions are provided in **Tables 6 and 7**, respectively. Synchro outputs are provided in **Attachment E**.

Table 6: Buildout AM Peak Hour Analysis Summary

| Intersection | Control Type | Approach | AM Peak Hour | | |
|---------------------------------------|--------------|----------------|----------------------------------|------------------|---------------|
| | | | Level of Service (overall delay) | Max V/C Movement | Max V/C Ratio |
| US 1 & Project Driveway #1 | TWSC | EB | - | - | - |
| | | WB | B | WBR | 0.02 |
| | | NB | - | - | - |
| | | SB | - | - | - |
| | | Overall | - | WBR | 0.02 |
| US 1 & Roundtree Drive | TWSC | EB | A | - | - |
| | | WB | B | WBR | 0.04 |
| | | NB | D | NBL | 0.17 |
| | | SB | B | SBL | 0.01 |
| | | Overall | - | NBL | 0.17 |
| Roundtree Drive & Project Driveway #2 | TWSC | EB | - | - | - |
| | | WB | A | - | - |
| | | NB | A | NBL/R | 0.01 |
| | | - | - | - | |
| | | Overall | - | NBL/R | 0.01 |
| Indian River Dr & Project Driveway #3 | TWSC | EB | A | EBL/R | 0.01 |
| | | WB | - | - | - |
| | | NB | A | NBL | 0.01 |
| | | SB | - | - | - |
| | | Overall | - | EBL/R | 0.01 |

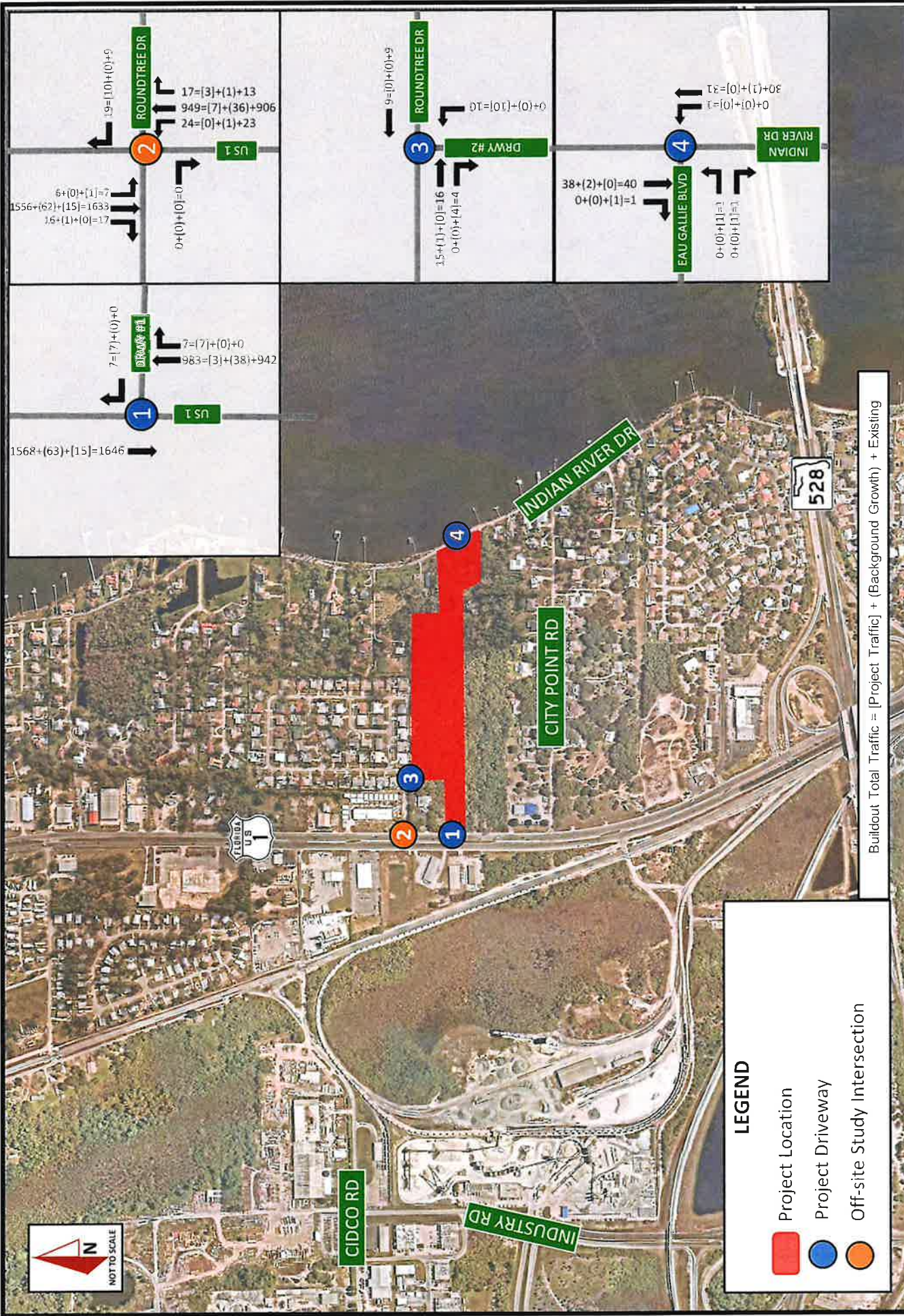


Table 7: Buildout PM Peak Hour Analysis Summary

| Intersection | Control Type | Approach | PM Peak Hour | | |
|---------------------------------------|--------------|----------------|----------------------------------|------------------|---------------|
| | | | Level of Service (overall delay) | Max V/C Movement | Max V/C Ratio |
| US 1 & Project Driveway #1 | TWSC | EB | - | - | - |
| | | WB | C | WBR | 0.04 |
| | | NB | - | - | - |
| | | SB | - | - | - |
| | | Overall | - | WBR | 0.04 |
| US 1 & Roundtree Drive | TWSC | EB | C | EBT/R | 0.03 |
| | | WB | C | WBR | 0.10 |
| | | NB | C | NBL | 0.04 |
| | | SB | C | SBL | 0.05 |
| | | Overall | - | WBR | 0.10 |
| Roundtree Drive & Project Driveway #2 | TWSC | EB | - | - | - |
| | | WB | A | - | - |
| | | NB | A | NBL/R | 0.01 |
| | | SB | - | - | - |
| | | Overall | - | NBL/R | 0.01 |
| Indian River Dr & Project Driveway #3 | TWSC | EB | A | EBL/R | 0.01 |
| | | WB | - | - | - |
| | | NB | A | NBL | 0.01 |
| | | SB | - | - | - |
| | | Overall | - | EBL/R | 0.01 |

As shown in **Tables 6 and 7**, all intersection approaches and project driveways operate at an acceptable LOS with a v/c ratio of less than one (1.0) during the buildout AM and PM peak hours.

No deficiencies were identified as a result of project traffic.

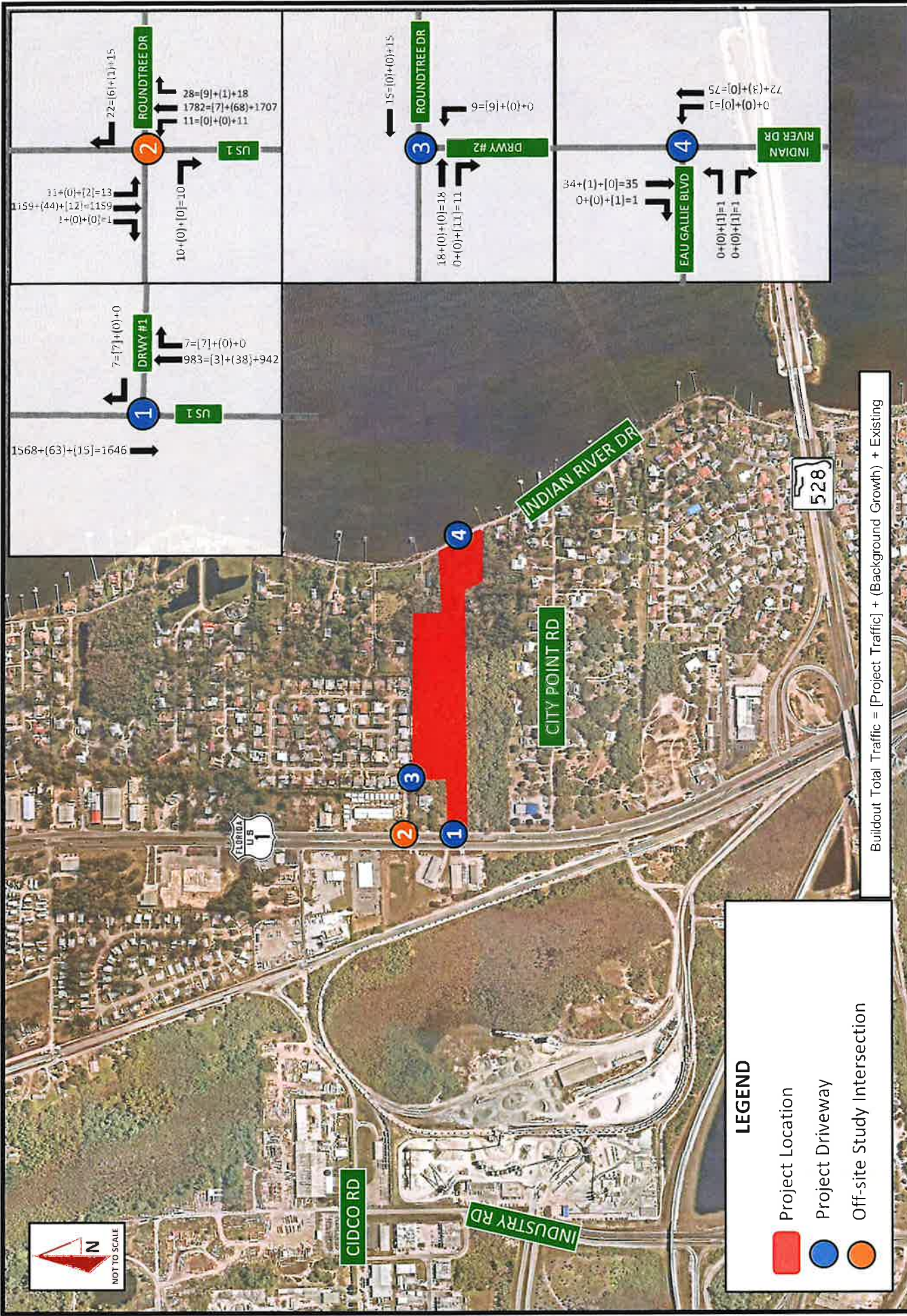


Buildout Total Traffic = [Project Traffic] + (Background Growth) + Existing

Figure 4: Buildout Volume AM Peak Hour

City Point PUD
 Traffic Operational Technical Memo
 October 2024

Kimley-Horn
 © 2024 Kimley-Horn and Associates, Inc.
 200 S Orange Ave, Suite 600, Orlando, FL, 32801
 Phone: (407)-898-1511



Buildout Total Traffic = [Project Traffic] + (Background Growth) + Existing

LEGEND

- Project Location
- Project Driveway
- Off-site Study Intersection

Figure 5: Buildout Volume PM Peak Hour

City Point PUD
Traffic Operational Technical Memo
 October 2024

Kimley»Horn
 © 2024 Kimley-Horn and Associates, Inc.
 200 S Orange Ave, Suite 600, Orlando, FL, 32801
 Phone: (407)-898-1511



Roadway Segment Analysis

A Daily & PM peak hour roadway segment analysis was performed for existing (2024), background (2025), and buildout (2025) conditions. Roadway data was obtained from the 2023 Space Coast TPO Annual Count Spreadsheet and is provided in **Attachment H**. Background growth was developed by forecasting Year 2023 to future year 2025 conditions using a two percent (2%) annual growth rate. Buildout volumes were developed by adding anticipated project trips to background volumes. **Tables 8 and 9** provide the daily and Pm peak hour analysis, respectively. As shown in **Tables 8 and 9**, all roadway segments within the study area are expected to operate within capacity under buildout daily and PM peak hour conditions. No roadway segment deficiencies were identified as a result of project traffic.



Table 8 : Daily Segment Analysis

| Roadway Segment | Maximum Allowable Volume (MAV) ^[1] | No. of Lanes | Adopted LOS ^[1] | 2023 AADT | Existing Deficiency? | Growth Rate | 2025 Background Volume ^[2] | 2025 Background Deficiency? | Project Distribution ^[3] | Daily Project Trips | 2025 Buildout Volume | 2025 Buildout Deficiency? |
|--|---|--------------|----------------------------|-----------|----------------------|-------------|---------------------------------------|-----------------------------|-------------------------------------|---------------------|----------------------|---------------------------|
| US 1 SR 528 to Canveral Groves Blvd | 41,790 | 4 | D | 26,900 | No | 2.00% | 27,987 | No | 90% | 189 | 28,176 | No |
| Roundtree Drive US 1 to Chester Dr ^[2] | 15,600 | 2 | D | 467 | No | 2.00% | 495 | No | 68% | 142 | 637 | No |
| Indian River Drive City Point Rd to S Twin Lakes Rd ^[2] | 15,600 | 2 | D | 1,178 | No | 2.00% | 1,250 | No | 10% | 21 | 1,271 | No |

Notes:

1. Data obtained from the Space Coast TPO Traffic Counts Report
2. Year 2023 AADTs were not reported by Space Coast TPO, therefore a standard k-factor of .09 was applied to traffic counts
3. Percent distribution determined as highest along the segment in accordance with the model output.

Table 9 : PM peak hour Segment Analysis

| Roadway Segment | Maximum Allowable Volume (MAV) ^[1] | No. of Lanes | Adopted LOS ^[1] | 2023 PM Peak Hour Volume ^[2] | Existing Deficiency? | Growth Rate | 2025 Background Volume ^[2] | 2025 Background Deficiency? | Project Distribution ^[3] | PM peak hour Project Trips | 2025 Buildout Volume | 2025 Buildout Deficiency? |
|---|---|--------------|----------------------------|---|----------------------|-------------|---------------------------------------|-----------------------------|-------------------------------------|----------------------------|----------------------|---------------------------|
| US 1 SR 528 to Canveral Groves Blvd | 3,580 | 4 | D | 2,245 | No | 2.00% | 2,336 | No | 90% | 32 | 2,368 | No |
| Roundtree Drive US 1 to Chester Dr | 1,410 | 2 | D | 42 | No | 2.00% | 45 | No | 68% | 23 | 68 | No |
| Indian River Drive City Point Rd to S Twin Lakes Rd | 1,410 | 2 | D | 106 | No | 2.00% | 112 | No | 10% | 4 | 116 | No |

Notes:

1. Peak hour Maximum Allowable Volumes (MAVs) assigned using the FDOT 2020 Q/LOS Handbook.
2. Year 2023 PM peak hour volumes were determined using turning movement counts collected on 10/18/2023
3. Percent distribution determined as highest along the segment in accordance with the model output.



Access Management Evaluation

Per FDOT standards, the segment of US 1 north of SR 528 is an Access Class 3 roadway and has a posted speed limit of 45 mph. A minimum connection (driveway) spacing of 440 feet is required for an Access Class 3 roadway. The proposed driveway along US 1 only serves 28 RV parking stalls. The trip generation for RV parking is very low (14 in and 14 out per day). Although the proposed driveway does not meet the access spacing requirement, operations of the driveway are not anticipated to negatively impact the surrounding intersections and roadway network. The owner's frontage along US 1 is only ±160 feet wide, making it unfeasible to meet access spacing standards.

Turn Lane Assessment

A turn lane assessment was performed at the intersection of US 1 & Roundtree Drive under Peak hour buildout conditions. The results of the assessment are provided in **Table 10**.

Table 10: Turn Lane Assessment

| Lane | Existing Turn Lane Length (ft.) | 95th Percentile Queue (ft.) | Required Decel. Length (ft.)* | Required Turn Lane Length (ft.) | Additional Turn Lane Length (ft.) | Queue Length Exceeded? |
|------|---------------------------------|-----------------------------|-------------------------------|---------------------------------|-----------------------------------|------------------------|
| SBL | 330 | 5 | 290 | 295 | 0 | N |

**Required Decel. Length is based on FDOT standards for a 50-mph roadway*

As shown in **Table 8**, the turn lanes provide sufficient storage to stack the 95th percentile queue and provide the required deceleration length per FDOT standards.

The need for an exclusive eastbound ingress right-turn lane at the project driveway on US 1 was evaluated using the FDOT Access Management Guidebook. The FDOT Access Management Guidebook recommends ingress right-turn lanes at driveways if the right turning volume exceeds 35 vehicles per hour for roadways with a posted speed greater than 45 MPH. As shown in **Figure 5 and 6**, this right-turn threshold is not exceeded. Therefore, a right-turn lane is not warranted at the project driveway on US 1.



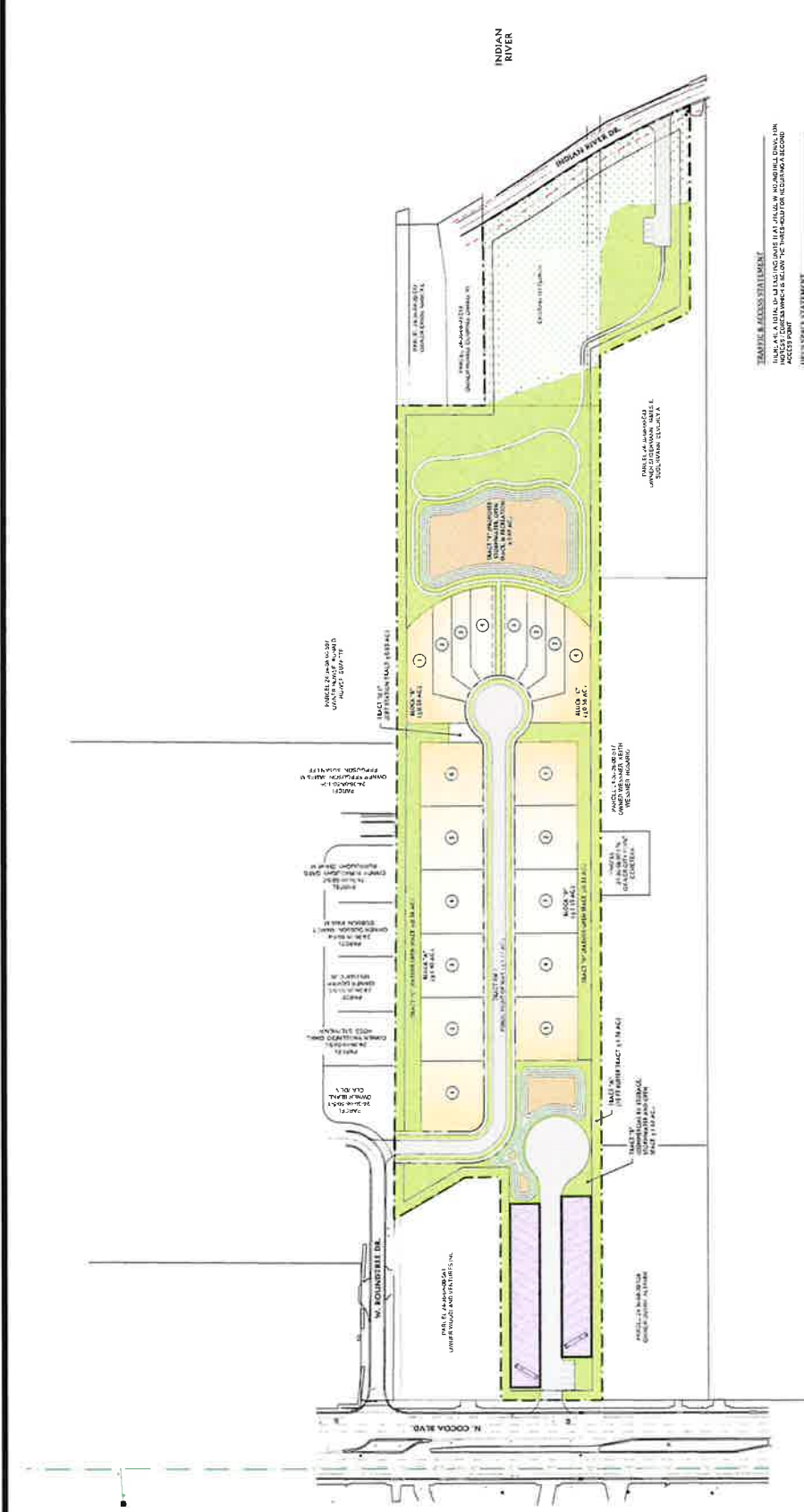
Conclusion

This traffic impact analysis was performed to support site and access permit review for the proposed development located southeast of the intersection of US 1 & Roundtree Drive. The proposed development is estimated to generate a total of 210 daily trips, 32 AM peak hour trips (13 inbound and 19 outbound), and 35 PM peak hour trips (20 inbound and 15 outbound).

The operational analyses show that all project driveways and the study intersection of US 1 & Roundtree Drive are anticipated to operate at an acceptable LOS and v/c ratios of less than one (1.0) during the existing, background, and buildout conditions. No deficiencies are anticipated as a result of the project traffic.

A Daily & PM peak hour roadway segment analysis was performed for existing (2024), background (2025), and buildout (2025) conditions. All roadway segments within the study area are expected to operate within capacity under buildout daily and PM peak hour conditions. No roadway segment deficiencies were identified as a result of project traffic.

ATTACHMENT A
Site Plan



TRAFFIC ASSESSMENT
 THIS TRAFFIC ASSESSMENT IS BASED ON THE ASSUMPTIONS THAT THE PROPOSED DEVELOPMENT WILL BE USED AS A COMMERCIAL DEVELOPMENT AND THAT THE PROPOSED DEVELOPMENT WILL BE USED AS A COMMERCIAL DEVELOPMENT. THE TRAFFIC ASSESSMENT IS BASED ON THE ASSUMPTIONS THAT THE PROPOSED DEVELOPMENT WILL BE USED AS A COMMERCIAL DEVELOPMENT AND THAT THE PROPOSED DEVELOPMENT WILL BE USED AS A COMMERCIAL DEVELOPMENT.

GENERAL STATEMENT
 ALL DIMENSIONS AND LOCATIONS ARE SHOWN IN METERS. THE DIMENSIONS AND LOCATIONS ARE SHOWN IN METERS. THE DIMENSIONS AND LOCATIONS ARE SHOWN IN METERS. THE DIMENSIONS AND LOCATIONS ARE SHOWN IN METERS.

PROJECT DATA
 PROJECT NO. 111111
 SHEET NO. 111111
 DATE 11/11/11
 DRAWN BY 111111
 CHECKED BY 111111



CITY POINT PUD
 TRACTS & OPEN SPACE EXHIBIT

MBV
ENGINEERING, INC.
 MOJIB BOVALES VILLALBAZAR & ASSOCIATES

CIVIL • STRUCTURAL • SURVEYING • ENVIRONMENTAL

ATTACHMENT B
Raw Turning Movement Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 1/N Cocoa Blvd & Roundtree Dr
 City: Cocoa
 Control: 1-Way Stop(WB)

Project ID: 23-130291-001
 Date: 10/18/2023

Data - Total

| NS/EW Streets: | US 1/N Cocoa Blvd | | | | US 1/N Cocoa Blvd | | | | Roundtree Dr | | | | Roundtree Dr | | | | TOTAL |
|-------------------------|---------------------|--------|-------|-------|-------------------|--------|-------|-------|--------------|-------|---------|-------|--------------|-------|---------|-------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 1 | 176 | 1 | 1 | 0 | 271 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 454 |
| 7:15 AM | 0 | 222 | 1 | 2 | 0 | 330 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 557 |
| 7:30 AM | 0 | 207 | 0 | 7 | 0 | 450 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 672 |
| 7:45 AM | 2 | 232 | 0 | 1 | 0 | 419 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 659 |
| 8:00 AM | 0 | 227 | 1 | 3 | 2 | 326 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 563 |
| 8:15 AM | 0 | 192 | 3 | 3 | 3 | 349 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 554 |
| 8:30 AM | 0 | 263 | 2 | 1 | 0 | 329 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 598 |
| 8:45 AM | 1 | 187 | 2 | 3 | 1 | 279 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 476 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 4 | 1706 | 10 | 21 | 6 | 2753 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 4533 |
| APPROACH %'s : | 0.23% | 97.99% | 0.57% | 1.21% | 0.22% | 99.39% | 0.22% | 0.18% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | 9 | 0 | TOTAL |
| PEAK HR VOL : | 2 | 888 | 2 | 13 | 2 | 1525 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.563 | 0 | 2451 |
| PEAK HR FACTOR : | 0.250 | 0.957 | 0.500 | 0.464 | 0.250 | 0.847 | 0.500 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.912 |
| | 0.963 | | | | 0.846 | | | | 0.625 | | | | 0.750 | | | | |
| PM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 1 | 343 | 4 | 1 | 1 | 295 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 653 |
| 4:15 PM | 1 | 411 | 6 | 0 | 3 | 278 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 704 |
| 4:30 PM | 2 | 413 | 6 | 0 | 2 | 275 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 706 |
| 4:45 PM | 2 | 393 | 5 | 1 | 3 | 282 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 689 |
| 5:00 PM | 2 | 383 | 3 | 4 | 2 | 245 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 647 |
| 5:15 PM | 0 | 485 | 4 | 0 | 2 | 279 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 5 | 0 | 779 |
| 5:30 PM | 0 | 388 | 2 | 3 | 1 | 288 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 687 |
| 5:45 PM | 4 | 317 | 2 | 1 | 3 | 264 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 596 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| | 12 | 3133 | 32 | 10 | 17 | 2206 | 2 | 5 | 0 | 0 | 14 | 0 | 0 | 0 | 30 | 0 | 5461 |
| APPROACH %'s : | 0.38% | 98.31% | 1.00% | 0.31% | 0.76% | 98.92% | 0.09% | 0.22% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | 15 | 0 | TOTAL |
| PEAK HR VOL : | 6 | 1674 | 18 | 5 | 9 | 1081 | 1 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | 0.750 | 0 | 2821 |
| PEAK HR FACTOR : | 0.750 | 0.863 | 0.750 | 0.313 | 0.750 | 0.958 | 0.250 | 0.500 | 0.000 | 0.000 | 0.625 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.905 |
| | 0.871 | | | | 0.959 | | | | 0.625 | | | | 0.750 | | | | |

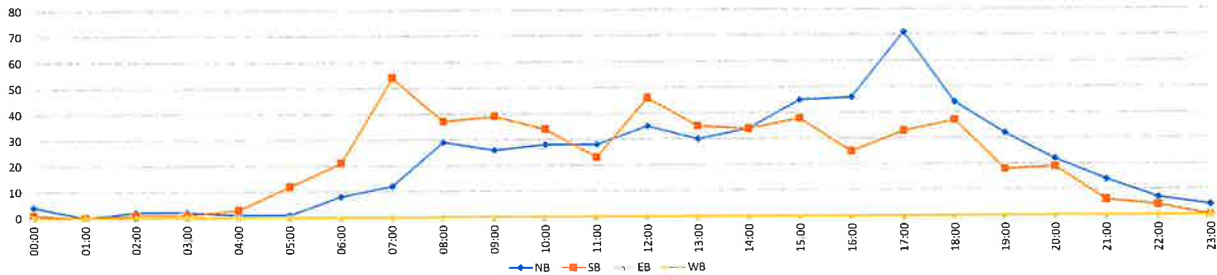
VOLUME

CR 515/Indian River Dr N/O City Point Rd

Day: Wednesday
Date: 10/18/2023

City: Cocoa
Project #: FL23_130292_001

| DAILY TOTALS | | | | | | NB | SB | EB | WB | Total | DAILY TOTALS | | | | | | |
|---------------------|------------|------------|-----------|-----------|------------|----------------|------------|------------|-----------|-----------|------------------|-------------------|-------|-------|-------|----|-------|
| | | | | | | 525 | 521 | 0 | 0 | 1,046 | | | | | | | |
| 15-Minutes Interval | | | | | | | | | | | Hourly Intervals | | | | | | |
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
| 00:00 | 1 | 1 | | | 2 | 12:00 | 9 | 11 | | | 20 | 00:00 01:00 | 4 | 1 | | | 5 |
| 00:15 | 1 | 0 | | | 1 | 12:15 | 7 | 11 | | | 18 | 01:00 02:00 | 0 | 0 | | | 0 |
| 00:30 | 0 | 0 | | | 0 | 12:30 | 14 | 8 | | | 22 | 02:00 03:00 | 2 | 1 | | | 3 |
| 00:45 | 2 | 0 | | | 2 | 12:45 | 5 | 16 | | | 21 | 03:00 04:00 | 2 | 1 | | | 3 |
| 01:00 | 0 | 0 | | | 0 | 13:00 | 10 | 9 | | | 19 | 04:00 05:00 | 1 | 3 | | | 4 |
| 01:15 | 0 | 0 | | | 0 | 13:15 | 10 | 11 | | | 21 | 05:00 06:00 | 1 | 12 | | | 13 |
| 01:30 | 0 | 0 | | | 0 | 13:30 | 7 | 11 | | | 18 | 06:00 07:00 | 8 | 21 | | | 29 |
| 01:45 | 0 | 0 | | | 0 | 13:45 | 3 | 4 | | | 7 | 07:00 08:00 | 12 | 54 | | | 66 |
| 02:00 | 1 | 0 | | | 1 | 14:00 | 8 | 6 | | | 14 | 08:00 09:00 | 29 | 37 | | | 66 |
| 02:15 | 0 | 0 | | | 0 | 14:15 | 4 | 9 | | | 13 | 09:00 10:00 | 26 | 39 | | | 65 |
| 02:30 | 0 | 0 | | | 0 | 14:30 | 11 | 9 | | | 20 | 10:00 11:00 | 28 | 34 | | | 62 |
| 02:45 | 1 | 1 | | | 2 | 14:45 | 11 | 10 | | | 21 | 11:00 12:00 | 28 | 23 | | | 51 |
| 03:00 | 1 | 0 | | | 1 | 15:00 | 7 | 9 | | | 16 | 12:00 13:00 | 35 | 46 | | | 81 |
| 03:15 | 1 | 0 | | | 1 | 15:15 | 11 | 14 | | | 25 | 13:00 14:00 | 30 | 35 | | | 65 |
| 03:30 | 0 | 1 | | | 1 | 15:30 | 12 | 8 | | | 20 | 14:00 15:00 | 34 | 34 | | | 68 |
| 03:45 | 0 | 0 | | | 0 | 15:45 | 15 | 7 | | | 22 | 15:00 16:00 | 45 | 38 | | | 83 |
| 04:00 | 0 | 0 | | | 0 | 16:00 | 10 | 2 | | | 12 | 16:00 17:00 | 46 | 25 | | | 71 |
| 04:15 | 0 | 0 | | | 0 | 16:15 | 13 | 7 | | | 20 | 17:00 18:00 | 71 | 33 | | | 104 |
| 04:30 | 0 | 3 | | | 3 | 16:30 | 11 | 10 | | | 21 | 18:00 19:00 | 44 | 37 | | | 81 |
| 04:45 | 1 | 0 | | | 1 | 16:45 | 12 | 6 | | | 18 | 19:00 20:00 | 32 | 18 | | | 50 |
| 05:00 | 0 | 1 | | | 1 | 17:00 | 21 | 8 | | | 29 | 20:00 21:00 | 22 | 19 | | | 41 |
| 05:15 | 1 | 2 | | | 3 | 17:15 | 19 | 11 | | | 30 | 21:00 22:00 | 14 | 6 | | | 20 |
| 05:30 | 0 | 2 | | | 2 | 17:30 | 14 | 10 | | | 24 | 22:00 23:00 | 7 | 4 | | | 11 |
| 05:45 | 0 | 7 | | | 7 | 17:45 | 17 | 4 | | | 21 | 23:00 00:00 | 4 | 0 | | | 4 |
| 06:00 | 2 | 4 | | | 6 | 18:00 | 14 | 8 | | | 22 | STATISTICS | | | | | |
| 06:15 | 1 | 5 | | | 6 | 18:15 | 7 | 14 | | | 21 | | NB | SB | EB | WB | TOTAL |
| 06:30 | 1 | 4 | | | 5 | 18:30 | 10 | 5 | | | 15 | Peak Period | 00:00 | to | 12:00 | | |
| 06:45 | 4 | 8 | | | 12 | 18:45 | 13 | 10 | | | 23 | Volume | 141 | 226 | | | 367 |
| 07:00 | 4 | 11 | | | 15 | 19:00 | 7 | 3 | | | 10 | Peak Hour | 8:30 | 7:00 | | | 8:30 |
| 07:15 | 2 | 12 | | | 14 | 19:15 | 11 | 8 | | | 19 | Peak Volume | 32 | 54 | | | 73 |
| 07:30 | 2 | 16 | | | 18 | 19:30 | 10 | 5 | | | 15 | Peak Hour Factor | 0.667 | 0.844 | | | 0.760 |
| 07:45 | 4 | 15 | | | 19 | 19:45 | 4 | 2 | | | 6 | Peak Period | 12:00 | to | 00:00 | | |
| 08:00 | 3 | 10 | | | 13 | 20:00 | 5 | 2 | | | 7 | Volume | 384 | 295 | | | 679 |
| 08:15 | 5 | 7 | | | 12 | 20:15 | 5 | 7 | | | 12 | Peak Hour | 17:00 | 12:45 | | | 17:00 |
| 08:30 | 9 | 8 | | | 17 | 20:30 | 6 | 3 | | | 9 | Peak Volume | 71 | 47 | | | 104 |
| 08:45 | 12 | 12 | | | 24 | 20:45 | 6 | 7 | | | 13 | Peak Hour Factor | 0.845 | 0.734 | | | 0.867 |
| 09:00 | 2 | 10 | | | 12 | 21:00 | 3 | 1 | | | 4 | Peak Period | 07:00 | to | 09:00 | | |
| 09:15 | 9 | 11 | | | 20 | 21:15 | 2 | 1 | | | 3 | Volume | 41 | 91 | | | 132 |
| 09:30 | 7 | 10 | | | 17 | 21:30 | 4 | 3 | | | 7 | Peak Hour | 8:00 | 7:00 | | | 7:00 |
| 09:45 | 8 | 8 | | | 16 | 21:45 | 5 | 1 | | | 6 | Peak Volume | 29 | 54 | | | 66 |
| 10:00 | 7 | 10 | | | 17 | 22:00 | 1 | 0 | | | 0 | Peak Hour Factor | 0.604 | 0.844 | | | 0.868 |
| 10:15 | 9 | 3 | | | 12 | 22:15 | 4 | 3 | | | 7 | Peak Period | 16:00 | to | 18:00 | | |
| 10:30 | 5 | 11 | | | 16 | 22:30 | 2 | 1 | | | 3 | Volume | 117 | 58 | | | 175 |
| 10:45 | 7 | 10 | | | 17 | 22:45 | 0 | 0 | | | 0 | Peak Hour | 17:00 | 16:30 | | | 17:00 |
| 11:00 | 5 | 4 | | | 9 | 23:00 | 0 | 0 | | | 0 | Peak Volume | 71 | 35 | | | 104 |
| 11:15 | 10 | 4 | | | 14 | 23:15 | 3 | 0 | | | 3 | Peak Hour Factor | 0.845 | 0.795 | | | 0.867 |
| 11:30 | 8 | 7 | | | 15 | 23:30 | 0 | 0 | | | 0 | | | | | | |
| 11:45 | 5 | 8 | | | 13 | 23:45 | 1 | 0 | | | 1 | | | | | | |
| TOTALS | 141 | 226 | 0 | 0 | 367 | TOTALS | 384 | 295 | 0 | 0 | 679 | | | | | | |
| SPLIT % | 38% | 62% | 0% | 0% | 35% | SPLIT % | 57% | 43% | 0% | 0% | 65% | | | | | | |



ATTACHMENT C
FTO Seasonal Factor

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7000 BREVARD COUNTYWIDE

| WEEK | DATES | SF | MOCF: 0.93 PSCF |
|------|-------------------------|------|--------------------|
| 1 | 01/01/2022 - 01/01/2022 | 1.03 | 1.11 |
| 2 | 01/02/2022 - 01/08/2022 | 1.02 | 1.10 |
| 3 | 01/09/2022 - 01/15/2022 | 1.01 | 1.09 |
| 4 | 01/16/2022 - 01/22/2022 | 0.99 | 1.06 |
| 5 | 01/23/2022 - 01/29/2022 | 0.98 | 1.05 |
| * 6 | 01/30/2022 - 02/05/2022 | 0.96 | 1.03 |
| * 7 | 02/06/2022 - 02/12/2022 | 0.94 | 1.01 |
| * 8 | 02/13/2022 - 02/19/2022 | 0.92 | 0.99 |
| * 9 | 02/20/2022 - 02/26/2022 | 0.92 | 0.99 |
| *10 | 02/27/2022 - 03/05/2022 | 0.91 | 0.98 |
| *11 | 03/06/2022 - 03/12/2022 | 0.91 | 0.98 |
| *12 | 03/13/2022 - 03/19/2022 | 0.90 | 0.97 |
| *13 | 03/20/2022 - 03/26/2022 | 0.91 | 0.98 |
| *14 | 03/27/2022 - 04/02/2022 | 0.92 | 0.99 |
| *15 | 04/03/2022 - 04/09/2022 | 0.93 | 1.00 |
| *16 | 04/10/2022 - 04/16/2022 | 0.94 | 1.01 |
| *17 | 04/17/2022 - 04/23/2022 | 0.95 | 1.02 |
| *18 | 04/24/2022 - 04/30/2022 | 0.96 | 1.03 |
| 19 | 05/01/2022 - 05/07/2022 | 0.97 | 1.04 |
| 20 | 05/08/2022 - 05/14/2022 | 0.98 | 1.05 |
| 21 | 05/15/2022 - 05/21/2022 | 0.99 | 1.06 |
| 22 | 05/22/2022 - 05/28/2022 | 1.00 | 1.08 |
| 23 | 05/29/2022 - 06/04/2022 | 1.02 | 1.10 |
| 24 | 06/05/2022 - 06/11/2022 | 1.04 | 1.12 |
| 25 | 06/12/2022 - 06/18/2022 | 1.05 | 1.13 |
| 26 | 06/19/2022 - 06/25/2022 | 1.05 | 1.13 |
| 27 | 06/26/2022 - 07/02/2022 | 1.05 | 1.13 |
| 28 | 07/03/2022 - 07/09/2022 | 1.05 | 1.13 |
| 29 | 07/10/2022 - 07/16/2022 | 1.05 | 1.13 |
| 30 | 07/17/2022 - 07/23/2022 | 1.04 | 1.12 |
| 31 | 07/24/2022 - 07/30/2022 | 1.04 | 1.12 |
| 32 | 07/31/2022 - 08/06/2022 | 1.04 | 1.12 |
| 33 | 08/07/2022 - 08/13/2022 | 1.04 | 1.12 |
| 34 | 08/14/2022 - 08/20/2022 | 1.04 | 1.12 |
| 35 | 08/21/2022 - 08/27/2022 | 1.05 | 1.13 |
| 36 | 08/28/2022 - 09/03/2022 | 1.06 | 1.14 |
| 37 | 09/04/2022 - 09/10/2022 | 1.07 | 1.15 |
| 38 | 09/11/2022 - 09/17/2022 | 1.08 | 1.16 |
| 39 | 09/18/2022 - 09/24/2022 | 1.06 | 1.14 |
| 40 | 09/25/2022 - 10/01/2022 | 1.04 | 1.12 |
| 41 | 10/02/2022 - 10/08/2022 | 1.02 | 1.10 |
| 42 | 10/09/2022 - 10/15/2022 | 1.00 | 1.08 |
| 43 | 10/16/2022 - 10/22/2022 | 1.02 | 1.10 |
| 44 | 10/23/2022 - 10/29/2022 | 1.03 | 1.11 |
| 45 | 10/30/2022 - 11/05/2022 | 1.04 | 1.12 |
| 46 | 11/06/2022 - 11/12/2022 | 1.05 | 1.13 |
| 47 | 11/13/2022 - 11/19/2022 | 1.06 | 1.14 |
| 48 | 11/20/2022 - 11/26/2022 | 1.05 | 1.13 |
| 49 | 11/27/2022 - 12/03/2022 | 1.05 | 1.13 |
| 50 | 12/04/2022 - 12/10/2022 | 1.04 | 1.12 |
| 51 | 12/11/2022 - 12/17/2022 | 1.03 | 1.11 |
| 52 | 12/18/2022 - 12/24/2022 | 1.02 | 1.10 |
| 53 | 12/25/2022 - 12/31/2022 | 1.01 | 1.09 |

* PEAK SEASON

23-FEB-2023 09:11:22

830UPD

5_7000_PKSEASON.TXT

ATTACHMENT D
Intersection Volume Worksheets

Intersection Development Worksheet



Expect More. Experience Better.

TMC Year: 2023

Intersection #: 1
 Major Street: US 1 N/S
 Minor Street: Project Drwy #1 E/W
 Existing Year: 2023
 Buildout Year: 2025
 Seasonal Factor: 1.02
 Annual Growth (%): 2.00%

Residential AM Peak Hour Trips: IN = 4 OUT = 10
 RV Storage AM Peak Hour Trips: IN = 7 OUT = 7
 Walking Path AM Peak Hour Trips: IN = 2 OUT = 2

PHF = 0.92

| Weekday AM Peak Hour 07:30 AM - 08:30 AM | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|------------|---|-----|------------|---|-------|-----------|---|---|-----------|---|---|
| | U | L | T | U | L | T | U | L | T | U | L | T |
| TMC (2023) | 0 | 0 | 924 | 0 | 0 | 1,537 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seasonal Factor | 1.02 | | | 1.02 | | | 1.02 | | | 1.02 | | |
| Heavy Vehicle | 0.0% | | | 0.0% | | | 0.0% | | | 0.0% | | |
| Existing (2023) | 0 | 0 | 942 | 0 | 0 | 1,569 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Factor | 1.04 | | | 1.04 | | | 1.04 | | | 1.04 | | |
| Background (2025) | 0 | 0 | 980 | 0 | 0 | 1,631 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Assignment | | | | | | | | | | | | |
| Residential | 80% | | | 80% | | | 80% | | | 80% | | |
| Ingress | 80% | | | 80% | | | 80% | | | 80% | | |
| Egress | 80% | | | 80% | | | 80% | | | 80% | | |
| Project Trips | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| RV Storage | 100% | | | 100% | | | 100% | | | 100% | | |
| Ingress | 100% | | | 100% | | | 100% | | | 100% | | |
| Egress | 100% | | | 100% | | | 100% | | | 100% | | |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walking Path | 70% | | | 70% | | | 70% | | | 70% | | |
| Ingress | 70% | | | 70% | | | 70% | | | 70% | | |
| Egress | 70% | | | 70% | | | 70% | | | 70% | | |
| Project Trips | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total Project Trips | 0 | 0 | 3 | 7 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 7 |
| Project Buildout | 0 | 0 | 983 | 7 | 0 | 0 | 1646 | 0 | 0 | 0 | 0 | 7 |

Residential PM Peak Hour Trips: IN = 11 OUT = 6
 RV Storage PM Peak Hour Trips: IN = 7 OUT = 7
 Walking Path PM Peak Hour Trips: IN = 2 OUT = 2

PHF = 0.92

| Weekday PM Peak Hour 04:45 PM - 05:45 PM | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|------------|---|-------|------------|---|-------|-----------|---|---|-----------|---|---|
| | U | L | T | U | L | T | U | L | T | U | L | T |
| TMC (2023) | 0 | 0 | 1,703 | 0 | 0 | 1,093 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seasonal Factor | 1.02 | | | 1.02 | | | 1.02 | | | 1.02 | | |
| Heavy Vehicle | 0.0% | | | 0.0% | | | 0.0% | | | 0.0% | | |
| Existing (2023) | 0 | 0 | 1,737 | 0 | 0 | 1,115 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Factor | 1.04 | | | 1.04 | | | 1.04 | | | 1.04 | | |
| Background (2025) | 0 | 0 | 1,806 | 0 | 0 | 1,160 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Assignment | | | | | | | | | | | | |
| Multifamily | 80% | | | 80% | | | 80% | | | 80% | | |
| Ingress | 80% | | | 80% | | | 80% | | | 80% | | |
| Egress | 80% | | | 80% | | | 80% | | | 80% | | |
| Project Trips | 0 | 0 | 9 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 |
| RV Storage | 100% | | | 100% | | | 100% | | | 100% | | |
| Ingress | 100% | | | 100% | | | 100% | | | 100% | | |
| Egress | 100% | | | 100% | | | 100% | | | 100% | | |
| Project Trips | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 7 |
| Walking Path | 20% | | | 20% | | | 20% | | | 20% | | |
| Ingress | 20% | | | 20% | | | 20% | | | 20% | | |
| Egress | 20% | | | 20% | | | 20% | | | 20% | | |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 0 | 0 | 9 | 7 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 7 |
| Project Buildout | 0 | 0 | 1815 | 7 | 0 | 0 | 1172 | 0 | 0 | 0 | 0 | 7 |

Intersection Development Worksheet



Expect More Experience Better

TMC Year: 2023

Existing Year: 2023
 Buildout Year: 2025
 Seasonal Factor: 1.02
 Annual Growth (%): 2.00%

Intersection #: 2
 Major Street: US 1
 Minor Street: Roundtree Dr

Residential AM Peak Hour Trips: IN = 4 OUT = 10
 RV Storage AM Peak Hour Trips: IN = 7 OUT = 7
 Walking Path AM Peak Hour Trips: IN = 2 OUT = 2

PHF = 0.91

| Weekday AM Peak Hour 07:15 AM - 08:15 AM | US 1 | | | | | | Roundtree Dr | | | | | | | | |
|--|------------|------|------------|------|-----------|------|--------------|------|-----------|------|-----------|------|------|------|------|
| | Northbound | | Southbound | | Eastbound | | Westbound | | Eastbound | | Westbound | | | | |
| | U | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| TMC (2023) | 21 | 2 | 888 | 13 | 4 | 2 | 1,525 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Seasonal Factor | 0.0% | 0.0% | 1.02 | 0.0% | 0.0% | 1.02 | 0.0% | 0.0% | 0.0% | 1.02 | 0.0% | 0.0% | 0.0% | 1.02 | 0.0% |
| Heavy Vehicle | 0.0% | 0.0% | 5.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Existing (2023) | 21 | 2 | 906 | 13 | 4 | 2 | 1,556 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Growth Factor | 1.04 | | | | | 1.04 | | | | 1.04 | | | | | 1.04 |
| Background (2025) | 22 | 2 | 942 | 14 | 4 | 2 | 1,618 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Project Assignment | | | | | | | | | | | | | | | |
| Residential | | | | | | | | | | | | | | | |
| Ingress | | | | 80% | | | 20% | | | | | | | | 100% |
| Egress | | | | | | | | | | | | | | | |
| Project Trips | 0 | 0 | 0 | 3 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| RV Storage | | | | | | | | | | | | | | | |
| Ingress | | | | | | | | | | | | | | | |
| Egress | | | | 100% | | | 20% | | | | | | | | |
| Project Trips | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walking Path | | | | | | | | | | | | | | | |
| Ingress | | | | | | | | | | | | | | | |
| Egress | | | | | | | | | | | | | | | |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 0 | 0 | 7 | 3 | 0 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Project Buildout | 22 | 2 | 949 | 17 | 4 | 3 | 1633 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |

Residential PM Peak Hour Trips: IN = 13 OUT = 5
 RV Storage PM Peak Hour Trips: IN = 7 OUT = 7
 Walking Path PM Peak Hour Trips: IN = 2 OUT = 2

PHF = 0.91

| Weekday PM Peak Hour 04:30 PM - 05:30 PM | US 1 | | | | | | Roundtree Dr | | | | | | | | |
|--|------------|------|------------|------|-----------|------|--------------|------|-----------|------|-----------|------|------|------|------|
| | Northbound | | Southbound | | Eastbound | | Westbound | | Eastbound | | Westbound | | | | |
| | U | T | R | U | L | T | R | U | L | T | R | U | L | T | R |
| TMC (2023) | 5 | 6 | 1,674 | 16 | 2 | 9 | 1,081 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Seasonal Factor | 0.0% | 0.0% | 1.02 | 0.0% | 0.0% | 1.02 | 0.0% | 0.0% | 0.0% | 1.02 | 0.0% | 0.0% | 0.0% | 1.02 | 0.0% |
| Heavy Vehicle | 0.0% | 0.0% | 2.0% | 0.0% | 0.0% | 4.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Existing (2023) | 5 | 6 | 1,707 | 16 | 2 | 9 | 1,103 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Growth Factor | 1.04 | | | | | 1.04 | | | | 1.04 | | | | | 1.04 |
| Background (2025) | 5 | 6 | 1,775 | 19 | 2 | 9 | 1,147 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| Project Assignment | | | | | | | | | | | | | | | |
| Multifamily | | | | | | | | | | | | | | | |
| Ingress | | | | 80% | | | 20% | | | | | | | | 100% |
| Egress | | | | | | | | | | | | | | | |
| Project Trips | 0 | 0 | 0 | 9 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| RV Storage | | | | | | | | | | | | | | | |
| Ingress | | | | | | | | | | | | | | | |
| Egress | | | | 100% | | | 20% | | | | | | | | |
| Project Trips | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walking Path | | | | | | | | | | | | | | | |
| Ingress | | | | | | | | | | | | | | | |
| Egress | | | | | | | | | | | | | | | |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 0 | 0 | 7 | 9 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Project Buildout | 5 | 6 | 1762 | 26 | 2 | 11 | 1159 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |

Intersection Development Worksheet

Intersection #: **3** Existing Year: **2023** TMC Year: **2023**
 Buildout Year: **2025**
 Major Street: **Roundtree Drive** E/W: **1.02** Seasonal Factor: **1.02**
 Minor Street: **Project Drwy #2** N/S: **N/S** Annual Growth (%): **2.00%**

Residential AM Peak Hour Trips: IN = **4** OUT = **10**
 RV Storage AM Peak Hour Trips: IN = **7** OUT = **7**
 Walking Path AM Peak Hour Trips: IN = **2** OUT = **1**

PHF = **0.92**

| Weekday AM Peak Hour 07:30 AM - 08:30 AM | Northbound | | | Project Drwy #2 | | | Southbound | | | Eastbound | | | Roundtree Drive | | | Westbound | | |
|---|------------|------|------|-----------------|------|------|------------|------|------|-----------|------|------|-----------------|------|------|-----------|------|------|
| | U | L | T | U | L | T | U | L | T | U | L | T | U | L | T | U | L | T |
| TMC (2023) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seasonal Factor | 1.02 | | | 1.02 | | | 1.02 | | | 1.02 | | | 1.02 | | | 1.02 | | |
| Heavy Vehicle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Existing (2023) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Factor | 1.04 | | | 1.04 | | | 1.04 | | | 1.04 | | | 1.04 | | | 1.04 | | |
| Background (2025) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Assignment | | | | | | | | | | | | | | | | | | |
| Residential | | | | | | | | | | | | | | | | | | |
| Ingress | | | | | | | | | | | | | | | | | | |
| Egress | | | | | | | | | | | | | | | | | | |
| Project Trips | 100% | | | 100% | | | 100% | | | 100% | | | 100% | | | 100% | | |
| RV Storage | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ingress | | | | | | | | | | | | | | | | | | |
| Egress | | | | | | | | | | | | | | | | | | |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walking Path | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ingress | | | | | | | | | | | | | | | | | | |
| Egress | | | | | | | | | | | | | | | | | | |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Buildout | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Residential PM Peak Hour Trips: IN = **11** OUT = **6**
 RV Storage PM Peak Hour Trips: IN = **7** OUT = **7**
 Walking Path PM Peak Hour Trips: IN = **2** OUT = **2**

PHF = **0.92**

| Weekday PM Peak Hour 04:45 PM - 05:45 PM | Northbound | | | Project Drwy #2 | | | Southbound | | | Eastbound | | | Roundtree Drive | | | Westbound | | |
|---|------------|------|------|-----------------|------|------|------------|------|------|-----------|------|------|-----------------|------|------|-----------|------|------|
| | U | L | T | U | L | T | U | L | T | U | L | T | U | L | T | U | L | T |
| TMC (2023) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seasonal Factor | 1.02 | | | 1.02 | | | 1.02 | | | 1.02 | | | 1.02 | | | 1.02 | | |
| Heavy Vehicle | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Existing (2023) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Factor | 1.04 | | | 1.04 | | | 1.04 | | | 1.04 | | | 1.04 | | | 1.04 | | |
| Background (2025) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Assignment | | | | | | | | | | | | | | | | | | |
| Multifamily | | | | | | | | | | | | | | | | | | |
| Ingress | | | | | | | | | | | | | | | | | | |
| Egress | | | | | | | | | | | | | | | | | | |
| Project Trips | 100% | | | 100% | | | 100% | | | 100% | | | 100% | | | 100% | | |
| RV Storage | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ingress | | | | | | | | | | | | | | | | | | |
| Egress | | | | | | | | | | | | | | | | | | |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walking Path | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ingress | | | | | | | | | | | | | | | | | | |
| Egress | | | | | | | | | | | | | | | | | | |
| Project Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Buildout | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Intersection Development Worksheet



Expect More Experience Better

TMC Year: 2023

Intersection #: 4
 Major Street: Indian River Drive N/S
 Minor Street: Project Drwy #3 E/W
 Existing Year: 2023
 Buildout Year: 2025
 Seasonal Factor: 1.02
 Annual Growth (%): 2.00%

Residential AM Peak Hour Trips: IN = 4 OUT = 10
 RV Storage AM Peak Hour Trips: IN = 7 OUT = 7
 Walking Path AM Peak Hour Trips: IN = 2 OUT = 2

PHF = 0.92

| Weekday AM Peak Hour 07:30 AM - 08:30 AM | Northbound | | | Indian River Drive | | | Southbound | | | Eastbound | | | Westbound | | | | |
|---|---------------|---|----|--------------------|---|---|---------------|---|----|---------------|---|---|---------------|---|---|---|---|
| | U | L | T | U | R | 0 | U | L | T | U | R | 0 | U | L | T | R | |
| TMC (2023) | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seasonal Factor | 1.02 | | | 1.02 | | | 1.02 | | | 1.02 | | | 1.02 | | | | |
| Heavy Vehicle | 0.0% | | | 0.0% | | | 0.0% | | | 0.0% | | | 0.0% | | | | |
| Existing (2023) | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Factor | 1.04 | | | 1.04 | | | 1.04 | | | 1.04 | | | 1.04 | | | | |
| Background (2025) | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Assignment | | | | | | | | | | | | | | | | | |
| Residential Ingress | [Blue shaded] | | | | | | | | | | | | | | | | |
| Egress | [Blue shaded] | | | | | | | | | | | | | | | | |
| Project Trips | [Blue shaded] | | | | | | | | | | | | | | | | |
| RV Storage Ingress | [Blue shaded] | | | | | | | | | | | | | | | | |
| Egress | [Blue shaded] | | | | | | | | | | | | | | | | |
| Project Trips | [Blue shaded] | | | | | | | | | | | | | | | | |
| Walking Path Ingress | 50% | | | [Blue shaded] | | | [Blue shaded] | | | 50% | | | [Blue shaded] | | | | |
| Egress | [Blue shaded] | | | [Blue shaded] | | | [Blue shaded] | | | [Blue shaded] | | | [Blue shaded] | | | | |
| Project Trips | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| Project Buildout | 0 | 1 | 31 | 0 | 0 | 0 | 0 | 0 | 40 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

Residential PM Peak Hour Trips: IN = 11 OUT = 6
 RV Storage PM Peak Hour Trips: IN = 7 OUT = 7
 Walking Path PM Peak Hour Trips: IN = 2 OUT = 2

PHF = 0.92

| Weekday PM Peak Hour 05:00 PM - 06:00 PM | Northbound | | | Indian River Drive | | | Southbound | | | Eastbound | | | Westbound | | | | |
|---|---------------|---|----|--------------------|---|---|---------------|---|----|---------------|---|---|---------------|---|---|---|---|
| | U | L | T | U | R | 0 | U | L | T | U | R | 0 | U | L | T | R | |
| TMC (2023) | 0 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seasonal Factor | 1.02 | | | 1.02 | | | 1.02 | | | 1.02 | | | 1.02 | | | | |
| Heavy Vehicle | 0.0% | | | 0.0% | | | 0.0% | | | 0.0% | | | 0.0% | | | | |
| Existing (2023) | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Factor | 1.04 | | | 1.04 | | | 1.04 | | | 1.04 | | | 1.04 | | | | |
| Background (2025) | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Project Assignment | | | | | | | | | | | | | | | | | |
| Multifamily Ingress | [Blue shaded] | | | | | | | | | | | | | | | | |
| Egress | [Blue shaded] | | | | | | | | | | | | | | | | |
| Project Trips | [Blue shaded] | | | | | | | | | | | | | | | | |
| RV Storage Ingress | [Blue shaded] | | | | | | | | | | | | | | | | |
| Egress | [Blue shaded] | | | | | | | | | | | | | | | | |
| Project Trips | [Blue shaded] | | | | | | | | | | | | | | | | |
| Walking Path Ingress | 50% | | | [Blue shaded] | | | [Blue shaded] | | | 50% | | | [Blue shaded] | | | | |
| Egress | [Blue shaded] | | | [Blue shaded] | | | [Blue shaded] | | | [Blue shaded] | | | [Blue shaded] | | | | |
| Project Trips | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Total Project Trips | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| Project Buildout | 0 | 1 | 75 | 0 | 0 | 0 | 0 | 0 | 35 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

ATTACHMENT E
Synchro Outputs

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔ | | | | ↔ | ↔ | ↔ | | ↔ | ↔↔↔ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 9 | 24 | 942 | 14 | 6 | 1618 | 6 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 9 | 24 | 942 | 14 | 6 | 1618 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | 350 | - | - | 330 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 10 | 26 | 1035 | 15 | 7 | 1778 | 7 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|---|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | - | 2898 | 893 | - | - | 525 | 1785 | 0 | 0 | 1050 | 0 | 0 |
| Stage 1 | - | 1796 | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | 1102 | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.54 | 7.14 | - | - | 6.94 | 5.34 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | - | 5.54 | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | 5.54 | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 4.02 | 3.92 | - | - | 3.32 | 3.12 | - | - | 2.22 | - | - |
| Pot Cap-1 Maneuver | 0 | 16 | 244 | 0 | 0 | 497 | 161 | - | - | 659 | - | - |
| Stage 1 | 0 | 131 | - | 0 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 0 | 286 | - | 0 | 0 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 13 | 244 | - | - | 497 | 161 | - | - | 659 | - | - |
| Mov Cap-2 Maneuver | - | 13 | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | 130 | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | 240 | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|------|-----|----|
| HCM Control Delay, s | 0 | 12.4 | 0.8 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 161 | - | - | - | 497 | 659 | - | - |
| HCM Lane V/C Ratio | 0.164 | - | - | - | 0.02 | 0.01 | - | - |
| HCM Control Delay (s) | 31.7 | - | - | 0 | 12.4 | 10.5 | - | - |
| HCM Lane LOS | D | - | - | A | B | B | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | - | - | 0.1 | 0 | - | - |

HCM 6th TWSC
2: US 1 & ROUNDTREE DR

PM Peak Hour
Background Conditions

Intersection

| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↵ | | | | ↶ | ↶ | ↕ | | ↶ | ↕↕↕ | |
| Traffic Vol, veh/h | 0 | 0 | 10 | 0 | 0 | 16 | 11 | 1775 | 19 | 11 | 1147 | 1 |
| Future Vol, veh/h | 0 | 0 | 10 | 0 | 0 | 16 | 11 | 1775 | 19 | 11 | 1147 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | 350 | - | - | 330 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 11 | 0 | 0 | 18 | 12 | 1951 | 21 | 12 | 1260 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|---|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | - | 3281 | 631 | - | - | 986 | 1261 | 0 | 0 | 1972 | 0 | 0 |
| Stage 1 | - | 1285 | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | 1996 | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.54 | 7.14 | - | - | 6.94 | 5.34 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | - | 5.54 | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | 5.54 | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 4.02 | 3.92 | - | - | 3.32 | 3.12 | - | - | 2.22 | - | - |
| Pot Cap-1 Maneuver | 0 | 9 | 363 | 0 | 0 | 247 | 292 | - | - | 290 | - | - |
| Stage 1 | 0 | 233 | - | 0 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 0 | 104 | - | 0 | 0 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 8 | 363 | - | - | 247 | 292 | - | - | 290 | - | - |
| Mov Cap-2 Maneuver | - | 8 | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | 223 | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | 100 | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 15.2 | 20.7 | 0.1 | 0.2 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 292 | - | - | 363 | 247 | 290 | - | - |
| HCM Lane V/C Ratio | 0.041 | - | - | 0.03 | 0.071 | 0.042 | - | - |
| HCM Control Delay (s) | 17.9 | - | - | 15.2 | 20.7 | 18 | - | - |
| HCM Lane LOS | C | - | - | C | C | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.1 | 0.2 | 0.1 | - | - |

| Intersection | | | | | | |
|--------------------------|------|-------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | ↗ ↑↑↑ | ↑↑↑ | | | ↑↑↑ |
| Traffic Vol, veh/h | 0 | 7 | 983 | 7 | 0 | 1646 |
| Future Vol, veh/h | 0 | 7 | 983 | 7 | 0 | 1646 |
| 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 | - | - | - | - |
| 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 | 8 | 1068 | 8 | 0 | 1789 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|---|
| Conflicting Flow All | - | 538 | 0 | 0 | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | - | 7.14 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | - | 3.92 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 417 | - | - | 0 |
| Stage 1 | 0 | - | - | - | 0 |
| Stage 2 | 0 | - | - | - | 0 |
| Platoon blocked, % | | | | | |
| Mov Cap-1 Maneuver | - | 417 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 13.8 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBT |
|-----------------------|-----|----------|-------|
| Capacity (veh/h) | - | - | 417 |
| HCM Lane V/C Ratio | - | - | 0.018 |
| HCM Control Delay (s) | - | - | 13.8 |
| HCM Lane LOS | - | - | B |
| HCM 95th %tile Q(veh) | - | - | 0.1 |

HCM 6th TWSC
2: US 1 & ROUNDTREE DR

AM Peak Hour
Buildout Conditions

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|------|------|--------|-------|-------|--------|------|------|--------|------|------|
| Int Delay, s/veh | 0.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↵ | | | | ↶ | ↶ | ↶↵ | | ↶ | ↶↶↶ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 19 | 24 | 949 | 17 | 7 | 1633 | 6 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 19 | 24 | 949 | 17 | 7 | 1633 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | 350 | - | - | 330 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 21 | 26 | 1043 | 19 | 8 | 1795 | 7 |
| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
| Conflicting Flow All | - | 2929 | 901 | - | - | 531 | 1802 | 0 | 0 | 1062 | 0 | 0 |
| Stage 1 | - | 1815 | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | 1114 | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.54 | 7.14 | - | - | 6.94 | 5.34 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | - | 5.54 | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | 5.54 | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 4.02 | 3.92 | - | - | 3.32 | 3.12 | - | - | 2.22 | - | - |
| Pot Cap-1 Maneuver | 0 | 15 | 241 | 0 | 0 | 493 | 157 | - | - | 652 | - | - |
| Stage 1 | 0 | 128 | - | 0 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 0 | 282 | - | 0 | 0 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 12 | 241 | - | - | 493 | 157 | - | - | 652 | - | - |
| Mov Cap-2 Maneuver | - | 12 | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | 126 | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | 235 | - | - | - | - | - | - | - | - | - | - |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 0 | | | 12.6 | | | 0.8 | | | 0 | | |
| HCM LOS | A | | | B | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR | | | | |
| Capacity (veh/h) | 157 | - | - | - | 493 | 652 | - | - | | | | |
| HCM Lane V/C Ratio | 0.168 | - | - | - | 0.042 | 0.012 | - | - | | | | |
| HCM Control Delay (s) | 32.5 | - | - | 0 | 12.6 | 10.6 | - | - | | | | |
| HCM Lane LOS | D | - | - | A | B | B | - | - | | | | |
| HCM 95th %tile Q(veh) | 0.6 | - | - | - | 0.1 | 0 | - | - | | | | |

Intersection

Int Delay, s/veh 2.2

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | ↗ | | | ↖ | ↘ | ↙ |
| Traffic Vol, veh/h | 16 | 4 | 0 | 10 | 10 | 0 |
| Future Vol, veh/h | 16 | 4 | 0 | 10 | 10 | 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 | 17 | 4 | 0 | 11 | 11 | 0 |

Major/Minor

| | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 21 | 0 | 30 |
| Stage 1 | - | - | - | - | 19 |
| Stage 2 | - | - | - | - | 11 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1595 | - | 984 |
| Stage 1 | - | - | - | - | 1004 |
| Stage 2 | - | - | - | - | 1012 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1595 | - | 984 |
| Mov Cap-2 Maneuver | - | - | - | - | 984 |
| Stage 1 | - | - | - | - | 1004 |
| Stage 2 | - | - | - | - | 1012 |

Approach

| | EB | WB | NB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0 | 0 | 8.7 |
| HCM LOS | | | A |

Minor Lane/Major Mvmt

| | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | 984 | - | - | 1595 | - |
| HCM Lane V/C Ratio | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 8.7 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | ↑ | ↓ | |
| Traffic Vol, veh/h | 1 | 1 | 1 | 31 | 40 | 1 |
| Future Vol, veh/h | 1 | 1 | 1 | 31 | 40 | 1 |
| 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 | - | - | - | - | - |
| 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 | 1 | 1 | 1 | 34 | 43 | 1 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 80 | 44 | 44 | 0 | - | 0 |
| Stage 1 | 44 | - | - | - | - | - |
| Stage 2 | 36 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 922 | 1026 | 1564 | - | - | - |
| Stage 1 | 978 | - | - | - | - | - |
| Stage 2 | 986 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 921 | 1026 | 1564 | - | - | - |
| Mov Cap-2 Maneuver | 921 | - | - | - | - | - |
| Stage 1 | 977 | - | - | - | - | - |
| Stage 2 | 986 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 8.7 | 0.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1564 | - | 971 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.002 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 8.7 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

Intersection

Int Delay, s/veh 0.1

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↑↑↑ | ↑↑↑ | | | ↑↑↑ |
| Traffic Vol, veh/h | 0 | 7 | 1815 | 7 | 0 | 1172 |
| Future Vol, veh/h | 0 | 7 | 1815 | 7 | 0 | 1172 |
| 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 | - | - | - | - |
| 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 | 8 | 1973 | 8 | 0 | 1274 |

Major/Minor

| | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|---|
| Conflicting Flow All | - | 991 | 0 | 0 | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |
| Critical Hdwy | - | 7.14 | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - |
| Follow-up Hdwy | - | 3.92 | - | - | - |
| Pot Cap-1 Maneuver | 0 | 210 | - | 0 | - |
| Stage 1 | 0 | - | - | 0 | - |
| Stage 2 | 0 | - | - | 0 | - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 210 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - |
| Stage 1 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - |

Approach

| | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 22.8 | 0 | 0 |
| HCM LOS | C | | |

Minor Lane/Major Mvmt

| | NBT | NBRWBLn1 | SBT |
|-----------------------|-----|----------|-----|
| Capacity (veh/h) | - | - 210 | - |
| HCM Lane V/C Ratio | - | - 0.036 | - |
| HCM Control Delay (s) | - | - 22.8 | - |
| HCM Lane LOS | - | - C | - |
| HCM 95th %tile Q(veh) | - | - 0.1 | - |

Intersection

| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↗ | | | | ↖ | ↖ | ↗ | | ↖ | ↗↗↗ | |
| Traffic Vol, veh/h | 0 | 0 | 10 | 0 | 0 | 22 | 11 | 1782 | 28 | 13 | 1159 | 1 |
| Future Vol, veh/h | 0 | 0 | 10 | 0 | 0 | 22 | 11 | 1782 | 28 | 13 | 1159 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | 350 | - | - | 330 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 11 | 0 | 0 | 24 | 12 | 1958 | 31 | 14 | 1274 | 1 |

| Major/Minor | Minor2 | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|----------|-----------------|
| Conflicting Flow All | - 3316 | 638 | - - 995 | 1275 0 0 1989 |
| Stage 1 | - 1303 | - | - | - - - - |
| Stage 2 | - 2013 | - | - | - - - - |
| Critical Hdwy | - 6.54 | 7.14 | - - 6.94 | 5.34 - - 4.14 |
| Critical Hdwy Stg 1 | - 5.54 | - | - | - - - - |
| Critical Hdwy Stg 2 | - 5.54 | - | - | - - - - |
| Follow-up Hdwy | - 4.02 | 3.92 | - - 3.32 | 3.12 - - 2.22 |
| Pot Cap-1 Maneuver | 0 8 | 359 | 0 0 | 243 288 - - 286 |
| Stage 1 | 0 229 | - | 0 0 | - - - - |
| Stage 2 | 0 102 | - | 0 0 | - - - - |
| Platoon blocked, % | | | | - - - - |
| Mov Cap-1 Maneuver | - 7 | 359 | - - 243 | 288 - - 286 |
| Mov Cap-2 Maneuver | - 7 | - | - | - - - - |
| Stage 1 | - 218 | - | - | - - - - |
| Stage 2 | - 98 | - | - | - - - - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 15.3 | 21.4 | 0.1 | 0.2 |
| HCM LOS | C | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 288 | - | - | 359 | 243 | 286 | - | - |
| HCM Lane V/C Ratio | 0.042 | - | - | 0.031 | 0.099 | 0.05 | - | - |
| HCM Control Delay (s) | 18 | - | - | 15.3 | 21.4 | 18.2 | - | - |
| HCM Lane LOS | C | - | - | C | C | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.1 | 0.3 | 0.2 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | 👉 | | | 👈 | 👈 | |
| Traffic Vol, veh/h | 18 | 11 | 0 | 15 | 6 | 0 |
| Future Vol, veh/h | 18 | 11 | 0 | 15 | 6 | 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 | 20 | 12 | 0 | 16 | 7 | 0 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 32 | 0 | 42 |
| Stage 1 | - | - | - | - | 26 |
| Stage 2 | - | - | - | - | 16 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1581 | - | 969 |
| Stage 1 | - | - | - | - | 997 |
| Stage 2 | - | - | - | - | 1006 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1581 | - | 969 |
| Mov Cap-2 Maneuver | - | - | - | - | 969 |
| Stage 1 | - | - | - | - | 997 |
| Stage 2 | - | - | - | - | 1006 |

| Approach | EB | WB | NB |
|------------------------|----|----|------|
| HCM Control Delay, s/v | 0 | 0 | 8.74 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---------------------------|-------|-----|-----|------|-----|
| Capacity (veh/h) | 969 | - | - | 1581 | - |
| HCM Lane V/C Ratio | 0.007 | - | - | - | - |
| HCM Control Delay (s/veh) | 8.7 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | Y | | | ↑ | ↑ | |
| Traffic Vol, veh/h | 1 | 1 | 1 | 75 | 35 | 1 |
| Future Vol, veh/h | 1 | 1 | 1 | 75 | 35 | 1 |
| 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 | - | - | - | - | - |
| 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 | 1 | 1 | 1 | 82 | 38 | 1 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 123 | 39 | 39 | 0 | - | 0 |
| Stage 1 | 39 | - | - | - | - | - |
| Stage 2 | 84 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 872 | 1033 | 1571 | - | - | - |
| Stage 1 | 983 | - | - | - | - | - |
| Stage 2 | 939 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 871 | 1033 | 1571 | - | - | - |
| Mov Cap-2 Maneuver | 871 | - | - | - | - | - |
| Stage 1 | 982 | - | - | - | - | - |
| Stage 2 | 939 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 8.8 | 0.1 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1571 | - | 945 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.002 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 8.8 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

Intersection

| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔ | | | | ↔ | ↔ | ↔ | | ↔ | ↔↔↔ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 9 | 23 | 906 | 13 | 6 | 1556 | 6 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 9 | 23 | 906 | 13 | 6 | 1556 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | 350 | - | - | 330 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 10 | 25 | 996 | 14 | 7 | 1710 | 7 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|---|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | - | 2788 | 859 | - | - | 505 | 1717 | 0 | 0 | 1010 | 0 | 0 |
| Stage 1 | - | 1728 | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | 1060 | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.54 | 7.14 | - | - | 6.94 | 5.34 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | - | 5.54 | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | 5.54 | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 4.02 | 3.92 | - | - | 3.32 | 3.12 | - | - | 2.22 | - | - |
| Pot Cap-1 Maneuver | 0 | 18 | 257 | 0 | 0 | 512 | 174 | - | - | 682 | - | - |
| Stage 1 | 0 | 142 | - | 0 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 0 | 299 | - | 0 | 0 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 15 | 257 | - | - | 512 | 174 | - | - | 682 | - | - |
| Mov Cap-2 Maneuver | - | 15 | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | 141 | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | 256 | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|------|-----|----|
| HCM Control Delay, s | 0 | 12.2 | 0.7 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|------|-----|-----|
| Capacity (veh/h) | 174 | - | - | - | 512 | 682 | - | - |
| HCM Lane V/C Ratio | 0.145 | - | - | - | 0.019 | 0.01 | - | - |
| HCM Control Delay (s) | 29.2 | - | - | 0 | 12.2 | 10.3 | - | - |
| HCM Lane LOS | D | - | - | A | B | B | - | - |
| HCM 95th %tile Q(veh) | 0.5 | - | - | - | 0.1 | 0 | - | - |

HCM 6th TWSC
2: US 1 & ROUNDTREE DR

PM Peak Hour
Existing Conditions

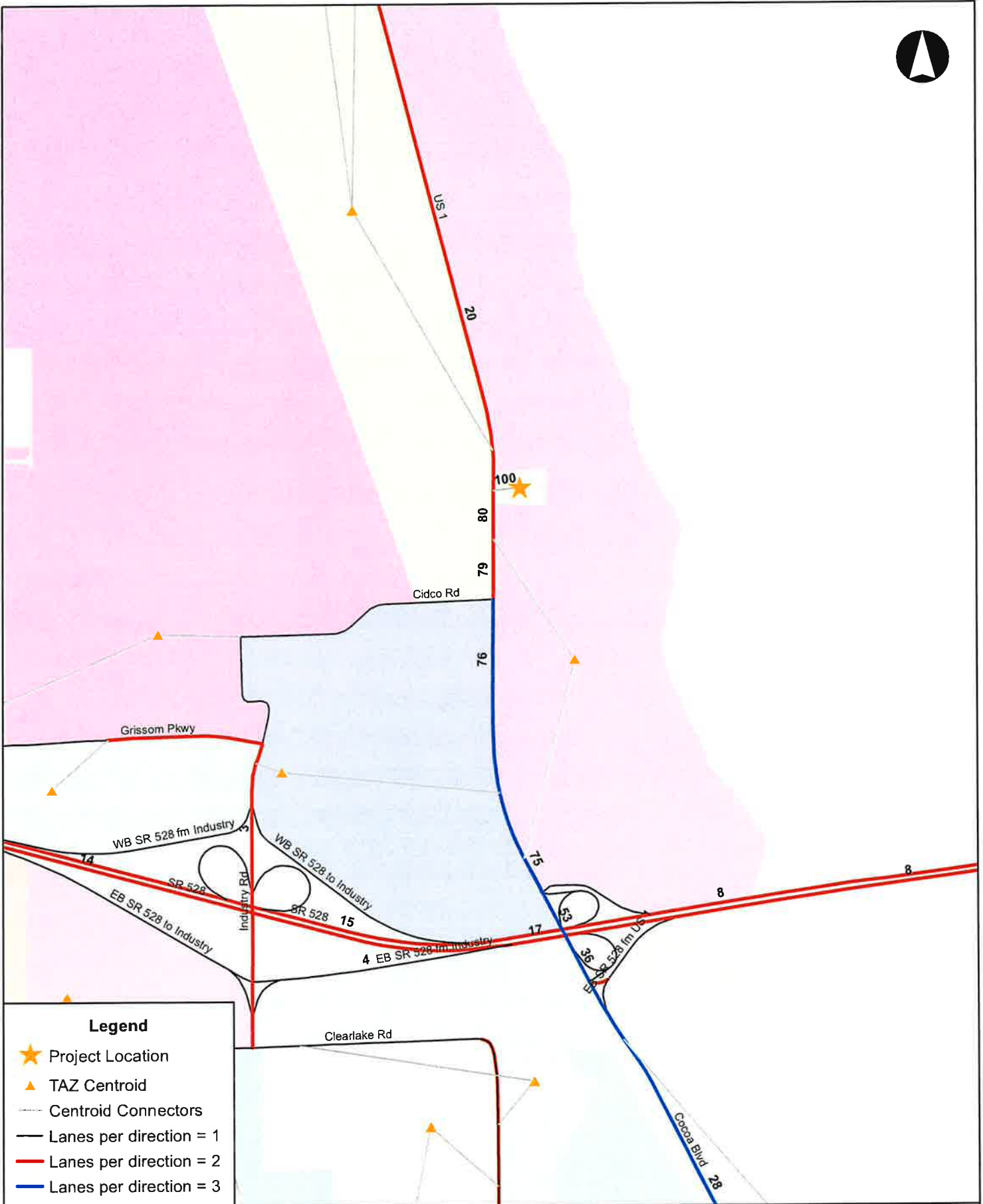
| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↔ | | | | ↔ | ↔ | ↔↔ | | ↔ | ↔↔↔ | |
| Traffic Vol, veh/h | 0 | 0 | 10 | 0 | 0 | 15 | 11 | 1708 | 18 | 11 | 1103 | 1 |
| Future Vol, veh/h | 0 | 0 | 10 | 0 | 0 | 15 | 11 | 1708 | 18 | 11 | 1103 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | 350 | - | - | 330 | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 11 | 0 | 0 | 16 | 12 | 1877 | 20 | 12 | 1212 | 1 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|------|--------|---|--------|------|--------|---|---|------|---|---|
| Conflicting Flow All | - | 3158 | 607 | - | - | 949 | 1213 | 0 | 0 | 1897 | 0 | 0 |
| Stage 1 | - | 1237 | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | 1921 | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | 6.54 | 7.14 | - | - | 6.94 | 5.34 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | - | 5.54 | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | 5.54 | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | 4.02 | 3.92 | - | - | 3.32 | 3.12 | - | - | 2.22 | - | - |
| Pot Cap-1 Maneuver | 0 | 10 | 377 | 0 | 0 | 261 | 308 | - | - | 310 | - | - |
| Stage 1 | 0 | 246 | - | 0 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 0 | 113 | - | 0 | 0 | - | - | - | - | - | - | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | 9 | 377 | - | - | 261 | 308 | - | - | 310 | - | - |
| Mov Cap-2 Maneuver | - | 9 | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | 236 | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | 109 | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 14.8 | 19.7 | 0.1 | 0.2 |
| HCM LOS | B | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 308 | - | - | 377 | 261 | 310 | - | - |
| HCM Lane V/C Ratio | 0.039 | - | - | 0.029 | 0.063 | 0.039 | - | - |
| HCM Control Delay (s) | 17.2 | - | - | 14.8 | 19.7 | 17.1 | - | - |
| HCM Lane LOS | C | - | - | B | C | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.1 | 0.2 | 0.1 | - | - |

ATTACHMENT F
CFRPM v7 Model Plot



Legend

- ★ Project Location
- ▲ TAZ Centroid
- Centroid Connectors
- Lanes per direction = 1
- Lanes per direction = 2
- Lanes per direction = 3

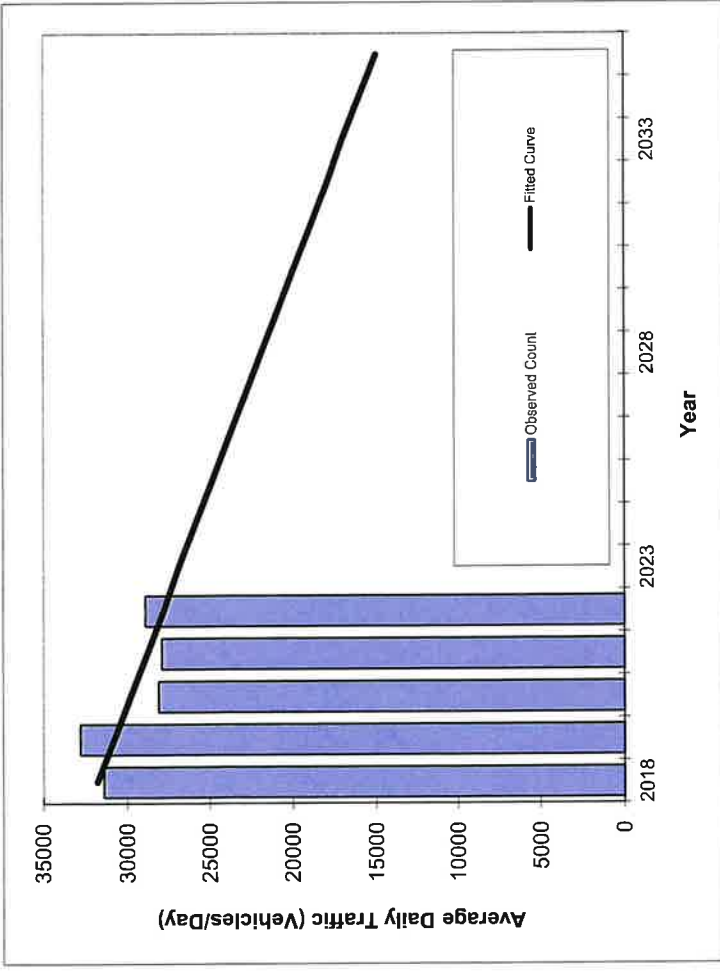
Project Distribution - City Point PUD
CFRPMv7 - 2025 - 11/13/2023

ATTACHMENT G
Growth Rate Calculations

Traffic Trends - V2.0

US 1 -- 528 to Canevral Groves

| | |
|----------------------|--------------------------------|
| PIN# 0 | County: Brevard (70) |
| Location 1 | Station #: 0 |
| | Highway: US 1 |



| | |
|---|-----------|
| ** Annual Trend Increase: | -990 |
| Trend R-squared: | 51.95% |
| Trend Annual Historic Growth Rate: | -3.14% |
| Trend Growth Rate (2022 to Design Year): | -3.48% |
| Printed: | 29-Nov-23 |
| Straight Line Growth Option | |

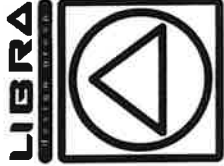
| Year | Traffic (ADT/AADT) | |
|---------------------------|--------------------|---------|
| | Count* | Trend** |
| 2018 | 31400 | 31800 |
| 2019 | 20500 | 30800 |
| 2020 | 28100 | 29800 |
| 2021 | 27900 | 28800 |
| 2022 | 28900 | 27800 |
| | | |
| 2023 Opening Year Trend | | |
| 2023 | N/A | 26900 |
| | | |
| 2024 Mid-Year Trend | | |
| 2024 | N/A | 25900 |
| | | |
| 2025 Design Year Trend | | |
| 2025 | N/A | 24900 |
| | | |
| TRANPLAN Forecasts/Trends | | |
| | | |

*Axle-Adjusted

ATTACHMENT H
Space Coast TPO Historical Traffic Volumes
2014-2023

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION TRAFFIC COUNTS: 2014 - 2023

| ID | AREA / ROUTE | ROAD | FROM | TO | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | | 2021 | | 2022 | | 2023 | | Current MAY | Last Count Taken | Functional Classification | | |
|-----|---------------------------------------|-------------------------|-------------------------|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------------|---------------------|--------------------------------|---|---|
| | | | | | AADT | ADT | AADT | ADT | AADT | ADT | AADT | ADT | AADT | ADT | AADT | ADT | AADT | ADT | AADT | ADT | AADT | ADT | AADT | ADT | | | | AADT | ADT |
| 183 | SR 50 | SR 50 | I-95 | US 1 | 18,447 | 21,775 | 20,295 | 21,564 | 24,543 | 25,148 | 26,208 | 21,898 | 22,328 | 20,238 | 20,238 | 21,898 | 22,328 | 20,238 | 20,238 | 21,898 | 22,328 | 20,238 | 20,238 | 21,898 | 22,328 | 20,238 | 20,238 | Urban Principal Arterial-Other | |
| 184 | SR 405 | SR 405 | I-95 | US 1 | 23,810 | 30,320 | 34,830 | 31,180 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | 28,780 | Urban Minor Arterial | |
| 185 | SR 405 | SR 405 | SR 405 | US 1 | 20,860 | 20,240 | 20,380 | 21,850 | 21,500 | 21,500 | 20,710 | 20,810 | 20,810 | 20,810 | 20,810 | 20,810 | 20,810 | 20,810 | 20,810 | 20,810 | 20,810 | 20,810 | 20,810 | 20,810 | 20,810 | 20,810 | 20,810 | Urban Minor Arterial | |
| 186 | SR 50 | SR 50 | SR 50 | US 1 | 14,200 | 14,500 | 15,000 | 15,940 | 16,110 | 15,860 | 13,720 | 13,720 | 13,720 | 13,720 | 13,720 | 13,720 | 13,720 | 13,720 | 13,720 | 13,720 | 13,720 | 13,720 | 13,720 | 13,720 | 13,720 | 13,720 | 13,720 | Urban Minor Arterial | |
| 187 | SR 405 (COLUMBIA BLVD.) | SR 405 (COLUMBIA BLVD.) | SR 405 (COLUMBIA BLVD.) | US 1 | 18,070 | 18,500 | 19,110 | 20,210 | 20,330 | 20,540 | 18,760 | 17,970 | 17,970 | 17,970 | 17,970 | 17,970 | 17,970 | 17,970 | 17,970 | 17,970 | 17,970 | 17,970 | 17,970 | 17,970 | 17,970 | 17,970 | 17,970 | Urban Principal Arterial-Other | |
| 188 | SR 405 (COLUMBIA BLVD.) | SR 405 (COLUMBIA BLVD.) | SR 405 (COLUMBIA BLVD.) | US 1 | 18,730 | 20,020 | 21,110 | 21,370 | 22,430 | 23,250 | 18,140 | 20,140 | 20,140 | 20,140 | 20,140 | 20,140 | 20,140 | 20,140 | 20,140 | 20,140 | 20,140 | 20,140 | 20,140 | 20,140 | 20,140 | 20,140 | 20,140 | Urban Principal Arterial-Other | |
| 189 | SR 405 (COLUMBIA BLVD.) | SR 405 (COLUMBIA BLVD.) | SR 405 (COLUMBIA BLVD.) | US 1 | 18,000 | 18,730 | 17,140 | 17,050 | NC | 18,620 | 14,940 | 15,970 | 14,540 | 14,540 | 14,540 | 14,540 | 14,540 | 14,540 | 14,540 | 14,540 | 14,540 | 14,540 | 14,540 | 14,540 | 14,540 | 14,540 | 14,540 | Urban Principal Arterial-Other | |
| 190 | SR 405 (COLUMBIA BLVD.) | SR 405 (COLUMBIA BLVD.) | SR 405 (COLUMBIA BLVD.) | US 1 | 11,820 | 12,320 | 12,710 | 13,110 | 13,360 | 13,700 | 11,700 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 | Urban Principal Arterial-Other | |
| 191 | SR 405 (SOUTH ST.) | SR 405 (SOUTH ST.) | SR 405 (SOUTH ST.) | US 1 | 12,420 | 11,620 | 13,170 | 13,420 | 13,420 | 13,420 | 12,870 | 12,870 | 12,870 | 12,870 | 12,870 | 12,870 | 12,870 | 12,870 | 12,870 | 12,870 | 12,870 | 12,870 | 12,870 | 12,870 | 12,870 | 12,870 | 12,870 | Urban Minor Arterial | |
| 192 | SR 405 (SOUTH ST.) | SR 405 (SOUTH ST.) | SR 405 (SOUTH ST.) | US 1 | 8,070 | 8,030 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | 8,480 | Urban Minor Arterial | |
| 193 | SR 405 (GARDEN ST.) | SR 405 (GARDEN ST.) | SR 405 (GARDEN ST.) | US 1 | 6,860 | 6,830 | 6,990 | 6,850 | 7,010 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | 6,800 | Urban Minor Arterial | |
| 194 | SR 405 (GARDEN ST.) | SR 405 (GARDEN ST.) | SR 405 (GARDEN ST.) | US 1 | 5,290 | NC | 5,520 | NC | 5,070 | NC | 5,070 | NC | 5,070 | NC | 5,070 | NC | 5,070 | NC | 5,070 | NC | 5,070 | NC | 5,070 | NC | 5,070 | NC | Urban Major Collector | | |
| 195 | SR 405 (GARDEN ST.) | SR 405 (GARDEN ST.) | SR 405 (GARDEN ST.) | US 1 | 11,690 | 12,630 | 13,810 | 13,240 | 12,780 | 12,650 | 12,450 | 12,450 | 12,450 | 12,450 | 12,450 | 12,450 | 12,450 | 12,450 | 12,450 | 12,450 | 12,450 | 12,450 | 12,450 | 12,450 | 12,450 | 12,450 | 12,450 | Urban Principal Arterial-Other | |
| 196 | SR 405 (GARDEN ST.) | SR 405 (GARDEN ST.) | SR 405 (GARDEN ST.) | US 1 | 12,800 | 13,880 | 14,510 | 14,730 | 15,700 | 15,700 | 14,820 | 15,300 | 15,300 | 15,300 | 15,300 | 15,300 | 15,300 | 15,300 | 15,300 | 15,300 | 15,300 | 15,300 | 15,300 | 15,300 | 15,300 | 15,300 | 15,300 | Urban Principal Arterial-Other | |
| 197 | SR 405 (GARDEN ST.) | SR 405 (GARDEN ST.) | SR 405 (GARDEN ST.) | US 1 | 10,860 | 10,940 | 13,780 | 10,930 | 11,480 | 12,810 | 11,210 | 11,380 | 11,880 | 11,880 | 11,880 | 11,880 | 11,880 | 11,880 | 11,880 | 11,880 | 11,880 | 11,880 | 11,880 | 11,880 | 11,880 | 11,880 | 11,880 | Urban Principal Arterial-Other | |
| 198 | SR 405 (GARDEN ST.) | SR 405 (GARDEN ST.) | SR 405 (GARDEN ST.) | US 1 | 8,110 | 8,590 | 9,060 | 10,340 | 9,870 | 10,380 | 8,740 | 9,160 | 9,160 | 9,160 | 9,160 | 9,160 | 9,160 | 9,160 | 9,160 | 9,160 | 9,160 | 9,160 | 9,160 | 9,160 | 9,160 | 9,160 | 9,160 | Urban Principal Arterial-Other | |
| 199 | A. MAX BREWER MEMORIAL PKWY. (SR 402) | SR 402 | SR 402 | US 1 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | Urban Principal Arterial-Other | | |
| 200 | SR 407 | SR 407 | SR 407 | US 1 | 6,830 | 7,210 | 6,560 | 6,280 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | Urban Principal Arterial - Frontage & Expressways | |
| 201 | SR 407 | SR 407 | SR 407 | US 1 | 6,830 | 7,210 | 6,560 | 6,280 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | 6,120 | Urban Principal Arterial - Frontage & Expressways | |
| 202 | SR 407 | SR 407 | SR 407 | US 1 | 6,210 | 6,790 | 7,710 | 7,850 | 8,240 | 10,840 | 7,180 | 7,600 | 8,420 | 7,180 | 7,600 | 8,420 | 7,180 | 7,600 | 8,420 | 7,180 | 7,600 | 8,420 | 7,180 | 7,600 | 8,420 | 7,180 | 7,600 | Urban Principal Arterial - Frontage & Expressways | |
| 203 | SR 407 | SR 407 | SR 407 | US 1 | 24,864 | 24,543 | 22,713 | 22,772 | 27,893 | 29,867 | 28,227 | 28,770 | 27,882 | 27,882 | 27,882 | 27,882 | 27,882 | 27,882 | 27,882 | 27,882 | 27,882 | 27,882 | 27,882 | 27,882 | 27,882 | 27,882 | 27,882 | 27,882 | Urban Principal Arterial - Frontage & Expressways |
| 204 | SR 407 | SR 407 | SR 407 | US 1 | 23,690 | NC | 28,810 | 27,520 | 29,850 | 30,550 | 28,200 | 28,840 | 27,670 | 28,500 | 28,500 | 28,500 | 28,500 | 28,500 | 28,500 | 28,500 | 28,500 | 28,500 | 28,500 | 28,500 | 28,500 | 28,500 | 28,500 | Urban Principal Arterial-Other | |
| 205 | SR 407 | SR 407 | SR 407 | US 1 | 24,880 | 24,300 | 26,130 | 26,170 | 29,210 | 30,280 | 28,200 | 28,840 | 27,230 | 28,200 | 28,200 | 28,200 | 28,200 | 28,200 | 28,200 | 28,200 | 28,200 | 28,200 | 28,200 | 28,200 | 28,200 | 28,200 | 28,200 | Urban Principal Arterial-Other | |
| 206 | SR 407 | SR 407 | SR 407 | US 1 | 25,530 | 27,110 | 27,820 | 26,560 | 28,470 | 30,310 | 28,420 | 29,580 | 30,080 | 30,080 | 30,080 | 30,080 | 30,080 | 30,080 | 30,080 | 30,080 | 30,080 | 30,080 | 30,080 | 30,080 | 30,080 | 30,080 | 30,080 | Urban Principal Arterial-Other | |
| 207 | SR 407 | SR 407 | SR 407 | US 1 | 23,950 | 25,970 | 27,810 | 27,240 | 25,040 | 28,810 | 26,570 | 28,200 | 28,930 | 28,930 | 28,930 | 28,930 | 28,930 | 28,930 | 28,930 | 28,930 | 28,930 | 28,930 | 28,930 | 28,930 | 28,930 | 28,930 | 28,930 | Urban Principal Arterial-Other | |
| 208 | SR 407 | SR 407 | SR 407 | US 1 | 20,250 | 20,800 | 22,530 | 22,910 | 24,890 | 24,890 | 21,160 | 22,260 | 21,340 | 22,260 | 21,340 | 22,260 | 21,340 | 22,260 | 21,340 | 22,260 | 21,340 | 22,260 | 21,340 | 22,260 | 21,340 | 22,260 | 21,340 | Urban Principal Arterial-Other | |
| 209 | SR 407 | SR 407 | SR 407 | US 1 | 23,090 | 24,810 | 24,770 | 24,882 | 26,710 | 26,468 | 24,438 | 24,108 | 24,282 | 24,282 | 24,282 | 24,282 | 24,282 | 24,282 | 24,282 | 24,282 | 24,282 | 24,282 | 24,282 | 24,282 | 24,282 | 24,282 | 24,282 | 24,282 | Urban Principal Arterial-Other |
| 210 | SR 407 | SR 407 | SR 407 | US 1 | 19,870 | 20,130 | 21,300 | 20,310 | 23,280 | 23,550 | 21,000 | 21,710 | 22,780 | 21,210 | 22,780 | 21,210 | 22,780 | 21,210 | 22,780 | 21,210 | 22,780 | 21,210 | 22,780 | 21,210 | 22,780 | 21,210 | 22,780 | Urban Principal Arterial-Other | |
| 211 | SR 407 | SR 407 | SR 407 | US 1 | 23,880 | 26,210 | 25,030 | 25,130 | 28,180 | 27,110 | 25,900 | 24,410 | 25,910 | 25,910 | 25,910 | 25,910 | 25,910 | 25,910 | 25,910 | 25,910 | 25,910 | 25,910 | 25,910 | 25,910 | 25,910 | 25,910 | 25,910 | Urban Principal Arterial-Other | |
| 212 | SR 407 | SR 407 | SR 407 | US 1 | 23,980 | 26,150 | 26,640 | 27,580 | 28,220 | 28,220 | 26,680 | 26,610 | 26,680 | 26,610 | 26,680 | 26,610 | 26,680 | 26,610 | 26,680 | 26,610 | 26,680 | 26,610 | 26,680 | 26,610 | 26,680 | 26,610 | 26,680 | Urban Principal Arterial-Other | |
| 213 | SR 407 | SR 407 | SR 407 | US 1 | 24,930 | 20,420 | 20,680 | 20,700 | 20,120 | 27,920 | 26,450 | 25,210 | 28,110 | 28,110 | 28,110 | 28,110 | 28,110 | 28,110 | 28,110 | 28,110 | 28,110 | 28,110 | 28,110 | 28,110 | 28,110 | 28,110 | 28,110 | Urban Principal Arterial-Other | |
| 214 | SR 407 | SR 407 | SR 407 | US 1 | 23,220 | 25,160 | 24,110 | 23,680 | 25,650 | 25,650 | 24,550 | 24,560 | 25,460 | 24,560 | 25,460 | 24,560 | 25,460 | 24,560 | 25,460 | 24,560 | 25,460 | 24,560 | 25,460 | 24,560 | 25,460 | 24,560 | 25,460 | Urban Principal Arterial-Other | |
| 215 | SR 407 | SR 407 | SR 407 | US 1 | 11,627 | 11,100 | 12,177 | 12,220 | 12,487 | 12,428 | 11,953 | 11,953 | 12,400 | 11,953 | 12,400 | 11,953 | 12,400 | 11,953 | 12,400 | 11,953 | 12,400 | 11,953 | 12,400 | 11,953 | 12,400 | 11,953 | 12,400 | Urban Principal Arterial-Other | |
| 216 | SR 407 | SR 407 | SR 407 | US 1 | 13,300 | NC | 13,780 | 13,220 | 13,330 | 13,770 | 10,100 | 12,540 | 12,540 | 12,540 | 12,540 | 12,540 | 12,540 | 12,540 | 12,540 | 12,540 | 12,540 | 12,540 | 12,540 | 12,540 | 12,540 | 12,540 | 12,540 | Urban Principal Arterial-Other | |
| 217 | SR 407 | SR 407 | SR 407 | US 1 | | | | | | | | | | | | | | | | | | | | | | | | | |



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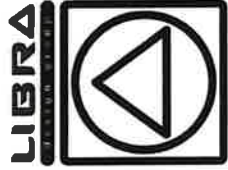
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| | |
|--------------|----------------|
| DATE: | 10/23/14 |
| DESIGNED BY: | US/SLD |
| CHECKED BY: | US/SLD |
| PROJECT NO.: | 109 |
| CLIENT: | CITY OF COCOA |
| LOCATION: | COCO BEACH, FL |
| SCALE: | AS SHOWN |

City Pointe Cocoa, Florida

SYMBOL LEGEND

| | |
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| | 6\"/> |
| | 3\"/> |
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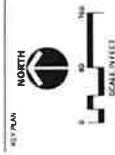
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City Pointe
 Cocoa, Florida



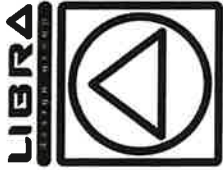
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 DESIGNED BY: BD
 DRAWN BY: JO
 CHECKED BY: BD
 PROJECT APPROVAL: _____
 TITLE: _____

LOT 2
 TREE REMOVAL
 OVERALL PLAN
 SHEET NO.

L-400
 110

TREE REMOVAL LEGEND
 ORANGE TREES - <23" TREES REMOVED
 RED TREES - SPECIMEN TREES REMOVED
 GREEN TREES - TREES TO BE PRESERVED





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 DRAWN BY: JAD
 CHECKED BY: BD
 PROJECT APPROVAL: _____
 TREE REMOVAL PLAN

City Pointe
 Cocoa, Florida

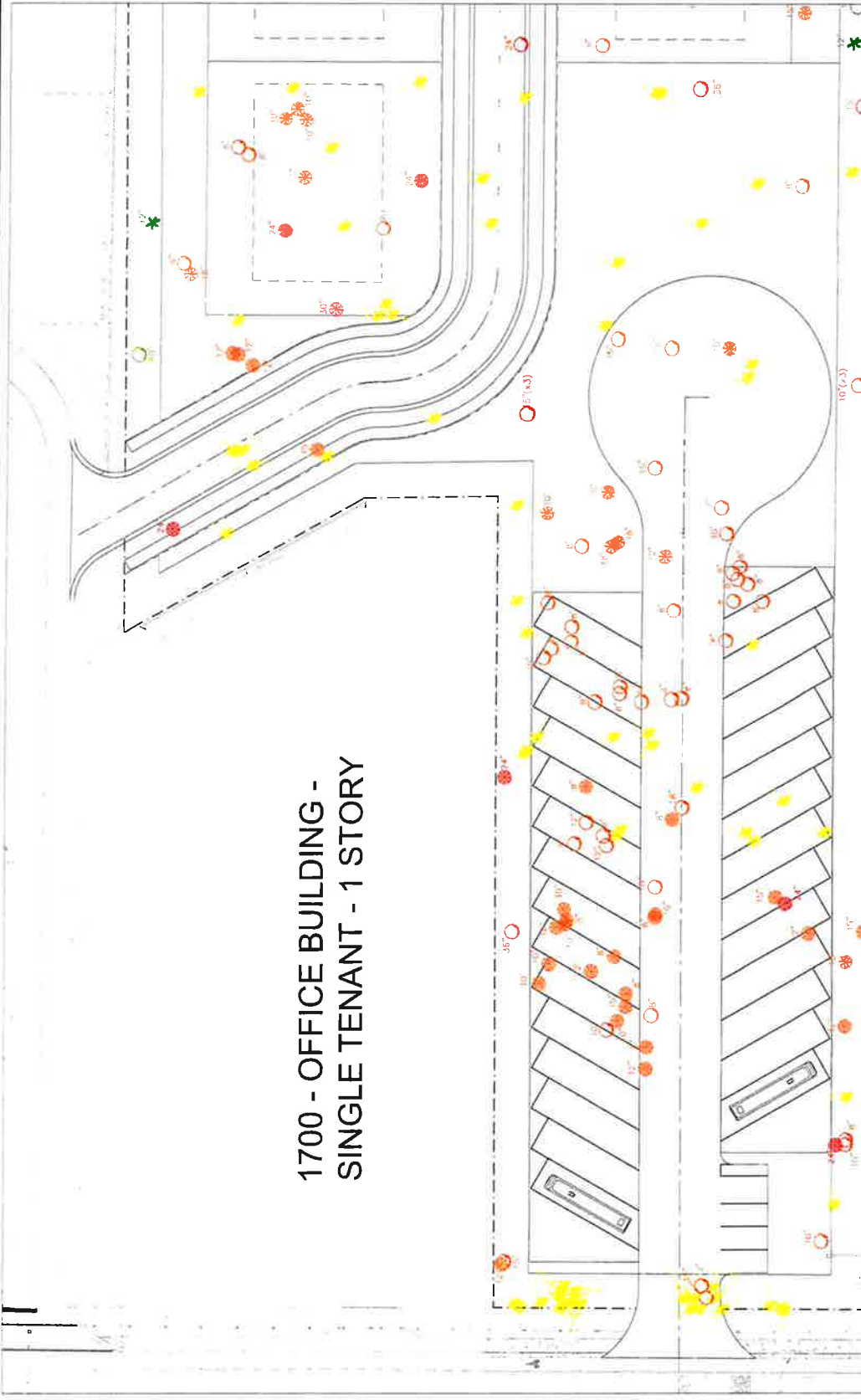
REF PLAN



SCALE IN FEET
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JOB NO. 24101
 DESIGNED BY: BD
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 TREE REMOVAL PLAN

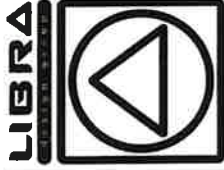
L-401



1700 - OFFICE BUILDING -
 SINGLE TENANT - 1 STORY

1000 - VACANT COMMERCIAL LAND

0009 - VACANT RESIDE
 (SINGLE FAMILY, UNPI



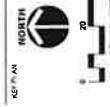
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DATE: 12/12/24
 DRAWN BY: JLD
 CHECKED BY: JLD
 PROJECT APPROVAL: JLD

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 Landscape Architecture & Planning
 12/12/24
 JLD
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 JLD

City Pointe
 Cocoa, Florida



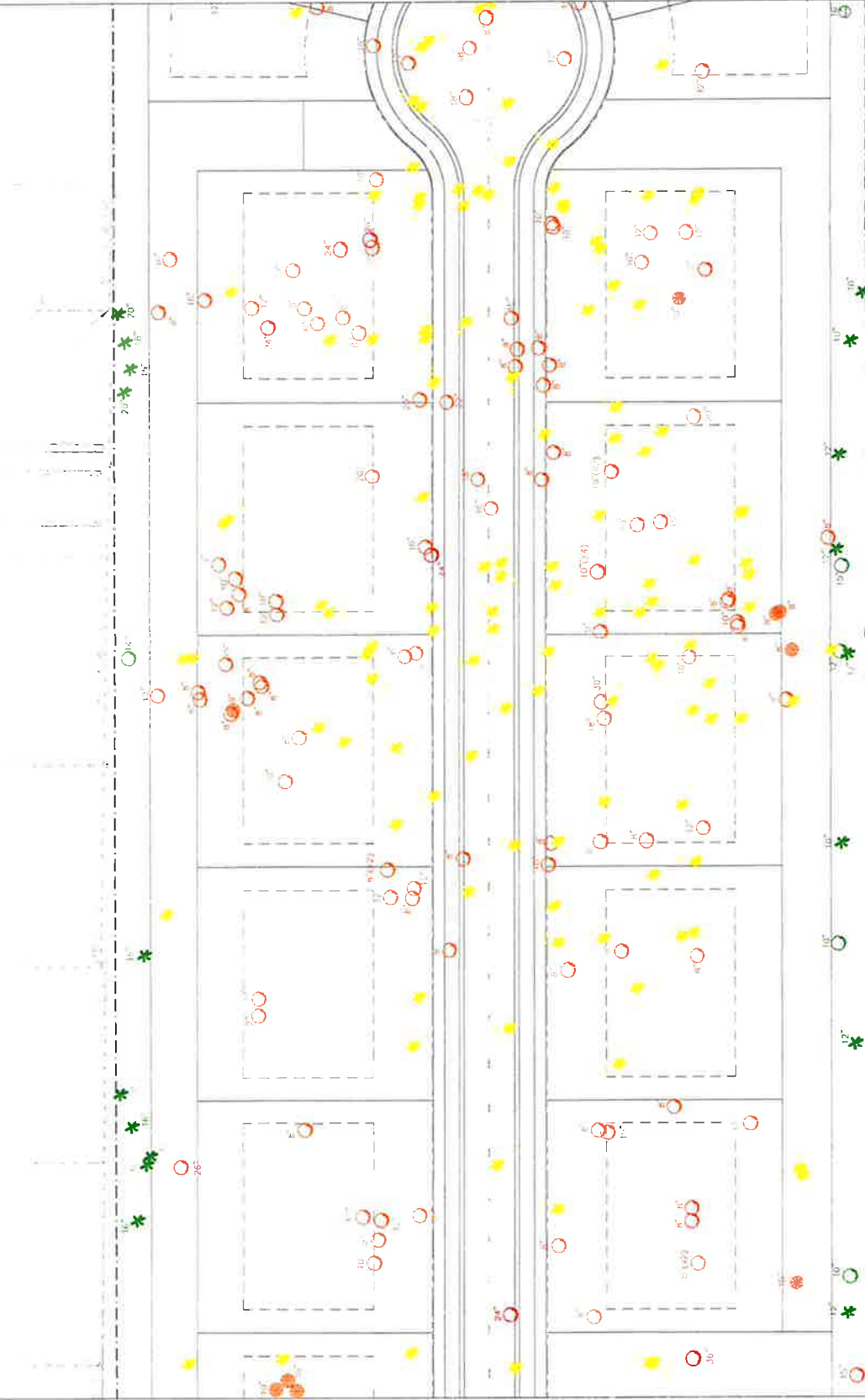
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TREE
 REMOVAL
 PLAN

SHEET NO.
 L-402

11a

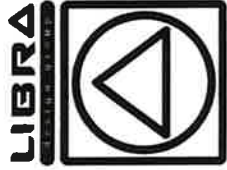
UNITED SINGLE FAMILY RESIDENCES



0009 - VACANT RESID (SINGLE FAMILY, UNPLATTED)

7610 - CEMETERY

RESIDENTIAL LAND (SINGLE FAMILY, UNPLATTED)



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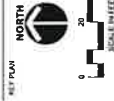
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City Pointe
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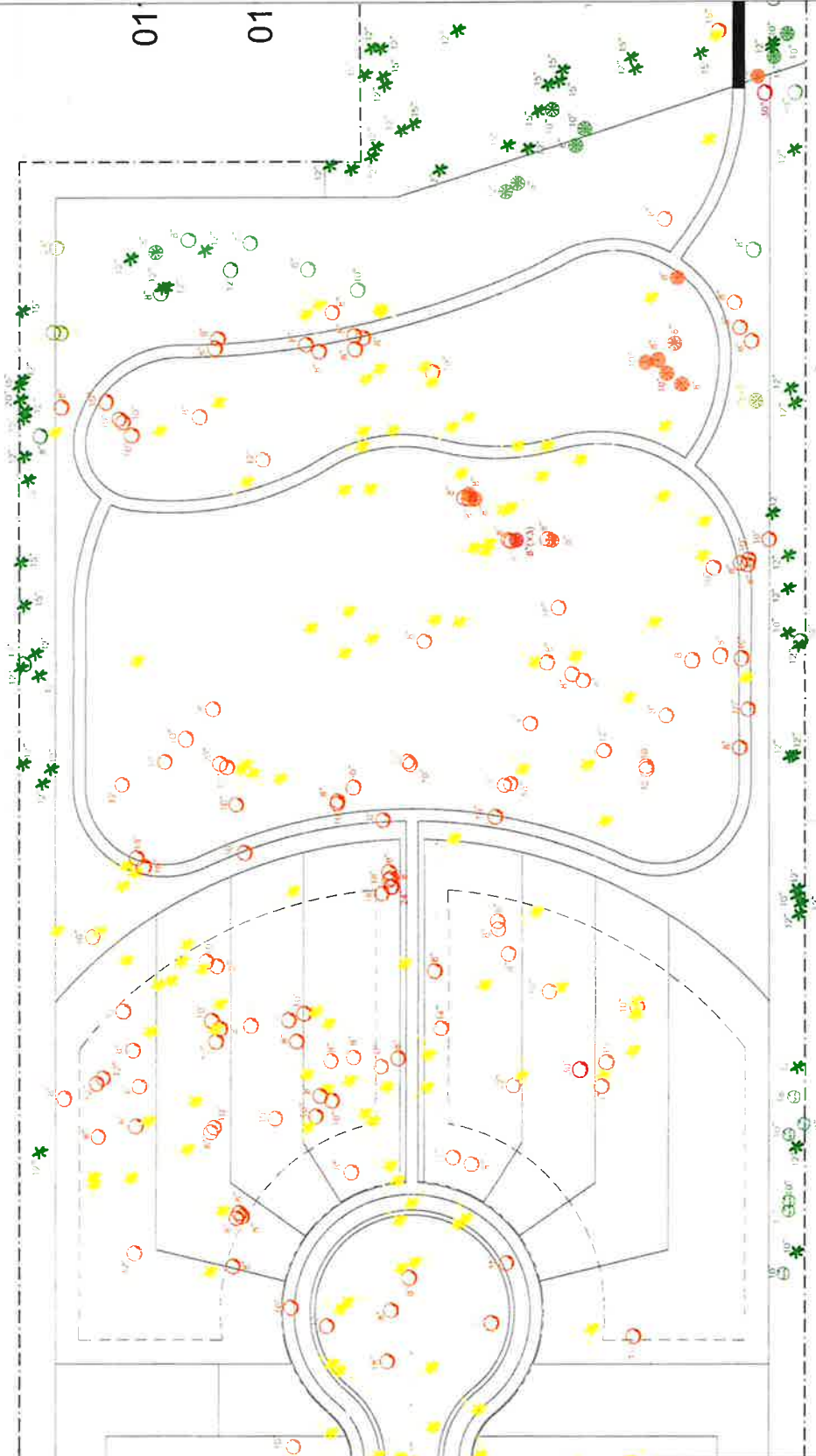


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 CHECKED BY: BD
 PROJECT APPROVAL:

TREE
 REMOVAL
 PLAN

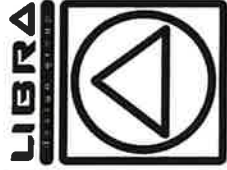
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6910 - NURSERY - WITH RESIDENCE



0110 - SINGLE FAMILY RESIDENCE

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City Pointe
 Cocoa, Florida

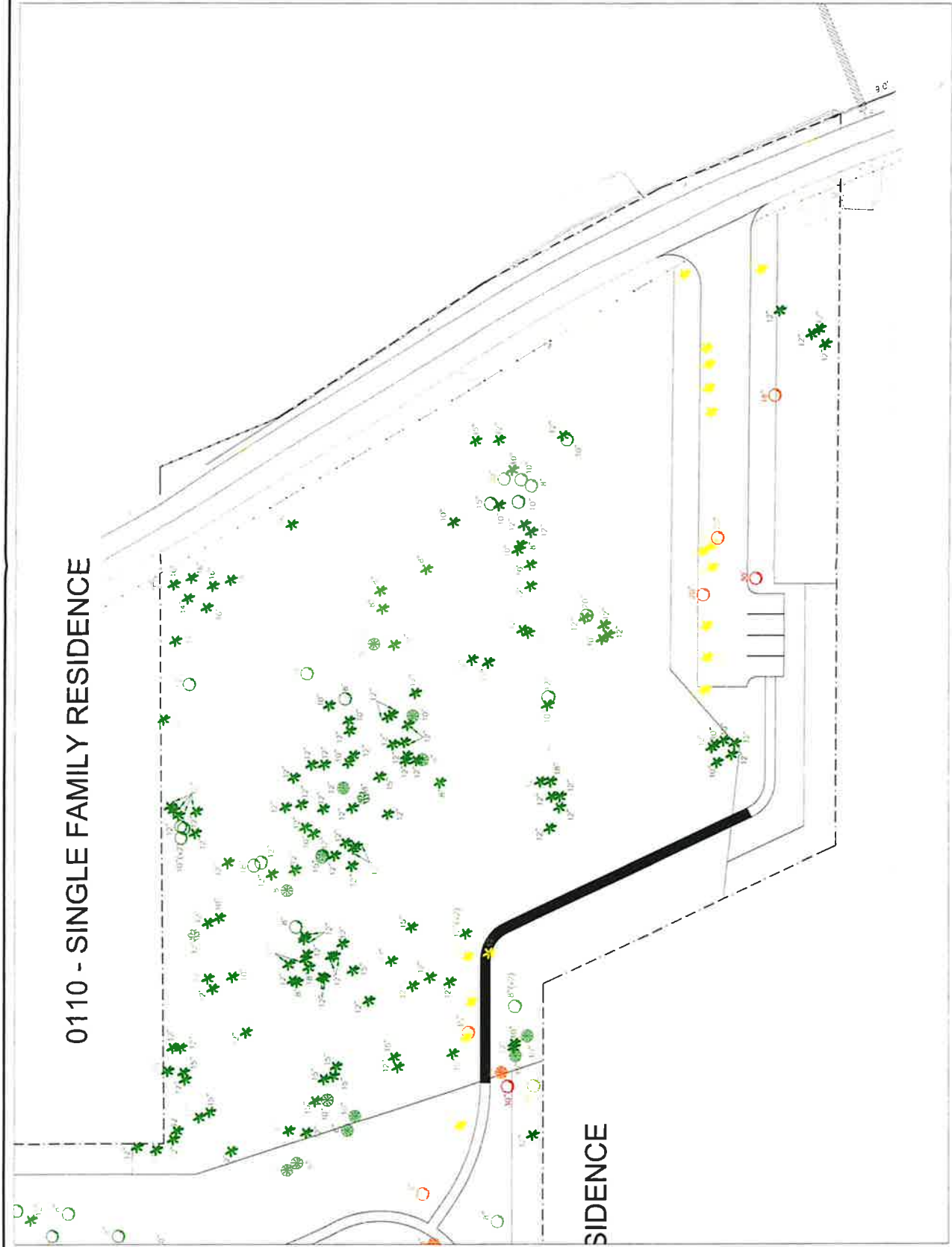


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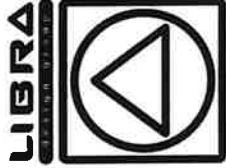
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0110 - SINGLE FAMILY RESIDENCE



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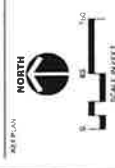
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Project No. 04-0001-01

DATE: 03/03/04
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 Cocoa, Florida

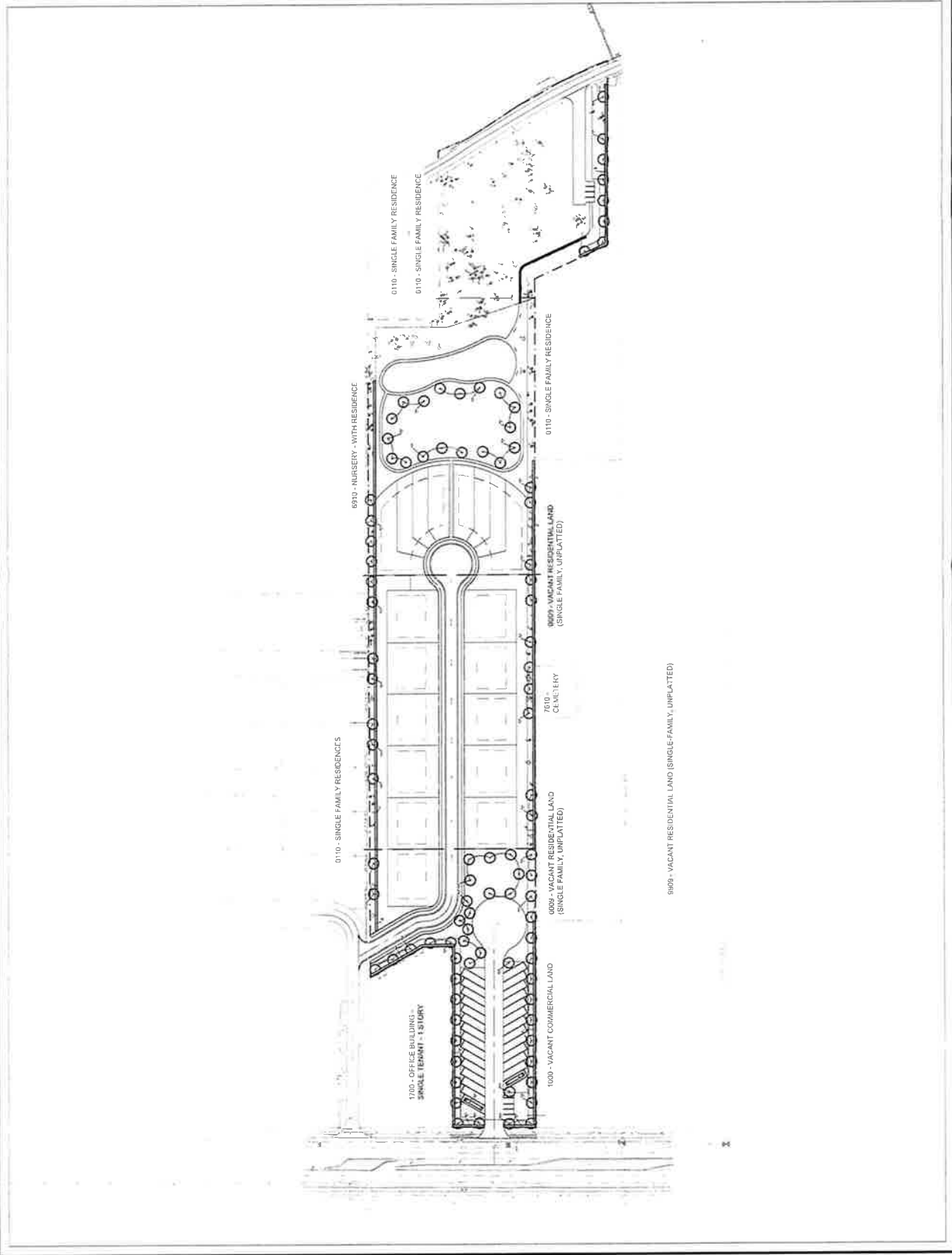


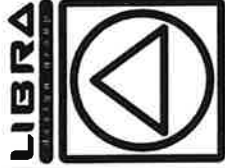
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 DESIGNED BY: MB
 DRAWN BY: JD
 CHECKED BY: MB
 PROJECT APPROVAL: _____
 TITLE:

LOT 2
TREE REMOVAL
OVERALL PLAN

L-500

115





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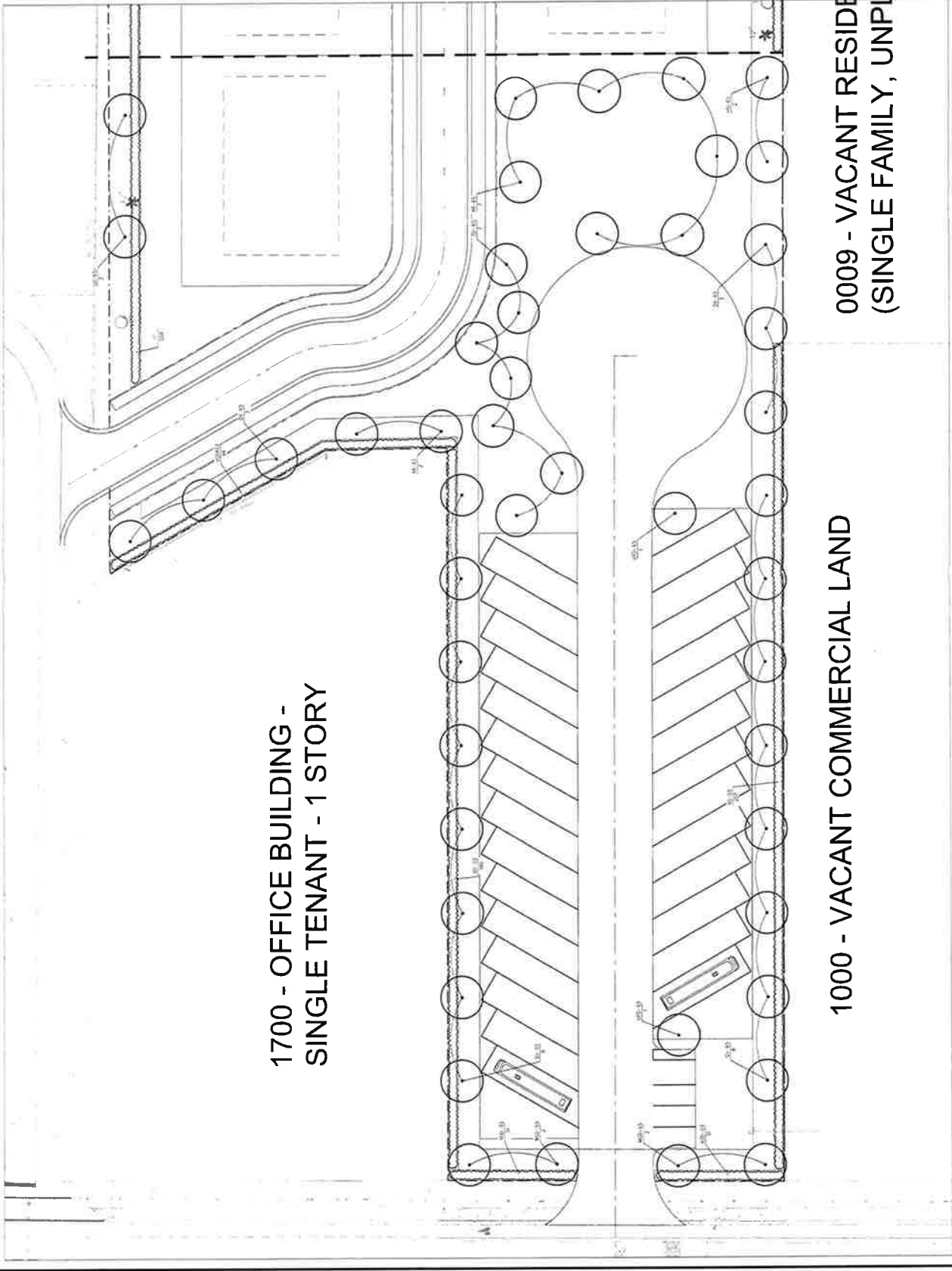
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City Pointe
Cocoa, Florida



JOB NO: 24101
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DRAWN BY: JLD
CHECKED BY: BD
PROJECT APPROVAL: [Signature]
TREE REMOVAL PLAN

SHEET NO: L-501
1/16

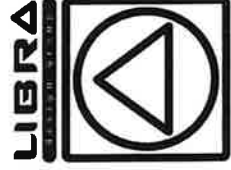


1700 - OFFICE BUILDING -
SINGLE TENANT - 1 STORY

1000 - VACANT COMMERCIAL LAND

0009 - VACANT RESIDENTIAL
(SINGLE FAMILY, UNPLANNED)

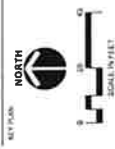
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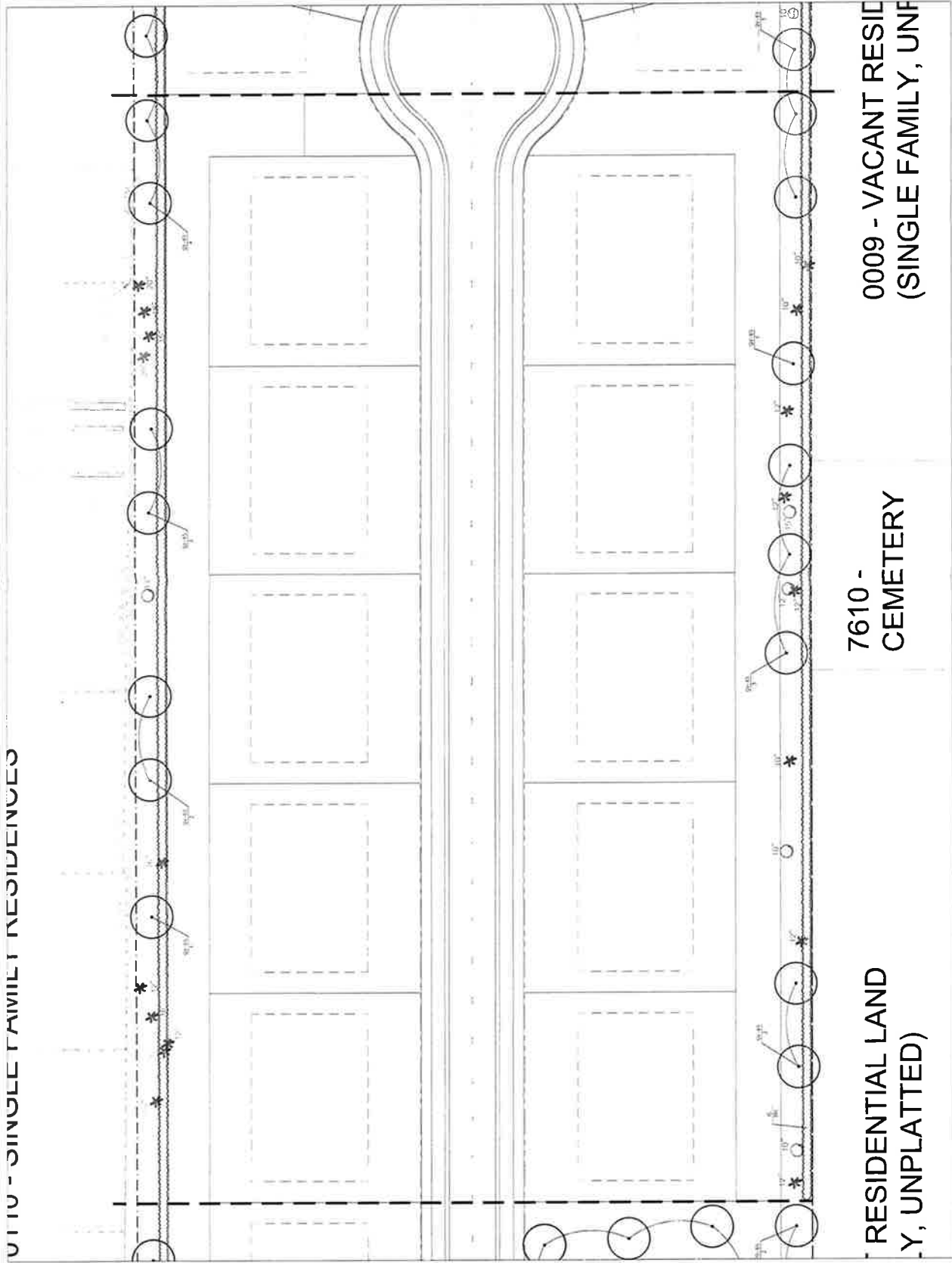
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DATE FOR QUOTE P&I

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Cocoa, Florida



JOB NO. 24101
DESIGNED BY: BD
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PROJECT APPROVAL: _____

TREE REMOVAL PLAN
SHEET NO. L-502



0009 - VACANT RESID (SINGLE FAMILY, UNPLATTED)

7610 - CEMETERY

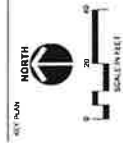
RESIDENTIAL LAND (SINGLE FAMILY, UNPLATTED)

117



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| DATE | DESCRIPTION |
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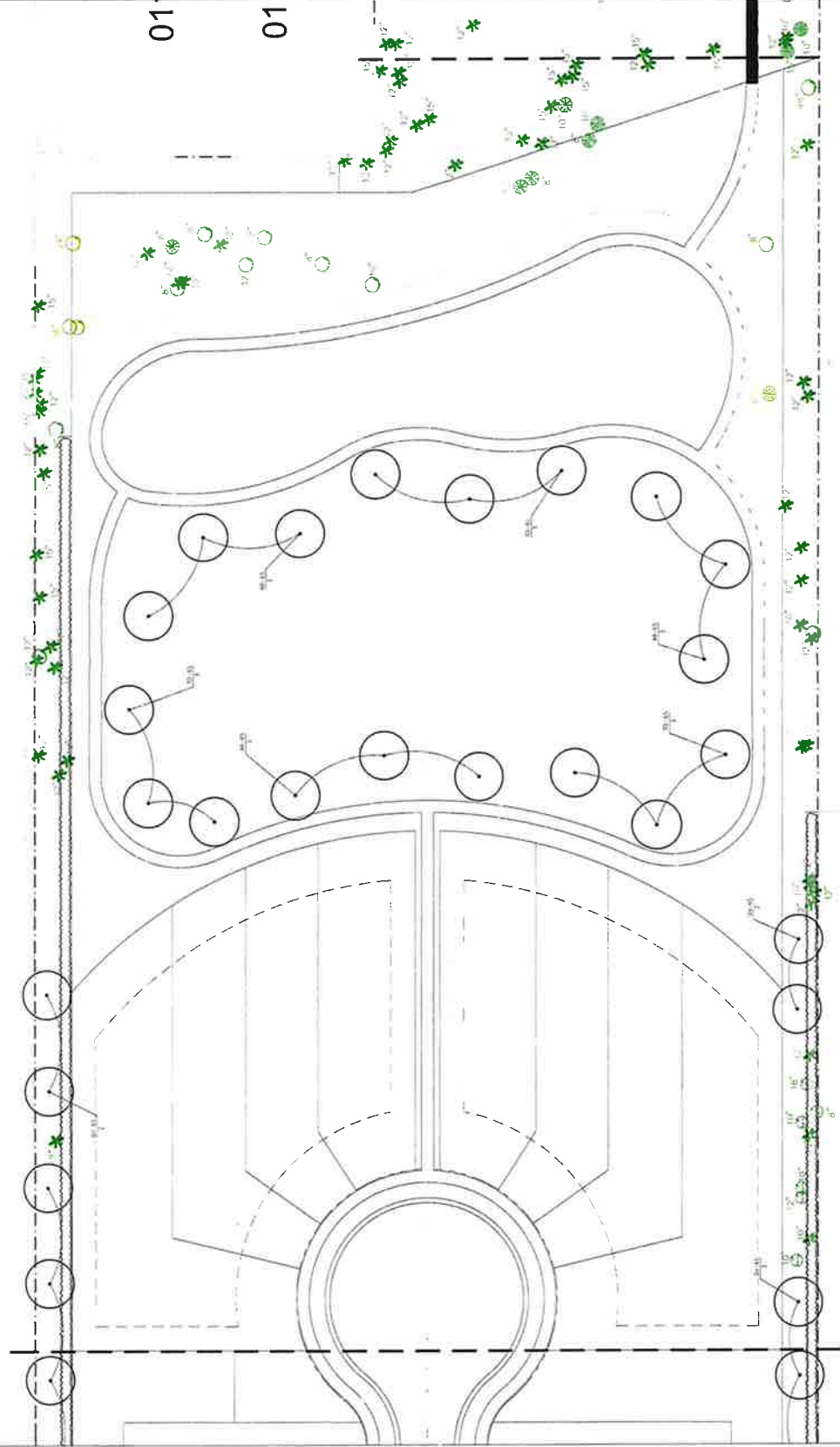
City Pointe
Cocoa, Florida



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| DESIGNED BY: | BD |
| DRAWN BY: | JD |
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| PROJECT APPROVAL: | |
| TITLE | TREE REMOVAL PLAN |

SHEET NO.
L-503 118

6910 - NURSERY - WITH RESIDENCE



0110 - SINGLE FAMILY RESIDENCE

CANT RESIDENTIAL LAND
FAMILY, UNPLATTED)

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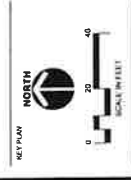
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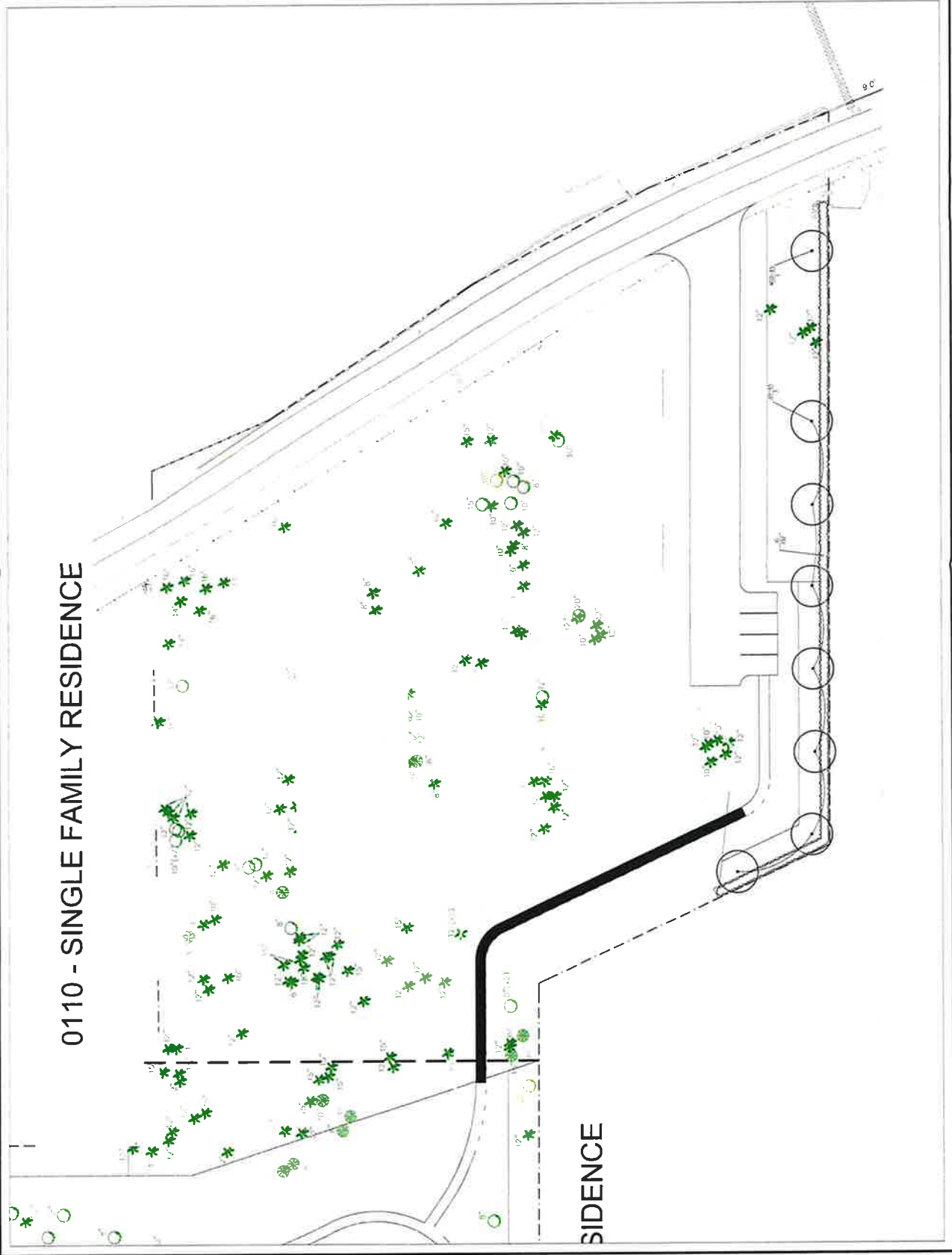


JOB NO.: 24101
DESIGNED BY: BD
DRAWN BY: JD
CHECKED BY: BD
PROJECT APPROVAL: _____
TITLE:

TREE
REMOVAL
PLAN

SHEET NO.
L-504 (119)

01110 - SINGLE FAMILY RESIDENCE



SIDENCE

Previous approvals:

PRELIMINARY DEVELOPMENT PLAN

City Point PUD

Prepared for:

City Point Landfall LLC
18 Bougainvillea Drive
Cocoa Beach, FL 32931

Prepared by:

MBV Engineering, Inc.
1250 W. Eau Gallie Blvd., Suite L
Melbourne, FL 32935

MBV # 23-1071
August 19, 2024

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I. INTRODUCTION

LOCATION:

The City Point PUD (12.86 ± acres) is located between US Highway 1 and N. Indian River Drive, approximately one-half of a mile north of State Road 528. The project is located within unincorporated Brevard County in:

| SECTION | TOWNSHIP | RANGE |
|----------------|-----------------|--------------|
| 08 | 24 South | 36 East |

LEGAL DESCRIPTION:

PARCEL 1

THE NORTH 82 1/2 FEET OF THE SOUTH 1234 FEET OF UNITED STATES GOVERNMENT LOT 3, SECTION 8. TOWNSHIP 24 SOUTH, RANGE 36 EAST, TOGETHER WITH THE FOLLOWING DESCRIBED PARCEL TO WIT; COMMENCE AT A POINT ON THE WEST LINE OF SECTION 8, TOWNSHIP 24 SOUTH, RANGE 36 EAST, WHICH SAID POINT IS 363 YARDS NORTH OF THE SW CORNER OF SAID SECTION 8, TOWNSHIP 24 SOUTH, RANGE 36 EAST, AND GO THENCE EAST AND PARALLEL TO THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 440 YARDS TO A POINT WHICH SAID POINT IS THE POINT OF BEGINNING; FROM SAID POINT OF BEGINNING, GO NORTH PARALLEL WITH THE WEST LINE OF SAID SECTION 8, A DISTANCE OF 27 1/2 YARDS TO A POINT; WHICH SAID POINT IS THE NW CORNER OF THE LANDS HEREIN DESCRIBED; THENCE GO EAST PARALLEL TO THE SOUTH LINE OF SAID SECTION 8, TO AND INTO THE WATERS OF THE INDIAN RIVER; THENCE SOUTHERLY ALONG THE WATERS OF THE INDIAN RIVER TO A POINT OPPOSITE THE POINT OF BEGINNING; THENCE GO WEST, PARALLEL TO THE SOUTH LINE OF SAID SECTION 8, TO THE POINT OF BEGINNING LESS AND EXCEPT ROAD RIGHT OF WAY AND LESS AND EXCEPT THE FOLLOWING DESCRIBED PARCEL; A PARCEL OF LAND LYING IN SECTION 8, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; COMMENCE AT THE SOUTHWEST CORNER OF SAID SECTION 8; THENCE RUN NORTH 00°43'16" EAST, ALONG THE WEST LINE OF SAID SECTION 8, A DISTANCE OF 1255.69 FEET; THENCE RUN SOUTH 89°30'56" EAST, PARALLEL WITH THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 1320.05 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 89°50'56" EAST, PARALLEL WITH SAID SOUTH LINE, A DISTANCE OF 350.00 FEET; THENCE RUN SOUTH 25°16'02" EAST, A DISTANCE OF 155.00 FEET; THENCE RUN SOUTH 89°50'56" EAST, PARALLEL WITH THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 360.04 FEET TO A POINT AT THE WATERS EDGE OF THE INDIAN RIVER; THENCE RUN SOUTH 25°16'02" EAST, ALONG WATERS EDGE OF THE INDIAN RIVER, A DISTANCE OF 27.68 FEET; THENCE RUN NORTH 89°50'56" WEST, PARALLEL WITH THE SOUTH LINE OF SAID SECTION 8, A DISTANCE OF 790.09 FEET) THENCE RUN NORTH 00°43'16" EAST, PARALLEL WITH THE WEST LINE OF SAID SECTION 8, A DISTANCE OF 165.00 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE RIGHT OF WAY OF INDIAN RIVER DRIVE.

PARCEL 2

TAX PARCEL #515 DESCRIPTION PER DEED BOOK 372, PAGE 451: FIRST PARCEL: A TRACT OF LAND HERETOFORE CALLED CRESSON GROVE DESCRIBED AS FOLLOWS: FROM THE SOUTHWEST CORNER OF SECTION EIGHT (8), IN TOWNSHIP TWENTY-FOUR (24) SOUTH, RANGE THIRTY-SIX (36) EAST, IN BREVARD COUNTY, FLORIDA, RUN NORTH ON THE WEST LINE OF SAID SECTION, A DISTANCE OF ONE THOUSAND TWO HUNDRED FIFTY FOUR AND FIVE TENTHS (1254.5) FEET TO AN IRON PIPE WHICH IS THE POINT OF BEGINNING OF THE LAND HEREIN DESCRIBED; AND FROM SAID POINT OF BEGINNING, RUN EAST, ONE THOUSAND SIX HUNDRED THREE (1603) FEET TO THE WEST LINE OF THE LAND OF EDWARD S. GIFFORD AND W.M. BARCLIFF; AND THENCE RUN THE WEST LINE OF THE LANDS OF THE SAID GIFFORD AND BARCLIFF, NORTH, A DISTANCE OF THREE HUNDRED (300) FEET TO THE NORTHWEST CORNER OF THE LAND CONVEYED TO EDWARD S. GIFFORD BY ROBERT M. AND ELIZABETH C. MACDONALD; THENCE RUN EAST ON THE NORTH

LINE OF SAID GIFFORD LAND, TO AND INTO THE WATERS OF THE INDIAN RIVER; THENCE RUN NORTHERLY, IN THE WATERS OF THE INDIAN RIVER, TO A POINT TWENTY (20) FEET NORTH OF THE LAST COURSE AFORESAID; AND THENCE RUN WEST, TO THE WEST LINE OF SECTION EIGHT (8); AND THENCE RUN SOUTH, ON THE WEST LINE OF SAID SECTION EIGHT (8), A DISTANCE OF THREE HUNDRED TWENTY (320) FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT LANDS DESCRIBED IN DEED BOOK 380 PAGE 446, PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA.

TAX PARCEL #515 (20' TRACT)

DESCRIPTION PER DEED BOOK 380, PAGE 444: A PARCEL OF LAND LOCATED IN SECTION EIGHT (8), TOWNSHIP TWENTY-FOUR (24) SOUTH, RANGE THIRTY-SIX (36) EAST, IN BREVARD COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: FROM THE SOUTHWEST CORNER OF SAID SECTION EIGHT (8), RUN THE WEST LINE OF THE SECTION, NORTH, ONE THOUSAND TWO HUNDRED FIFTY FOUR AND FIVE TENTHS (1254.5) FEET TO AN IRON PIPE; AND THENCE RUN EAST, ONE THOUSAND SIX HUNDRED THREE (1603) FEET TO AN IRON PIPE, WHICH IS THE BEGINNING POINT OF THE LAND HEREIN DESCRIBED; FROM SAID POINT OF BEGINNING, FOR A FIRST COURSE, RUN SOUTH EIGHTY-NINE (89) DEGREES FIFTY-THREE (53) MINUTES EAST, ON THE PROJECTED LINE LAST ABOVE DESCRIBED, A DISTANCE OF FOUR HUNDRED TWENTY-SEVEN AND EIGHT TENTHS (427.8) FEET TO AND INTO THE WATERS OF THE INDIAN RIVER; THENCE FOR A SECOND COURSE, RUN NORTHERLY, IN THE WATERS EDGE OF THE INDIAN RIVER, TO A POINT WHICH IS TWENTY (20) FEET NORTH AND SOUTH MEASUREMENT FROM THE FIRST COURSE AFORESAID; THENCE FOR A THIRD COURSE, RUN WEST AND TWENTY (20) FEET DISTANT FROM THE FIRST COURSE AFORESAID, A DISTANCE OF FOUR HUNDRED TWENTY-SEVEN (427) FEET, MORE OR LESS TO A POINT WHICH IS ONE THOUSAND SIX HUNDRED THREE (1603) FEET EAST FROM THE WEST LINE OF SECTION EIGHT (8); AND THENCE FOR A FOURTH COURSE, RUN SOUTH, ON A LINE PARALLEL TO AND ONE THOUSAND SIX HUNDRED THREE (1603) FEET EAST FROM THE WEST LINE OF SECTION EIGHT (8), A DISTANCE OF TWENTY (20) FEET TO THE POINT OF BEGINNING.

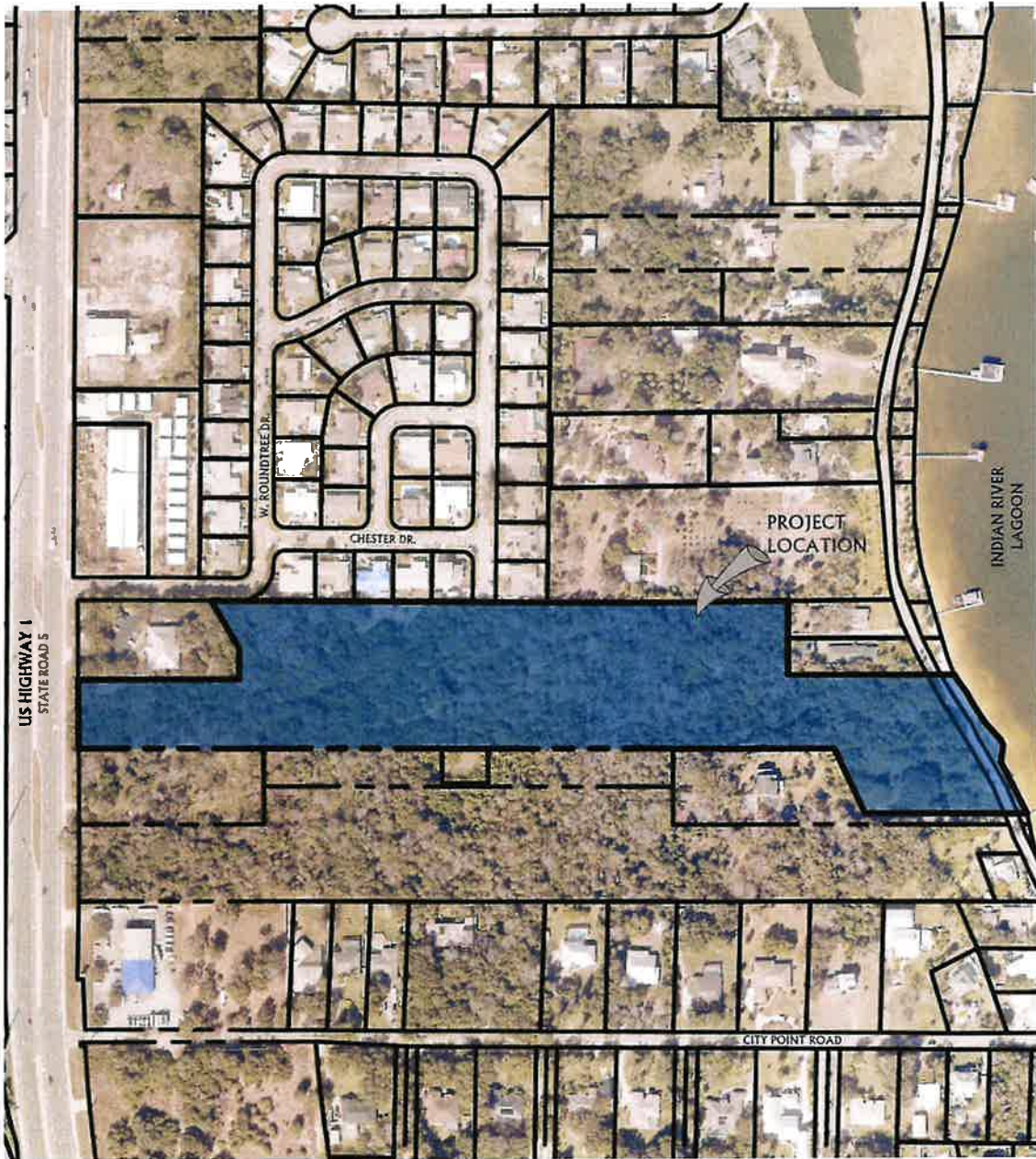
TAX PARCEL #514 DESCRIPTION PER DEED BOOK 383, PAGE 98: A PARCEL OF LAND LOCATED IN SECTION EIGHT (8), TOWNSHIP TWENTY-FOUR (24) SOUTH, RANGE THIRTY-SIX (36) EAST, IN BREVARD COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: FROM THE SOUTHWEST COMER OF SAID SECTION EIGHT (8), RUN THE WEST LINE OF THE SECTION, NORTH, ONE THOUSAND TWO HUNDRED SEVENTY FOUR AND FIVE TENTHS (1274.5) FEET TO AN IRON PIPE; AND THENCE RUN EAST, ONE THOUSAND SIX HUNDRED THREE (1603) FEET TO AN IRON PIPE, WHICH IS THE BEGINNING POINT OF THE LAND HEREIN DESCRIBED; FROM SAID POINT OF BEGINNING, FOR A FIRST COURSE, RUN NORTH AND PARALLEL TO THE WEST LINE OF SECTION EIGHT (8), A DISTANCE OF ONE HUNDRED SIXTY (160) FEET; THENCE FOR A SECOND COURSE, RUN SOUTH EIGHTY-NINE (89) DEGREES FIFTY-THREE (53) MINUTES EAST, TO AND INTO THE WATERS OF THE INDIAN RIVER; THENCE FOR A THIRD COURSE, RUN SOUTHERLY, IN THE WATERS EDGE OF THE INDIAN RIVER TO A POINT WHICH IS ONE HUNDRED SIXTY (160) FEET, BY PERPENDICULAR MEASUREMENT FROM THE SECOND COURSE PROJECTED; AND THENCE FOR A FOURTH COURSE, RUN NORTH EIGHTY-NINE (89) DEGREES FIFTY-THREE (53) MINUTES WEST AND PARALLEL TO THE SECOND COURSE AFORESAID, TO THE POINT OF BEGINNING. LESS AND EXCEPT FROM THE FOLLOWING;

PARCEL "A"

A PARCEL OF LAND LYING IN SECTION 8, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCE AT A 4 INCH BY 4 INCH CONCRETE MONUMENT MARKING THE SOUTHWEST CORNER OF PARKCHESTER, UNIT NO. 1 RECORDED IN PLAT BOOK 18, PAGE 114 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, AND RUN S 00 DEGREES 22' 33" W., ALONG THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1, A DISTANCE OF 11.13 FEET TO A POINT ON THE NORTH LINE OF LANDS DESCRIBED IN DEED BOOK 372, PAGE 451, THE POINT OF BEGINNING; THENCE CONTINUE S. 00 DEGREES 22' 33" W., ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 159.99 FEET; THENCE S 89 DEGREES 54' 45" E+201E PARALLEL WITH THE NORTH LINE OF SAID DEED BOOK 372, PAGE 451, A DISTANCE OF 350.00 FEET; THENCE N. 00 DEGREES 05' 15" E., PERPENDICULAR TO SAID NORTH LINE, A DISTANCE OF 56.96 FEET; THENCE N. 29 DEGREES 54' 50" W., A DISTANCE OF 118.97 FEET TO A POINT ON SAID NORTH LINE OF DEED BOOK 372, PAGE 451; THENCE N. 89 DEGREES 54' 45" W., ALONG SAID NORTH LINE, A DISTANCE OF 289.71 FEET TO THE POINT OF BEGINNING.

PARCEL "B"

A PARCEL OF LAND LYING IN SECTION 8, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGIN AT A 4 INCH BY 4 INCH CONCRETE MONUMENT MARKING THE SOUTHWEST CORNER OF PARKCHESTER, UNIT NO. 1, RECORDED IN PLAT BOOK 18, PAGE 114 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, AND RUN S.00°22'33"W., ALONG THE EAST RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1, A DISTANCE OF 171.12 FEET; THENCE 5.89°54'45"E., PARALLEL WITH THE SOUTH LINE OF LANDS DESCRIBED IN DEED BOOK 372, PAGE 451 A DISTANCE OF 350.00 FEET THENCE N.00°05'15"E., PERPENDICULAR TO SAID SOUTH LINE, A DISTANCE OF 56.96 FEET; THENCE N29°54'50" W. A DISTANCE OF 129.10 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF ROUNDTREE DRIVE (A 50 FOOT WIDE RIGHT OF WAY) THENCE N. 89°26'14"W. , ALONG SAID SOUTH RIGHT OF WAY LINE, A DISTANCE OF 284.60 FEET TO THE POINT OF BEGINNING.



(LOCATION EXHIBIT)

PROJECT HISTORY:

| | |
|------------------|--|
| Zoning: | EU (Estate Use) & RP (Residential Professional), |
| Land use: | Residential 1, Residential 2, Residential 4, & Neighborhood Commercial |
| Total land area: | 12.86 ± acres Neighborhood Commercial – 1.75 ± acres Land Use Residential 1 – 6.44 ± acres Land Use Residential 2 – 0.47 ± acres Land Use Residential 4 – 4.20 ± acres |
| Number of units: | None |
| Gross density: | N/A |
| Road ROW: | 0.00 acres |
| Wetlands: | 2.05 ± acres |

II. PROPOSED PRELIMINARY DEVELOPMENT PLAN

| | |
|------------------------------------|--|
| Zoning: | PUD |
| Land use: | CC (Community Commercial) –1.92 ± acres RES 4 – 10.94 ± acres |
| Total land area: | 12.86 ± acres |
| Number of units: | (11 Single-Family, 8 MF Townhome) |
| Gross density: | 1.48 units/acre |
| Road ROW: | 1.11 ± acres |
| Residential use: | 3.67 ± acres |
| Stormwater area: | 1.06 ± acres |
| Wetlands: | 2.36 ± acres |
| Common usable open space provided: | 4.01 ± acres |
| Passive open space provided: | 0.72 ± acres |
| Buffer/open space/conservation: | 1.76 ± acres |
| Commercial RV Storage: | 1.62 ± acres |
| Utilities: | 0.03 ± acres |

III. OPEN SPACE AND AREA CALCULATIONS

| USE | AREA | RESIDENTIAL UNIT TYPE | OPEN SPACE REQUIRED | ACTIVE OPEN SPACE PROVIDED | PASSIVE OPEN SPACE PROVIDED |
|------------|------------------|------------------------------|----------------------------|-----------------------------------|------------------------------------|
| RES-4 | 9.82 ac. | SINGLE-FAMILY DETACHED | 0.98 ac. (10.0%) | 0.00 ac. | 2.46 ac. |
| RES-4 | 1.12 ac. | SINGLE-FAMILY TOWNHOMES | 0.28 ac. (25.0%) | 3.99 ac. | 0.00 ac. |
| CC | 1.92 ac. | RV STORAGE | 0.00 ac. | 0.00 ac. | 0.00 ac. |
| | 12.86 ac. | | 1.26 ac. (9.8%) | 3.99 ac. (31.0%) | 2.46 ac. (19.1%) |

Note: Displayed percentages represent the open space area in relation to the total site area of 12.86 acres.

IV. SURFACE WATER MANAGEMENT SYSTEM

The surface water management system will consist of swales, culverts, and shallow retention areas which will overflow into existing on-site wetland systems and/or existing on- and off-site drainage systems. On an overall basis, in the developed condition, the historic drainage patterns on the site will generally be maintained within the on-site drainage basins.

Within each drainage basin, stormwater runoff will be routed to the proposed stormwater facilities which will be sized to provide the nutrient load reduction as required by Sections 8.3 and 9.0 of the St. Johns River Water Management District Environmental Resource Permit (ERP) handbook. The stormwater facilities will overflow to the existing wetlands generally located toward the east of the project. Overflow from the stormwater facilities to the wetland system will be limited to pre-development rates during the 25-year, 24-hour design storm event.

It should be noted that the exact configuration and location of the surface water management facilities shown on the master plan are conceptual. Final configuration and location will be determined at the time of final design and permitting.

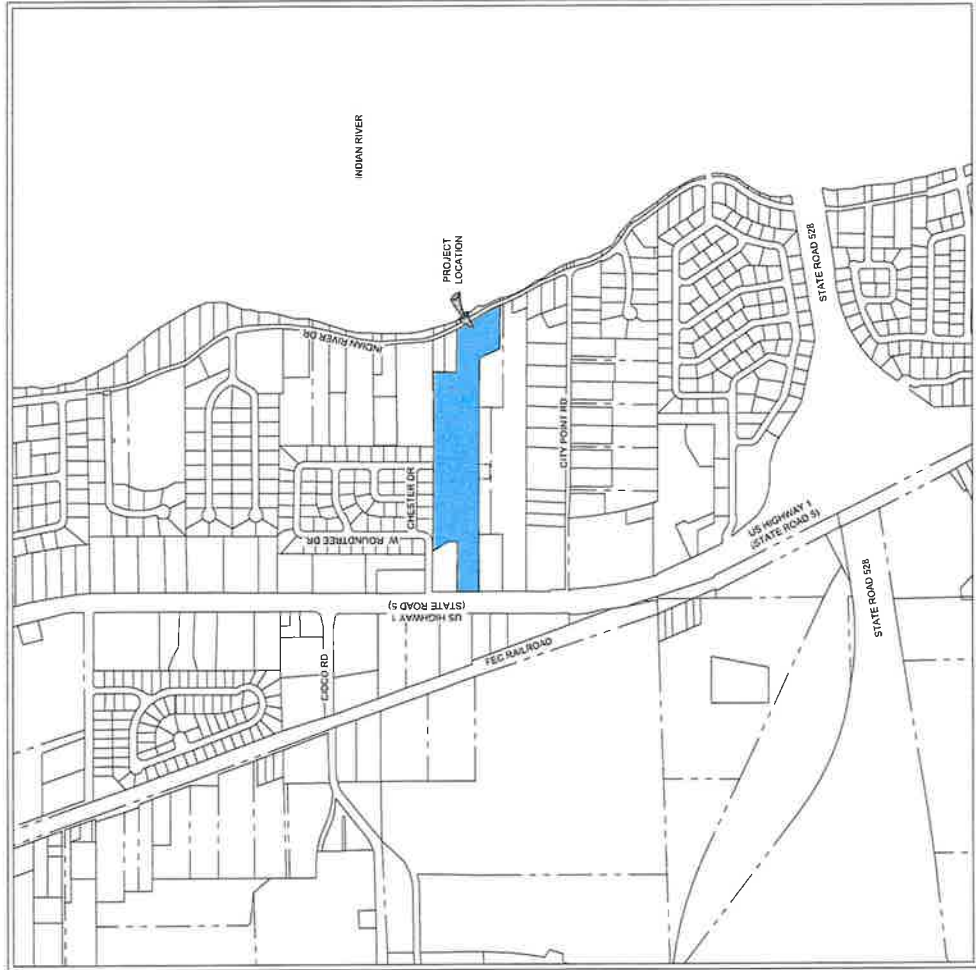
(Preliminary Development Exhibits)

CITY POINT PUD

SECTION 08, TOWNSHIP 24S, RANGE 36E
 INDIAN RIVER COUNTY, FLORIDA

MARCH 2024

REVISED: AUGUST 2024



LEGAL DESCRIPTION

ALL RIGHTS RESERVED. THIS PLAN IS THE PROPERTY OF MBV ENGINEERING, INC. ANY REPRODUCTION OR TRANSMISSION OF THIS PLAN WITHOUT THE WRITTEN PERMISSION OF MBV ENGINEERING, INC. IS STRICTLY PROHIBITED. THIS PLAN IS NOT TO BE USED FOR ANY OTHER PROJECT OR PURPOSE WITHOUT THE WRITTEN PERMISSION OF MBV ENGINEERING, INC.

PROJECT INFORMATION

THE PROJECT INFORMATION IS BASED ON THE INFORMATION PROVIDED BY THE CLIENT AND IS SUBJECT TO CHANGE WITHOUT NOTICE. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. MBV ENGINEERING, INC. IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THIS PLAN. THE CLIENT IS ADVISED THAT THIS PLAN IS NOT TO BE USED FOR ANY OTHER PROJECT OR PURPOSE WITHOUT THE WRITTEN PERMISSION OF MBV ENGINEERING, INC.

PROJECT OBJECTIVES

1. THE PROJECT OBJECTIVES ARE TO PROVIDE A COMPLETE SET OF ENGINEERING DRAWINGS FOR THE CONSTRUCTION OF THE PROJECT.
2. THE PROJECT OBJECTIVES ARE TO PROVIDE A COMPLETE SET OF ENGINEERING DRAWINGS FOR THE CONSTRUCTION OF THE PROJECT.
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SCALE 1" = 400'

OWNER / APPLICANT

BRIAN MCKEE
 CITY POINT LANDFALL, LLC
 18 BOUGAINVILLEA DR
 COCOA BEACH, FL 32931

ENGINEER



CIVIL STRUCTURAL - SURVEYING - ENVIRONMENTAL
 2530 SOUTH STATE AVENUE #4
 MELBOURNE, FL 32935
 PH: (321) 283-1510
 WEBSITE: WWW.MBV-ENGINEERING.COM
 PALM BEACH, FL - PH: (772) 689-8055
 PALM CITY, FL - PH: (772) 425-9959

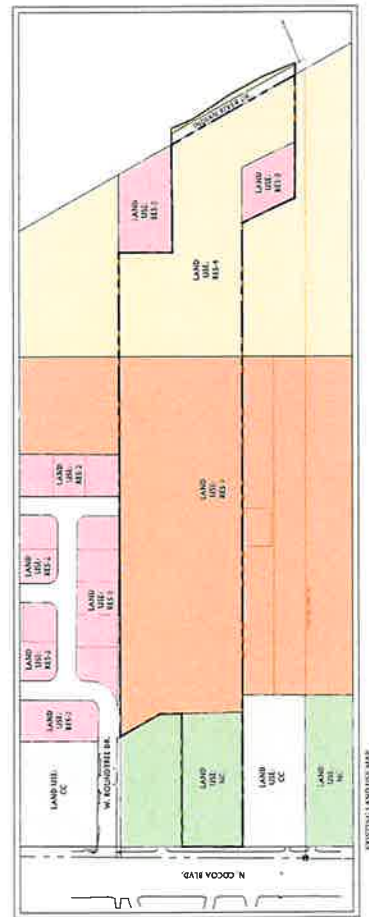
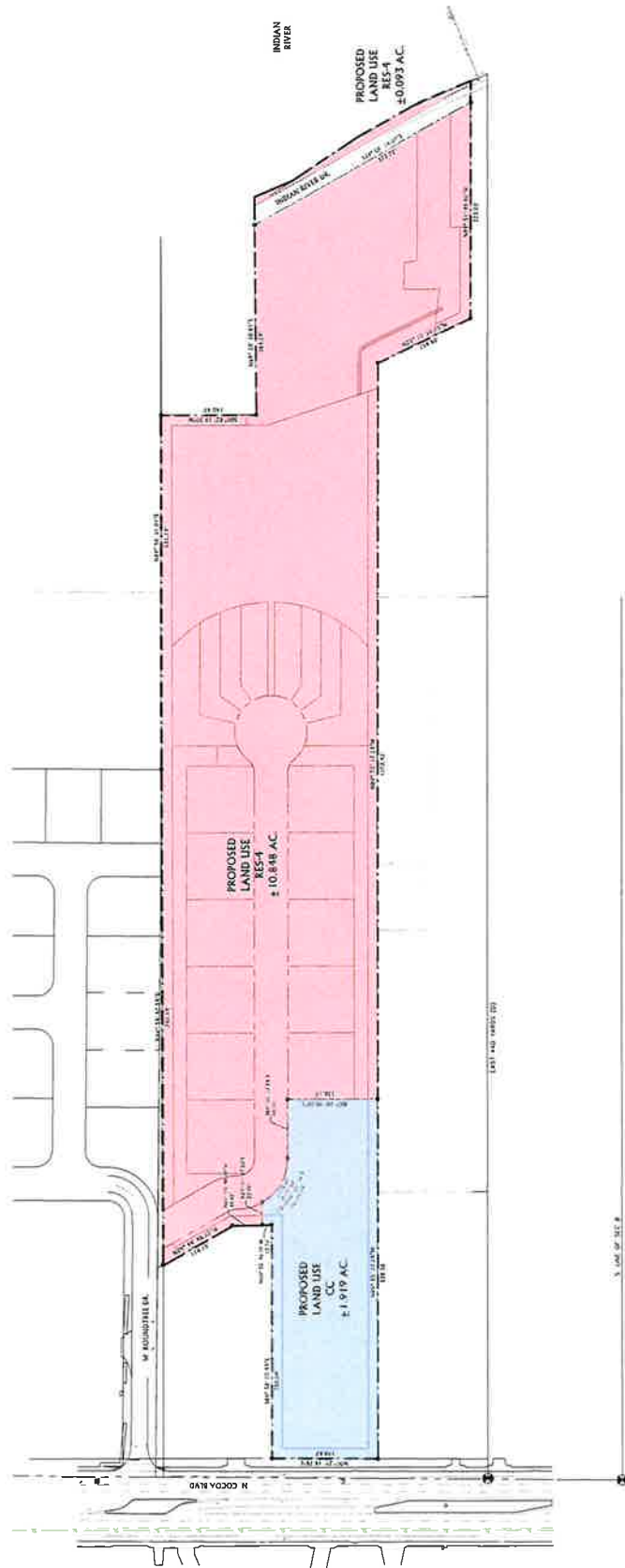
SURVEYOR

KANE SURVEYING, INC.
 505 DISTRIBUTION DRIVE
 MELBOURNE, FLORIDA 32904
 (321) 675-0427

PROJECT SUMMARY

THIS PLAN AND DEVELOPMENT CONCEPTS ARE BASED ON THE INFORMATION PROVIDED BY THE CLIENT AND IS SUBJECT TO CHANGE WITHOUT NOTICE. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. MBV ENGINEERING, INC. IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THIS PLAN. THE CLIENT IS ADVISED THAT THIS PLAN IS NOT TO BE USED FOR ANY OTHER PROJECT OR PURPOSE WITHOUT THE WRITTEN PERMISSION OF MBV ENGINEERING, INC.

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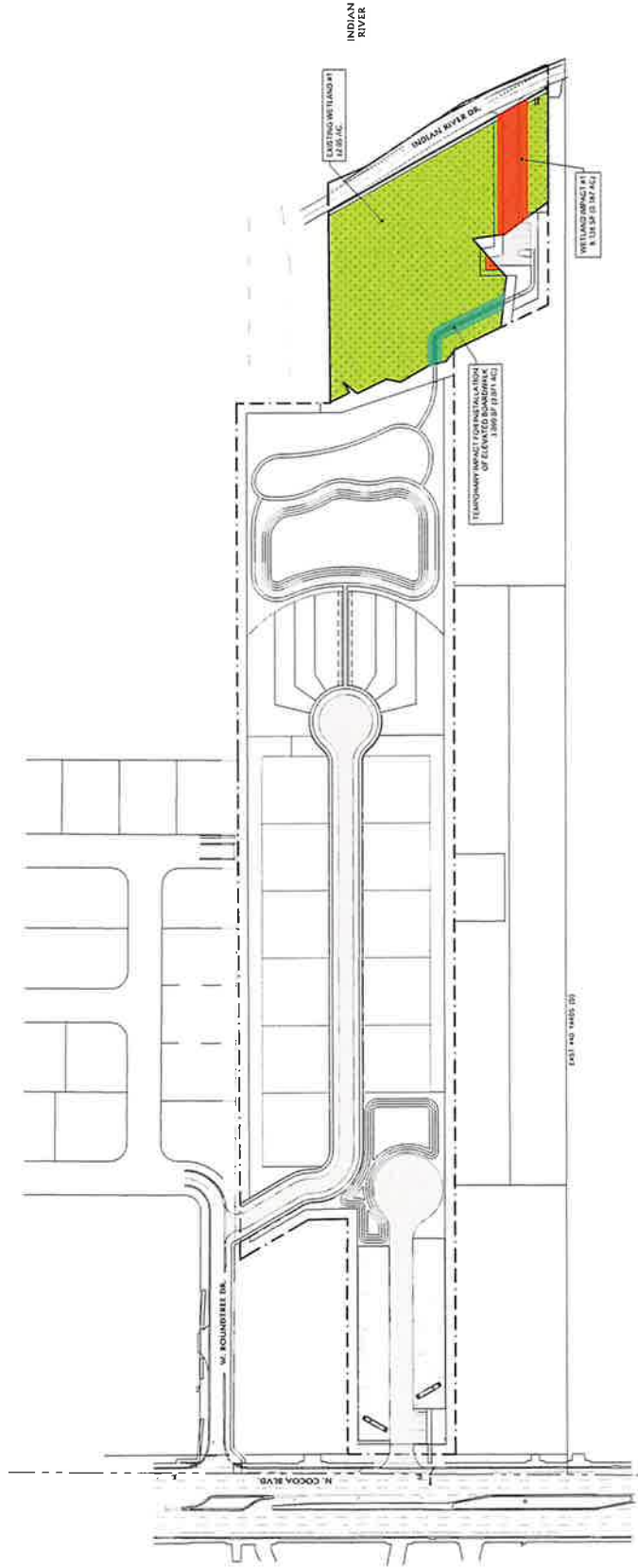


SCALE 1" = 80'

CITY POINT PLUD
FUTURE LAND USE EXHIBIT



CIVIL • STRUCTURAL • SURVEYING • ENVIRONMENTAL

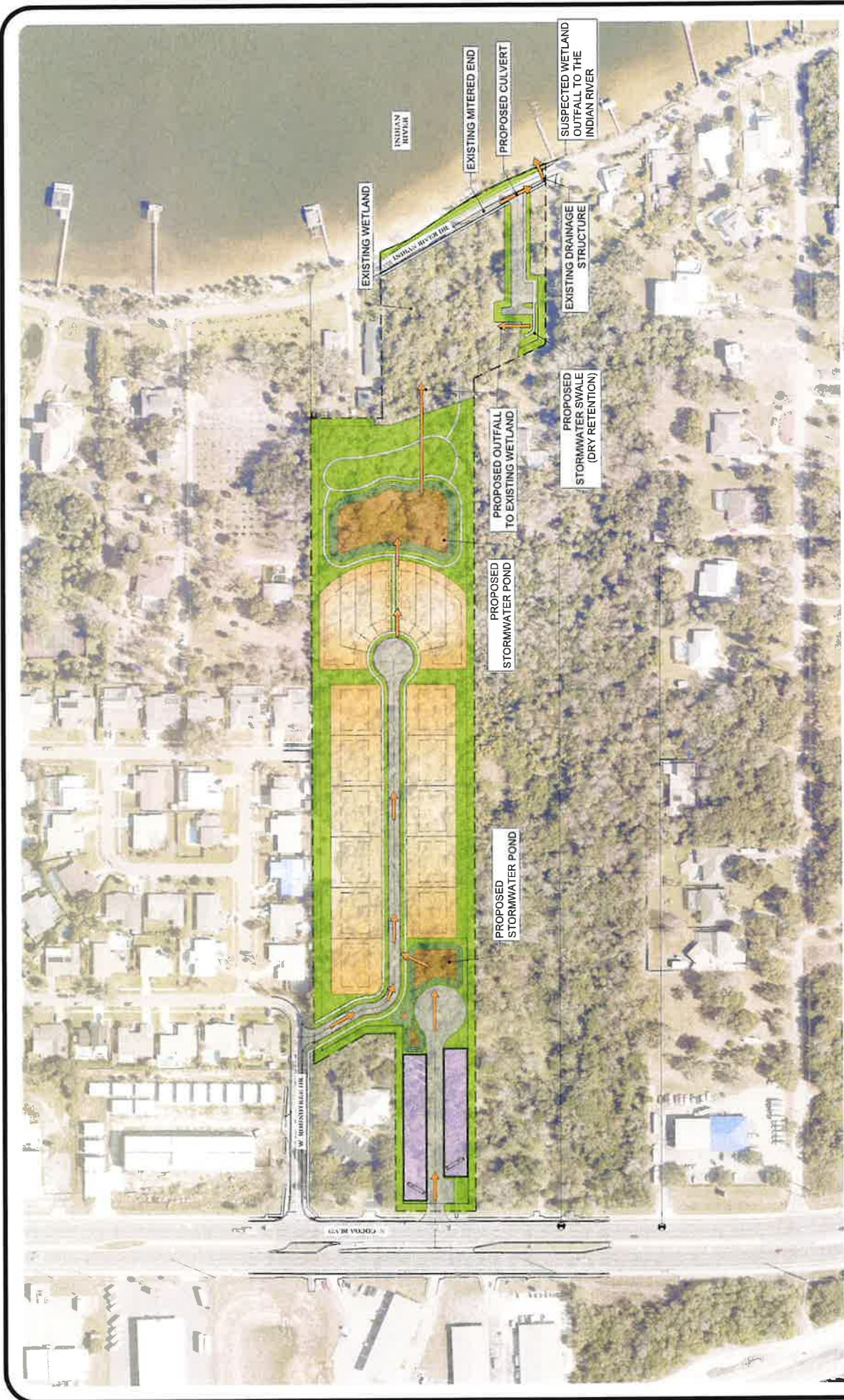


WETLAND IMPACT EXHIBIT
 1.07 AC
 WETLAND IMPACT ZONE
 0.307 AC
 EXISTING WETLAND #1
 0.56 AC
 TEMPORARY IMPACT ZONE
 1.369 AC

CITY POINT PLUD
 WETLAND IMPACT EXHIBIT

MBV
 ENGINEERING, INC.
 PO BOX 10000
 TAMPA, FL 33601
 (813) 973-1000
 WWW.MBV-ENGINEERING.COM

Civil • Structural • Surveying • Environmental



CITY POINT PUD
CONCEPTUAL DRAINAGE EXHIBIT

NOTES:
 1. THIS PLAN IS A CONCEPTUAL DRAINAGE EXHIBIT AND IS NOT TO BE USED FOR CONSTRUCTION.
 2. THE EXISTING DRAINAGE STRUCTURE IS TO BE RECONSTRUCTED TO ACCOMMODATE THE PROPOSED CULVERT.
 3. THE PROPOSED STORMWATER POND IS TO BE CONSTRUCTED TO PROVIDE 24 HOURS OF STORAGE.
 4. THE PROPOSED STORMWATER SWALE IS TO BE CONSTRUCTED TO PROVIDE DRY RETENTION.
 5. THE PROPOSED OUTFALL TO EXISTING WETLAND IS TO BE CONSTRUCTED TO PROVIDE A NATURAL OUTFALL TO THE INDIAN RIVER.
 6. THE PROPOSED CULVERT IS TO BE CONSTRUCTED TO PROVIDE A NATURAL OUTFALL TO THE INDIAN RIVER.
 7. THE PROPOSED MITERED END IS TO BE CONSTRUCTED TO PROVIDE A NATURAL OUTFALL TO THE INDIAN RIVER.
 8. THE PROPOSED WETLAND IS TO BE CONSTRUCTED TO PROVIDE A NATURAL OUTFALL TO THE INDIAN RIVER.
 9. THE PROPOSED SWALE IS TO BE CONSTRUCTED TO PROVIDE DRY RETENTION.
 10. THE PROPOSED POND IS TO BE CONSTRUCTED TO PROVIDE 24 HOURS OF STORAGE.



SCALE: 1" = 50'

MBY
ENGINEERING, INC.
 P.O. BOX 10000, TAMPA, FL 33610

Civil • Structural • Surveying • Environmental

V. PHASING SCHEDULE AND TIMING:

The City Point PUD will be developed in two (2) phases, the commercial component and the residential component. Each phase will be developed in a manner with the infrastructure including onsite and offsite roads, water, sewer and storm water drainage to enable the phase to be an independent unit. The phases of development may slightly vary from the numeral chronology depending on the market conditions. Multiple Pods within the PUD can be developed concurrently.

A. DEVELOPMENT PHASING

| PHASE | DEVELOPMENT |
|------------------|--------------------|
| PHASE ONE | Residential |
| PHASE TWO | Commercial |

B. USABLE COMMON OPEN SPACE PER PHASE

| PHASE ONE | |
|------------------|-----------------------------------|
| | <i>USABLE OPEN SPACE PROVIDED</i> |
| TOTAL PROVIDED | 4.35 ac. |
| TOTAL REQUIRED | 1.81 ac. |

**SANITARY SEWER SERVICE
CAPACITY AVAILABILITY CERTIFICATE**

This certificate is issued for the purpose of verifying that sanitary sewer service is available pursuant to Section 163.3202 (2) (g), Florida Statutes. However, this certificate in no way reserves capacity for the project or property described below and is issued for conditional Site Plan, Subdivision, or building permit approval only.

I. Unit of Government or Entity Issuing Certificate ~~Brevard County~~ City of Cocoa

II. Applicant/Owner Information

Owner Name City Point Landfall LLC, Brian McKee - Manager

Address 185 Bougainvillea Drive, Cocoa Beach, FL 32931

Home Phone # _____ Work # _____

Applicant Name MBV Engineering, Inc. David W. Bassford, P.E.

Address 1250 W. Eau Gallie Blvd. Ste H, Melbourne, FL 32935

Home Phone # _____ Work # 321-253-1510

III. Legal Description and Development Proposal

| | | | | | |
|----------|-------|---------|--------------|--------------|-----|
| 24 | 36 | 08 | 00 | 514 | |
| Township | Range | Section | Subdivision# | Block/Parcel | Lot |

Subdivision Name _____

Site Acreage 14.06 Zoning Classification _____

If Residential: Type of Residential SFR (11 detached, 8 townhomes) Maximum Number of Dwelling Units 19

If Non-Residential: Specific Uses RV Storage Square Footage 25,500

IV. Availability of Sanitary Sewer Service

Note that NO facilities are proposed for the RV Storage Buildings. These are for residents use only.

The Following sanitary sewer capacities are available as of the date of this application.

19 # of units or equivalent non-residential units

5035 gallons/day @ 265 gallons/residential unit/day

Affected Facility Claude H Dyal WTP

As of the date of this evaluation sufficient capacity is available for the project described in Sections III & IV.

As of the date of this application, sanitary sewer capacities *are not* available.

| | | |
|--|----------------------|-----------------|
| Digitally signed by Joel A Seymour Date: 2024.10.03 05:59:17 -04'00' Joel A Seymour | City of Cocoa | 12/13/24 |
| Signature and Title | Jurisdiction | Date |

V. The subject property is in an area not served by public sewer supply system and will be utilizing an on-site sewage disposal/septic tank.

This site is or can be made suitable for the use of an on-site sewage disposal system.

This site is currently serviced by an on-site sewage disposal system, which is adequate to handle the proposed new development described above.

| | | |
|---------------------|--------------|------|
| | | |
| Signature and Title | Jurisdiction | Date |

POTABLE WATER SERVICE
CAPACITY AVAILABILITY CERTIFICATE

This certificate is issued for the purpose of verifying that potable water service is available pursuant to Section 163.3202 (2) (g), Florida Statutes. However, this certificate in no way reserves capacity for the project or property described below and is issued for conditional Site Plan, Subdivision, or building permit approval only.

I. Unit of Government or Entity Issuing Certificate City of Cocoa

II. Applicant/Owner Information

Owner Name City Point Landfall LLC, Brian McKee - Manager

Address 185 Bougainvillea Drive, Cocoa Beach, FL 32931

Home Phone # _____ Work # _____

Applicant Name MBV Engineering, Inc. David W. Bassford, P.E.

Address 1250 W. Eau Gallie Blvd. Ste H, Melbourne, FL 32935

Home Phone # _____ Work # 321-253-1510

III. Legal Description and Development Proposal

| | | | | | |
|----------|-------|---------|--------------|--------------|-----|
| 24 | 36 | 08 | 00 | 514 | |
| Township | Range | Section | Subdivision# | Block/Parcel | Lot |

Subdivision Name _____

Site Acreage 14.06 Zoning Classification PUD

If Residential: Type of Residential SFR (11 detached, 8 townhomes) Maximum Number of Dwelling Units 19

If Non-Residential: Specific Uses RV Storage Square Footage 25,500

IV. Availability of Potable Water Service

Note that NO facilities are proposed for the RV Storage Buildings. These are for residents use only.

The Following potable water capacities are available as of the date of this application.

19 # of units or equivalent non-residential units

5,035 gallons/day @ 265 gallons/residential unit/day

Affected Facility Claude H Dyal WTP

As of the date of this evaluation sufficient capacity is available for the project described in Sections III & IV.

As of the date of this application, potable water capacities *are not* available.

| | | |
|--|---------------|----------|
| Joel A Seymour <small>Digitally signed by Joel A Seymour Date: 2024.10.03 05:59:17 -04'00'</small> | City of Cocoa | 12/13/24 |
| Signature and Title | Jurisdiction | Date |

V. The subject property is in an area not served by public water supply system and will be utilizing a private well. Location of said wells must be shown on site plan.

| | | |
|---------------------|--------------|------|
| | | |
| Signature and Title | Jurisdiction | Date |

From: [Linda Weinberg](#)
To: [AdministrativeServices](#)
Cc: [Commissioner, D1](#); tom
Subject: P&Z request 24-PUD00003, City Point Landfall, LLC
Date: Wednesday, February 26, 2025 8:01:10 PM
Attachments: [City Point Landfall rezone request.docx](#)

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

Attached, please find our request for denial of the above referenced rezoning application to be heard by P&Z on March 17. Would appreciate it being provided to all the P&Z members. Also, would appreciate confirmation of receipt.

Best regards,
Linda Weinberg

February 26, 2025

Planning and Zoning Board Members
Administrativeservices@BrevardFL.gov

Re: City Point Landfall, LLC – rezoning request. 24-PUD00003

This letter is regarding your upcoming meeting scheduled March 17, 2025 wherein you will consider the rezoning of a 12.86 acre parcel. This rezoning request has been posted on the property located at 3477 N Indian River Drive, Cocoa. We live at 104 Sonya Drive, Cocoa, which is less than a mile north of this property.

Upon contacting the zoning department, we were advised the initial request included a rezoning of approximately 12 acres from an Estate Use (EU which is defined as a single-family development of a “spacious nature”) and Residential Professional designation, to a Planned Unit development for 22 single family homes or multi-family. This is a dramatic zoning change and is entirely inconsistent with the character of surrounding properties.

We draw your attention to the most salient reasons to deny the requested rezoning:

- Indian River Drive is one of only 27 Florida Scenic Drives as well as a National Scenic Byway. From Cocoa Village north to US 1, there have been no multi-family structures built along Indian River Drive. Indian River Drive is a single-family, residential, non-commercial drive. As a 4th generation resident of Brevard County, the preservation of Indian River Drive has been sacrosanct for many generations.
- The proposed development plan prepared by MBV, appears to have a cul-de-sac coming from the west side of property down towards the river with a fan of eight, thin substandard lots that face the river. With re-zoning, these eight lots could conceivably be zero lot line structures or multi-family. Either scenario is just an effort to “over monetize” their investment in a way that denigrates the character of this entire area.
- The flooding along North Indian River Drive, including the location of this property, is already at a critical level. The roads are frequently impassable by cars and bikes due to a heavy rain or strong easterly winds blowing the river over the roadway. Additionally, the road is narrow, lacks bike lanes or sidewalks and already suffers from poorly performing septic tanks.

The idea of jumping from an EU zoning to PUD with 22 homes or multifamily is ludicrous and should summarily be rejected. The recorded deed shows this developer purchased these 12+ acres with its present EU/RP zoning, for \$1.25 Million. It should be noted that lots along Indian River Drive zoned for one home are selling for \$700K and above. This request to dramatically increase the density and intensity reflects a complete lack of respect for the

unique character of this river drive, the people who live here, and the many folks who enjoy the scenic drive along its shoreline.

You have an important job on the Planning Board. We appreciate your thoughtful consideration of our comments and would request that you deny the rezoning request.

Regards,

Tom and Linda Weinberg
104 Sonya Drive
Cocoa, FL. 32926
321-258-8002
Tweinberg2@gmail.com
Lindaweinberg321@gmail.com

Cc: Brevard County Commissioner Katie Delaney, District One

From: david1@tredeh.com
To: [AdministrativeServices](#)
Subject: ID# 24PUD00003 & 24SS00009
Date: Tuesday, March 4, 2025 8:42:36 PM
Importance: High

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

Good Evening;
In reference to the zoning change request...
Please keep current EU & RP with the Binding Development Plan, in place.

Thank you

Richard Battin
220 City Point Road
Cocoa FL 32926

From: [Sonja Hernandez](#)
To: [AdministrativeServices](#)
Cc: [E. Hernandez Michael](#); [Jennifer Schneider](#)
Subject: City Point Landfall LLC - Request for rezoning PDU-00003
Date: Monday, March 10, 2025 4:38:50 PM

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

Dear Planning and Zoning Board members,

The county needs to reject the proposed development and stay the course with the Binding Development Agreement that allows 7 single family homes on subject property. Hank Evans wrote the original agreement. He was a highly respected attorney.

I've lived in the Sabal Chase neighborhood just north of this plot since May 2002! I do not believe this proposal would be a good land use option. Every summer the flooding on Indian River Drive gets worse and the county is not doing anything to mitigate or raise the road.

The Riverwalk community was allowed to demolish all of the trees to cram more homes impacting the traffic on Indian River drive as well as the impacts to city infrastructure. I don't believe there is any positive case to justify changing the zoning on this property from 7 to 22 units so that one family can recoup the cost of their investment in the property where they are building their new home.

Impacts to the river, environment and infrastructure must be top concern. Furthermore, I believe the development plan calls for impacting the designated wetland.

Please consider the impacts to the existing residents and the taxes we pay. I am disgusted by the passersby's who toss out their garbage along the scenic drive which I often pick up bags full. We have raised our three children in this little peaceful community and wish to see it preserved. Thank you in advance for your consideration.

Mike and Sonja Hernandez
185 Sonya Drive
Cocoa, FL 32926
321.289.6331

February 26, 2025

Planning and Zoning Board Members
Administrativeservices@BrevardFL.gov

Re: City Point Landfall, LLC – rezoning request. 24-PUD00003

This letter is regarding your upcoming meeting scheduled March 17, 2025 wherein you will consider the rezoning of a 12.86 acre parcel. This rezoning request has been posted on the property located at 3477 N Indian River Drive, Cocoa. We live at 104 Sonya Drive, Cocoa, which is less than a mile north of this property.

Upon contacting the zoning department, we were advised the initial request included a rezoning of approximately 12 acres from an Estate Use (EU which is defined as a single-family development of a “spacious nature”) and Residential Professional designation, to a Planned Unit development for 22 single family homes or multi-family. This is a dramatic zoning change and is entirely inconsistent with the character of surrounding properties.

We draw your attention to the most salient reasons to deny the requested rezoning:

- Indian River Drive is one of only 27 Florida Scenic Drives as well as a National Scenic Byway. From Cocoa Village north to US 1, there have been no multi-family structures built along Indian River Drive. Indian River Drive is a single-family, residential, non-commercial drive. As a 4th generation resident of Brevard County, the preservation of Indian River Drive has been sacrosanct for many generations.
- The proposed development plan prepared by MBV, appears to have a cul-de-sac coming from the west side of property down towards the river with a fan of eight, thin substandard lots that face the river. With re-zoning, these eight lots could conceivably be zero lot line structures or multi-family. Either scenario is just an effort to “over monetize” their investment in a way that denigrates the character of this entire area.
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The idea of jumping from an EU zoning to PUD with 22 homes or multifamily is ludicrous and should summarily be rejected. The recorded deed shows this developer purchased these 12+ acres with its present EU/RP zoning, for \$1.25 Million. It should be noted that lots along Indian River Drive zoned for one home are selling for \$700K and above. This request to dramatically increase the density and intensity reflects a complete lack of respect for the

unique character of this river drive, the people who live here, and the many folks who enjoy the scenic drive along its shoreline.

You have an important job on the Planning Board. We appreciate your thoughtful consideration of our comments and would request that you deny the rezoning request.

Regards,

Tom and Linda Weinberg
104 Sonya Drive
Cocoa, FL. 32926
321-258-8002
Tweinberg2@gmail.com
Lindaweinberg321@gmail.com

Cc: Brevard County Commissioner Katie Delaney, District One

From: [Commissioner, D1](#)
To: [AdministrativeServices](#)
Subject: Fw: Concerns on CityPoint Landfall LLC plans
Date: Monday, March 17, 2025 11:32:26 AM

From: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Sent: Monday, March 17, 2025 11:17 AM
To: Amato, Ruth <Ruth.Amato@brevardfl.gov>
Subject: Fw: Concerns on CityPoint Landfall LLC plans

From: MaryJane Duncan <janemisc@icloud.com>
Sent: Thursday, March 13, 2025 4:32 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Concerns on CityPoint Landfall LLC plans

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

To Katie Delaney:
reference to;
ID# 24PUD00003 & 24S00009

My husband and I own a home in Parkchester, we have grave concerns regarding the impact of the increased traffic flow, on Roundtree Dr from the proposed entrance road for the proposed development.

We are also opposed to the proposed zoning changes. The plan goes against our Future Land Use (FLU) map and our Binding Development Plan (BDP) for our overall area.

As Cocoa's growth continues to increase, please consider the importance of preserving neighborhoods with single family homes.

Respectfully,
MaryJane Duncan
John Evrard
304 N Roundtree Dr
Cocoa FL
32926

Sent from my iPhone

From: [Commissioner, D1](#)
To: [AdministrativeServices](#)
Subject: Fw: P&Z request 24-PUD00003, City Point Landfall, LLC
Date: Monday, March 17, 2025 11:44:39 AM
Attachments: [City Point Landfall rezone request.docx](#)

From: Linda Weinberg <lindaweinberg321@gmail.com>
Sent: Wednesday, February 26, 2025 8:01 PM
To: AdministrativeServices <administrativeservices@brevardfl.gov>
Cc: Commissioner, D1 <D1.Commissioner@brevardfl.gov>; tom <tweinberg2@gmail.com>
Subject: P&Z request 24-PUD00003, City Point Landfall, LLC

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

Attached, please find our request for denial of the above referenced rezoning application to be heard by P&Z on March 17. Would appreciate it being provided to all the P&Z members. Also, would appreciate confirmation of receipt.

Best regards,
Linda Weinberg

From: [Mark W. Ward](#)
To: [AdministrativeServices](#)
Cc: ["Mark and Maggie Ward"](#); [Commissioner, D1](#)
Subject: ID# 24PUD00003 & 24SS00009
Date: Monday, March 17, 2025 10:13:26 AM
Importance: High

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

Dear Sir/Madam,

As co-owner of the property located at 382 Chester Drive in PARKCHESTER (Unincorporated Brevard County) and as such community abuts said development plans proposed by City Pointe Landfall LLC, I respectfully submit my comments in OPPOSITION to the any change in existing zoning and binding agreements that would allow higher density and impervious surfaces. Parkchester is a small community established in the early-mid 60's, consisting of 63 homes. There exists only one point of entrance/egress to this neighborhood, Roundtree Drive off of US Rt. 1. Before 2014, Roundtree Drive exited the neighborhood and residents were afforded the opportunity for both RIGHT and LEFT turns upon egress from the neighborhood;

The 2014-2016 widening of US Route 1 changed that by making the exit from Roundtree Drive onto US Route 1 a RIGHT TURN ONLY at the stop sign, eliminating the ability to turn left due to the median separating the northbound and southbound lanes of Route 1.

Additionally, the widening project caused the removal our designated "right turn-only" lane from northbound US Rt. 1 into Parkchester, as now that lane is not a MERGE LEFT lane. This has caused many close calls with our residents as they slow to turn right while people are looking over their left shoulder in attempt to merge.

In 2014-2015, we, the residents of Parkchester held a community meeting with DOT engineers and county officials, including Lisa.Mark@dot.state.fl.us. Lisa coordinated the meeting in which we voiced our concerns about the aforementioned changes. At that time, we also requested a STOP LIGHT at Route 1 and Roundtree Drive to increase the safety of our residents exiting our neighborhood into 50+ MPH Traffic or attempting to dodge traffic in order to get in the far-left lane to turn left onto Cidco Rd or make a U-turn to head south. We were told that, due to the size of our community, we do not qualify for a traffic control device at the entrance to our neighborhood.

Since 2016, traffic in this area of the US Rt. 1 corridor has increased dramatically, along with the speed of the approach to Parkchester, making it increasingly difficult to safely exit our homes. With the additional traffic which will accompany the development of the City Pointe Landfall development, no matter how small, the safety of our neighborhood's residents will, once again, be sacrificed in the name of "progress" and development. Unless these issues can be fixed, at cost to the developers, without affecting the cost to existing residents, the project developer and engineer should consider being allowed only ONE entrance off of Indian River Drive and not be allowed any access from Roundtree drive. Any such change in plans or infrastructure should be paid for by the developer via impact fees and not passed along to any of the neighboring residents.

Finally, with all of the concern of the health of the Indian River Lagoon, and with the mandate to clean up runoff by 2030, the Commission should LIMIT any impervious surfaces that

would allow, even inadvertent runoff, to enter the Lagoon. I would be extremely perplexed if the Commission would allow any change in density east of I-95 given this mandate. High and medium density housing directly adjacent to the Indian River is irresponsible. The City of Cocoa had all but said “damn the torpedoes” as they are allowing building with reckless abandon and bending of rules; That does not mean Brevard County should do the same.. Let’s set a better example and make a better life for all of us who choose to live here.

Sincerely,
Mark W. Ward
382 Chester Drive
Cocoa, FL 32926

Mark W. Ward
Ward & Lawless LLC
2410 Armadillo Court
Cocoa, Florida 32926
TEL: 888-658-8484 x1
FAX: 877-658-8484
www.wardlawless.com



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From: [Ward, Margaret C.](#)
To: [AdministrativeServices](#)
Cc: [Commissioner, D1](#)
Subject: ID# 24PUD00003 & 24SS00009
Date: Monday, March 17, 2025 10:20:37 AM

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

Sir/Madam,

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Before 2014, Roundtree Drive exited the neighborhood and residents were afforded the opportunity for both RIGHT and LEFT turns upon egress from the neighborhood;

The 2014-2016 widening of US Route 1 changed that by making the exit from Roundtree Drive onto US Route 1 a RIGHT TURN ONLY at the stop sign, eliminating the ability to turn left due to the median separating the northbound and southbound lanes of Route 1. Additionally, the widening project caused the removal our designated "right turn-only" lane from northbound US Rt. 1 into Parkchester, as now that lane is not a MERGE LEFT lane. This has caused many close calls with our residents as they slow to turn right while people are looking over their left shoulder in attempt to merge.

In 2014-2015, we, the residents of Parkchester held a community meeting with DOT engineers and county officials, including Lisa.Mark@dot.state.fl.us. Lisa coordinated the meeting in which we voiced our concerns about the aforementioned changes. At that time, we also requested a STOP LIGHT at Route 1 and Roundtree Drive to increase the safety of our residents exiting our neighborhood into 50+ MPH Traffic or attempting to dodge traffic in order to get in the far-left lane to turn left onto Cidco Rd or make a U-turn to head south. We were told that, due to the size of our community, we do not qualify for a traffic control device at the entrance to our neighborhood. Since 2016, traffic in this area of the US Rt. 1 corridor has increased dramatically, along with the speed of the approach to Parkchester, making it increasingly difficult to safely exit our homes. With the additional traffic which will accompany the development of the City Pointe Landfall development, no matter how small, the safety of our neighborhood's residents will, once again, be sacrificed in the name of "progress" and development. Unless these issues can be fixed, at cost to the developers, without affecting the cost to existing residents, the project developer and engineer should consider being allowed only ONE entrance off of Indian River Drive and not be allowed any access from Roundtree drive. Any such change in plans or infrastructure should be paid for by the developer via impact fees and not passed along to any of the neighboring residents.

Finally, with all of the concern of the health of the Indian River Lagoon, and with the mandate to clean up runoff by 2030, the Commission should LIMIT any impervious surfaces that would allow, even inadvertent runoff, to enter the Lagoon. I would be extremely perplexed if the Commission would allow any change in density east of I-95 given this mandate. High and medium density housing directly adjacent to the Indian River is irresponsible. The City of Cocoa had all but said "damn the torpedoes" as they are allowing building with reckless abandon and bending of rules; That does not mean Brevard County should do the same.. Let's set a better example and make a better life for all of us who choose to live here.

Sincerely,

Margaret C. Ward
[382 Chester Drive](#)
[Cocoa, FL 32926](#)

Margaret C. Ward
Director, Security Services
Magellan Health

*****Confidentiality Notice*****

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From: [Mark W. Ward](#)
To: [AdministrativeServices](#)
Cc: ["Mark and Maggie Ward"](#); [Commissioner, D1](#)
Subject: RE: ID# 24PUD00003 & 24SS00009
Date: Monday, March 17, 2025 10:43:55 AM
Attachments: [Z11455 \(1\).pdf](#)
Importance: High

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

Regarding the binding agreement (attached), already states NO ACCESS TO THE PARKCHESTER SUBDIVISION OR INDIAN RIVER DRIVE. WE OPPOSE ANY AND ALL CHANGES TO EXISTING BINDING AGREEMENT.

From: Mark W. Ward <mward@wardlawless.com>
Sent: Monday, March 17, 2025 10:13 AM
To: 'administrativeservices@brevardfl.gov' <administrativeservices@brevardfl.gov>
Cc: 'Mark and Maggie Ward' <mmward97@gmail.com>; 'Commissioner, D1' <D1.Commissioner@brevardfl.gov>
Subject: ID# 24PUD00003 & 24SS00009
Importance: High

Dear Sir/Madam,

As co-owner of the property located at 382 Chester Drive in PARKCHESTER (Unincorporated Brevard County) and as such community abuts said development plans proposed by City Pointe Landfall LLC, I respectfully submit my comments in OPPOSITION to the any change in existing zoning and binding agreements that would allow higher density and impervious surfaces. Parkchester is a small community established in the early-mid 60's, consisting of 63 homes. There exists only one point of entrance/egress to this neighborhood, Roundtree Drive off of US Rt. 1. Before 2014, Roundtree Drive exited the neighborhood and residents were afforded the opportunity for both RIGHT and LEFT turns upon egress from the neighborhood;

The 2014-2016 widening of US Route 1 changed that by making the exit from Roundtree Drive onto US Route 1 a RIGHT TURN ONLY at the stop sign, eliminating the ability to turn left due to the median separating the northbound and southbound lanes of Route 1.

Additionally, the widening project caused the removal our designated "right turn-only" lane from northbound US Rt. 1 into Parkchester, as now that lane is not a MERGE LEFT lane. This has caused many close calls with our residents as they slow to turn right while people are looking over their left shoulder in attempt to merge.

In 2014-2015, we, the residents of Parkchester held a community meeting with DOT engineers and county officials, including Lisa.Mark@dot.state.fl.us. Lisa coordinated the meeting in which we voiced our concerns about the aforementioned changes. At that time, we also requested a STOP LIGHT at Route 1 and Roundtree Drive to increase the safety of our residents exiting our neighborhood into 50+ MPH Traffic or attempting to dodge traffic in order to get in the far-left lane to turn left onto Cidco Rd or make a U-turn to head south. We

were told that, due to the size of our community, we do not qualify for a traffic control device at the entrance to our neighborhood.

Since 2016, traffic in this area of the US Rt. 1 corridor has increased dramatically, along with the speed of the approach to Parkchester, making it increasingly difficult to safely exit our homes. With the additional traffic which will accompany the development of the City Pointe Landfall development, no matter how small, the safety of our neighborhood's residents will, once again, be sacrificed in the name of "progress" and development. Unless these issues can be fixed, at cost to the developers, without affecting the cost to existing residents, the project developer and engineer should consider being allowed only ONE entrance off of Indian River Drive and not be allowed any access from Roundtree drive. Any such change in plans or infrastructure should be paid for by the developer via impact fees and not passed along to any of the neighboring residents.

Finally, with all of the concern of the health of the Indian River Lagoon, and with the mandate to clean up runoff by 2030, the Commission should LIMIT any impervious surfaces that would allow, even inadvertent runoff, to enter the Lagoon. I would be extremely perplexed if the Commission would allow any change in density east of I-95 given this mandate. High and medium density housing directly adjacent to the Indian River is irresponsible. The City of Cocoa had all but said "damn the torpedoes" as they are allowing building with reckless abandon and bending of rules; That does not mean Brevard County should do the same.. Let's set a better example and make a better life for all of us who choose to live here.

Sincerely,
Mark W. Ward
382 Chester Drive
Cocoa, FL 32926

Mark W. Ward
Ward & Lawless LLC
2410 Armadillo Court
Cocoa, Florida 32926
TEL: 888-658-8484 x1
FAX: 877-658-8484
www.wardlawless.com



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THE INFORMATION CONTAINED IN THIS COMMUNICATION AND ANY ATTACHMENTS HERETO IS CONFIDENTIAL, MAY BE ATTORNEY-CLIENT PRIVILEGED, AND IS INTENDED ONLY FOR THE PERSONAL AND CONFIDENTIAL USE OF THE ADDRESSEE(S). IF THE READER OF THIS MESSAGE IS NOT AN INTENDED RECIPIENT, OR AN AGENT THEREOF, YOU ARE HEREBY NOTIFIED THAT ANY REVIEW, USE, DISSEMINATION, DISTRIBUTION, OR COPYING OF THIS COMMUNICATION OR ANY ATTACHMENT HERETO IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS MESSAGE IN ERROR, PLEASE NOTIFY US IMMEDIATELY BY E-MAIL, AND DELETE THE ORIGINAL MESSAGE.

RESOLUTION NO. Z-11455

On motion by Commissioner Voltz, seconded by Commissioner Nelson, the following resolution was adopted by a unanimous vote:

WHEREAS, G & D DEVELOPERS

has/have applied for a Small scale Plan Amendment (08S.03) to change the Future Land Use Designation from Residential 1 to Residential 2 and Residential 4; and a change of classification from AU (Agricultural Residential) to EU (Estate Use Residential) on property described as

SEE ATTACHED LEGAL DESCRIPTION

Section 08, Township 24 S, Range 36 E, and,

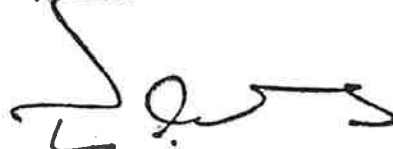
WHEREAS, a public hearing of the Brevard County Planning and Zoning Board was advertised and held, as required by law, and after hearing all interested parties and considering the adjacent areas, the Planning and Zoning Board recommended that the application be denied (*see below) and,

WHEREAS, the Board, after considering said application and the Planning and Zoning Board's recommendation and hearing all interested parties and after due and proper consideration having been given to the matter, find that the application should be Approved with a Binding Development Plan, allowing a maximum of seven units, now therefore,

BE IT RESOLVED by the Board of County Commissioners of Brevard County, Florida, that the requested Small Scale Plan Amendment (08S.03) to change the Future Land Use Designation from Residential 1 to Residential 2 and Residential 4; and a change of classification from AU (Agricultural Residential) to EU (Estate Use Residential) be decided as follows: request for Small Scale Plan Amendment was WITHDRAWN by the applicant and the change of classification from AU (Agricultural Residential) to EU (Estate Use Residential) be APPROVED with a Binding Development Plan, recorded in ORB 5897, Pages 624 through 638, dated 11/6/08, allowing a maximum of seven (7) units, and that the zoning classification relating to the above described property be changed to EU (Estate Use Residential), and the Planning & Zoning Director, or designee, is hereby directed to make this change on the official zoning maps of Brevard County, Florida.

BE IT FURTHER RESOLVED that this resolution shall become effective as of November 6, 2008.

BOARD OF COUNTY COMMISSIONERS
Brevard County, Florida



Truman Scarborough,
Chairperson

As Approved by the Board on September 4, 2008.

ATTEST: 
SCOTT ELLIS, CLERK

(SEAL)

*LPA Recommendation – Denied Small Plan Amendment (Applicant later withdrew request for Small Scale Plan Amendment) (P&Z Hearing – March 10, 2008)

Please note: A Conditional Use Permit will generally expire on the three year anniversary of its approval if the use is not established prior to that date. Conditional Use Permits for Towers and Antennas shall expire if a site plan for the tower is not submitted within one (1) year of approval or if construction does not commence within two years of approval. A PUD Preliminary Development Plan expires if a final development plan is not filed within three years.

THE GRANTING OF THIS ZONING DOES NOT GUARANTEE PHYSICAL DEVELOPMENT OF THE PROPERTY. AT THE TIME OF DEVELOPMENT, SAID DEVELOPMENT MUST BE IN ACCORDANCE WITH THE CRITERIA OF THE BREVARD COUNTY COMPREHENSIVE PLAN AND OTHER APPLICABLE LAWS AND ORDINANCES.



JAMARA J. RICARD, Clerk to the Board, 400 South Street • P.O. Box 999, Titusville, Florida 32781-0999

Telephone: (321) 637-2001
Fax: (321) 264-6972

November 10, 2008

MEMORANDUM

TO: Scott Knox, County Attorney Attn: Christine Lepore

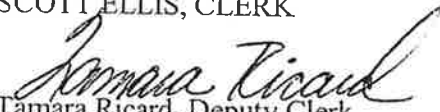
RE: Item III.A.6, Binding Development Plan Agreement with G & D Developers, LLC

The Board of County Commissioners, in regular session on October 28, 2008, executed Binding Development Plan Agreement with G & D Developers, LLC, for property located on the east side of U.S. 1, approximately .17 mile south of Cidco Road. Said Agreement was recorded in ORBK 5897, PGs 624 through 638. Enclosed for your necessary action are two certified copies of the recorded document.

Your continued cooperation is greatly appreciated.

Sincerely yours,

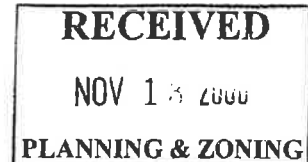
BOARD OF COUNTY COMMISSIONERS
SCOTT ELLIS, CLERK


Tamara Ricard, Deputy Clerk

/clj

Encls (2)

cc: Zoning- Candy Hanselman ✓
Contracts Administration



Z11455

RETURN: Clerk to the Board #27

PREPARED BY:
John H. Evans, Esquire
John H. Evans, P.A.
1702 S. Washington Ave
Titusville, FL 32780

CFN 2008210794, OR BK 5897 PAGE 624,
Recorded 11/06/2008 at 01:33 PM, Scott Ellis, Clerk of
Courts, Brevard County
Pgs:15

BINDING DEVELOPMENT PLAN
G&D DEVELOPERS, L.C.

THIS AGREEMENT, entered into this 28th day of October, 2008, between the BOARD OF COUNTY COMMISSIONERS OF BREVARD COUNTY, FLORIDA, a political subdivision of the State of Florida (hereinafter referred to as "County") and G&D DEVELOPERS, L.C., a Florida Limited Liability Company (hereinafter referred to as "Owner").

RECITALS

WHEREAS, Owner owns property (hereinafter referred to as the "Property") in Brevard County, Florida, as more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference; and

WHEREAS, Owner has requested the EU zoning classification and desires to develop the Property for Residential uses pursuant to the Brevard County Code, Section 62-1157; and

WHEREAS, as part of its plan for development of the Property, Owner wishes to mitigate negative impact on abutting land owners and affected facilities or services; and

WHEREAS, the County is authorized to regulate development of the Property.

NOW, THEREFORE, the parties agree as follows:

1. The County shall not be required or obligated in any way to construct or maintain or participate in any way in the construction or maintenance of the improvements. It is the intent of the parties that the Owner, its grantees, successors or assigns in interest or some other Associ-

Z11455

ation and/or assigns satisfactory to the County shall be responsible for the maintenance of any improvements.

2. The following restrictions shall apply to said subdivision:
 - A. There shall be a 15 foot natural buffer on the exterior of the subdivision;
 - B. There shall be no access for said subdivision to Indian River Drive;
 - C. The number of lots shall not exceed 7;
 - D. The subdivision shall have no access to Parkchester subdivision.
 - E. The minimum house size shall be 2,200 square feet under air;
 - F. The subdivision shall have an Association to maintain common elements and architectural control.
 - G. The Property shall have EU zoning.

3. Owner shall comply with all regulations and ordinances of Brevard County, Florida. This Agreement constitutes Owner's agreement to meet the above additional standards or restrictions in developing the Property. This agreement provides no vested rights against changes to the comprehensive plan or land development regulations as they may apply to this Property.

4. Owner, upon execution of this Agreement, shall pay to the County the cost of recording this Agreement in Brevard County, Florida.

5. This Agreement shall be binding and shall inure to the benefit of the successors or assigns of the parties and shall run with the subject Property unless or until rezoned and be binding upon any person, firm or corporation who may become the successor in interest directly

or indirectly to the subject Property, and be subject to the above referenced conditions as approved by the Board of County Commissioners on September 4, 2008. In the event the subject Property is annexed into a municipality and rezoned, this Agreement shall be null and void.

6. Violation of this Agreement will also constitute a violation of the Zoning Classification and this Agreement may be enforced by Section 1.7 and 62-5, Code or Ordinances of Brevard County, Florida, as it may be amended.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be signed all as of the date and year first above written.

ATTEST:

Scott Ellis, Clerk
(SEAL)

BOARD OF COUNTY COMMISSIONERS
OF BREVARD COUNTY, FLORIDA
2725 Judge Fran Jamieson Way
Viera, FL 32940

Truman Scarborough, Chairman
As approved by the Board on 10/28/08

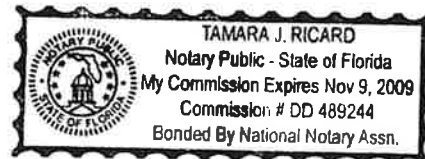
STATE OF FLORIDA
COUNTY OF BREVARD

The foregoing instrument was acknowledged before me this 28 day of October, 2008 by Truman Scarborough, Chairman of the Board of County Commissioners of Brevard County, Florida who is personally known to me or who has produced _____ as identification.

My commission expires

SEAL
Commission No.:

Notary Public
Tamara J. Ricard
(Name typed, printed or stamped)



Z11455

RETURN: Clerk to the Board #2

WITNESSES:

Linda M. King
LINDA M. KING
Witness Name typed or printed
Tina L. McGann
TINA L. MCGANN
Witness Name typed or printed

OWNER
G&D DEVELOPERS, L.C.,
a Florida Limited Liability Company
George W Papp
(Name)
537 SPRING LAKE DR -MLB, FL
(Address)
mg mbr
(President)
George W PAPP
(Name typed, printed or stamped)

STATE OF FLORIDA
COUNTY OF BREVARD

The foregoing instrument was acknowledged before me this 19th day September 2008 by George Papp as Manager of G&D Developers, L.C, a Florida Limited Liability Company, who is personally known to me or who has produced N/A as identification.

My commission expires:
SEAL
Commission No.:

Linda M. King
Notary Public
LINDA M. KING
(Name typed, printed or stamped)



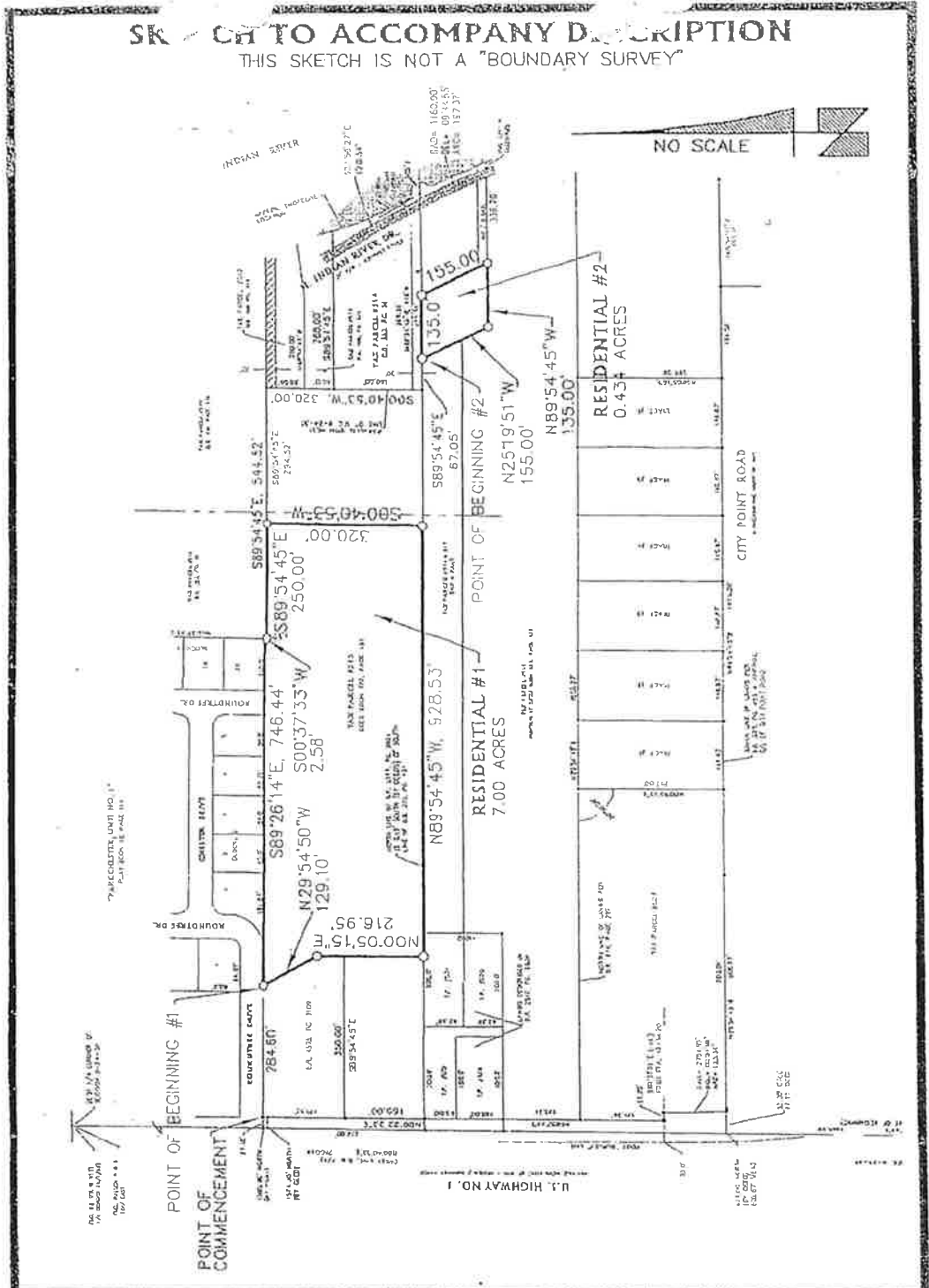
\\stacie\G&D\9714 /Binding Plan/ 9-3-08-k.doc

Z11455

RETURN: Clerk to the Board #27

SKETCH TO ACCOMPANY DESCRIPTION

THIS SKETCH IS NOT A "BOUNDARY SURVEY"



DRAWN BY: RMP
 CHK'D BY:
 DATE: 10/30/07
 JOB #: 98-429-4

PREPARED FOR AND CERTIFIED TO:
 SKETCH & DESCRIPTION FOR:
 G & D DEVELOPERS, LC.

r.m. packard
 surveying & mapping, inc.

1013 ROCKLEDGE DRIVE
 ROCKLEDGE, FLORIDA 32955
 TEL.: (321) 632-6335

SHEET 1 OF 2

EXHIBIT
 A
 1 OF 2

Z11455

RETURN: Clerk to the Board #27

SKETCH TO ACCOMPANY DESCRIPTION

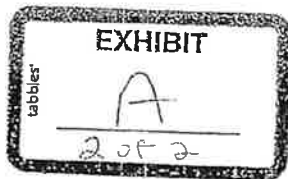
THIS SKETCH IS NOT A "BOUNDARY SURVEY"

DESCRIPTION -- RESIDENTIAL #1:

A PARCEL OF LAND LYING IN SECTION 8, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS.

COMMENCE AT A 4 INCH BY 4 INCH CONCRETE MONUMENT, WHICH MARKS THE SOUTHWEST CORNER OF "PARKCHESTER, UNIT NO. 1", RECORDED IN PLAT BOOK 18, PAGE 114 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, AND RUN S.89°26'14"E., ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 284.60 FEET TO THE NORTHEAST CORNER OF LANDS DESCRIBED IN O.R. 4526, PAGE 2109 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THE POINT OF BEGINNING; THENCE CONTINUE S.89°26'14"E., ALONG SAID SOUTH LINE OF "PARKCHESTER, UNIT NO. 1", A DISTANCE OF 748.44 FEET TO THE SOUTHEAST CORNER OF SAID SUBDIVISION; THENCE S.00°37'33"W., ALONG THE SOUTHERLY EXTENSION OF THE EAST LINE OF SAID SUBDIVISION, A DISTANCE OF 2.58 FEET, TO THE SOUTHWEST CORNER OF LANDS DESCRIBED IN O.R. 323, PAGE 90 OF SAID PUBLIC RECORDS; THENCE S.89°54'45"E., ALONG THE SOUTH LINE OF SAID LANDS, A DISTANCE OF 250.00 FEET TO THE SOUTHEAST CORNER OF SAID LANDS; THENCE DEPARTING SAID SOUTH LINE, RUN S.00°40'53"W., A DISTANCE OF 320.00 FEET TO A POINT ON THE SOUTH LINE OF LANDS DESCRIBED IN DEED BOOK 372, PAGE 451; THENCE N.89°54'45"W., ALONG SAID SOUTH LINE, A DISTANCE OF 928.53 FEET TO A POINT ON THE SOUTHERLY EXTENSION OF THE EAST LINE OF AFORESAID LANDS DESCRIBED IN O.R. 4526, PAGE 2109; THENCE N.00°05'15"E., ALONG SAID EXTENSION AND SAID EAST LINE, A DISTANCE OF 216.95 FEET TO AN ANGLE POINT; THENCE N.29°54'50"W., ALONG AN EASTERLY LINE OF SAID LANDS, A DISTANCE OF 129.10 FEET TO THE POINT OF BEGINNING; CONTAINING 7.00 ACRES.

SUBJECT TO ALL EASEMENTS, RESTRICTIONS, LIMITATIONS AND / OR RIGHTS OF WAY OF RECORD.



Z11455

THIS INSTRUMENT PREPARED BY
AND RETURN TO:
JOHN H. EVANS, ESQUIRE
1702 S. WASHINGTON AVE
TITUSVILLE, FL 32780

JOINDER IN BINDING DEVELOPMENT PLAN

KNOW ALL MEN BY THESE PRESENTS, that the undersigned, being the authorized agent and signatory for the owner and holder of the following mortgages:

First Mortgage recorded on August 20, 2001 in Official Records Book 4404, Page 0975, further evidenced by Modification of Mortgage dated July 15, 2002, recorded on August 26, 2002 in Official Records Book 4667, Page 3227, further evidenced by Modification of Mortgage dated July 15, 2003, recorded on July 31, 2003 in Official Records Book 4998, Page 1828, further evidenced by Modification of Mortgage dated July 15, 2004, recorded on August 12, 2004 in Official Record Book 5347, Page 7706, further evidenced by Modification of Mortgage dated January 15, 2005, recorded on February 2, 2005 in Official Records Book 5416, Page 4076, further evidenced by Modification of Mortgage dated July 15, 2005, recorded on August 12, 2005 in Official Records Book 5515, Page 5258, further evidenced by Modification of Mortgaged dated July 15, 2006, recorded on August 15, 2006 in Official Records Book 5685, Page 1116, further evidenced by Modification of Mortgage dated July 15, 2007, recorded on August 9, 2007 in Official Record Book 5803, Page 90 of the Public Records of Brevard County, Florida and further modified by Modification of Mortgage dated July 15, 2008 and recorded in Official Records Book 5886, Page 3181, Public Records of Brevard County, Florida.

Second Mortgage recorded on August 20, 2002, recorded in Official Records Book 4663, Page 3371, further evidenced by limitation of right of future advances dated July 12, 2002, recorded on August 20, 2002 in Official Records Book 4663, Page 3369, further evidenced by

Z11455

Modification of Mortgage dated July 12, 2003, recorded on July 30, 2003 in Official Records Book 4997, Page 3348, further evidenced by Modification of Mortgage dated July 12, 2004, recorded on August 12, 2004 in Official Records Book 5347, Page 8160, further evidenced by Modification of Mortgage dated January 12, 2005, recorded on February 2, 2005 in Official Records Book 5416, Page 4072, further evidenced by Modification of Mortgage dated July 12, 2005, recorded August 12, 2005 in Official Records Books 5515, Page 5254, further evidenced by Modification of Mortgage dated July 12, 2006, recorded on August 15, 2006 in Official Records Book 5685, Page 3904, further evidenced by Modification of Mortgage dated July 12, 2007, recorded on August 9, 2007 in Official Records Book 5802, Page 9690 of the Public Records of Brevard County, Florida. Further modified by Mortgage Modification of Mortgage dated July 12, 2008 and recorded in Official Records Book 5886, Page 3100, Public Records of Brevard County, Florida.

Third Mortgage dated August 4, 2008 and recorded in Official Records Book 5886, Page 3185 in the Public Records of Brevard County, Florida and encumbering lands described in said Mortgages.

I do hereby consent to the Binding Development Plan attached as Exhibit "A" for the purpose of subordinating the lien of the undersigned's Mortgage to said Binding Development Plan.

WITNESSES:

Eina Zavala
EINA ZAVALA
Witness Printed Name
Rosen White
Rosen White
Witness Printed Name

FLORIDA BUSINESS BANK
340 N. Harbor City Blvd.
Melbourne, FL 32935

By: *William C Koehn*
Authorized Agent's Signature
Printed Name: William C Koehn
As: SVP

211455

Click to the Board #27

STATE OF FLORIDA
COUNTY OF BREVARD

The foregoing instrument was acknowledged before me this 19th day of September, 2008 by WILLIAM O. KOEHNE, as S.V.P. of Florida Business Bank who is personally known to me or who has produced _____ as identification.

My Commission Expires: 11/20/09

Eina V. Zavalla
Notary Public

SEAL

EINA V. ZAVALLA
Notary Public, State of Florida
My comm. exp. Nov. 20, 2009
Comm. No. DD 492338

Name typed, printed or stamped

Staciedocs/G&D/ 9714/Joinder/ 9 -18-08-k

Z11455

PREPARED BY:
John H. Evans, Esquire
John H. Evans, P.A.
1702 S. Washington Ave
Titusville, FL 32780

BINDING DEVELOPMENT PLAN
G&D DEVELOPERS, L.C.

THIS AGREEMENT, entered into this _____ day of _____, 2008, between the BOARD OF COUNTY COMMISSIONERS OF BREVARD COUNTY, FLORIDA, a political subdivision of the State of Florida (hereinafter referred to as "County") and G&D DEVELOPERS, L.C., a Florida Limited Liability Company (hereinafter referred to as "Owner").

RECITALS

WHEREAS, Owner owns property (hereinafter referred to as the "Property") in Brevard County, Florida, as more particularly described in Exhibit "A" attached hereto and incorporated herein by this reference; and

WHEREAS, Owner has requested the EU zoning classification and desires to develop the Property for Residential uses pursuant to the Brevard County Code, Section 62-1157; and

WHEREAS, as part of its plan for development of the Property, Owner wishes to mitigate negative impact on abutting land owners and affected facilities or services; and

WHEREAS, the County is authorized to regulate development of the Property.

NOW, THEREFORE, the parties agree as follows:

1. The County shall not be required or obligated in any way to construct or maintain or participate in any way in the construction or maintenance of the improvements. It is the intent of the parties that the Owner, its grantees, successors or assigns in interest or some other Associ-

Z11455



ation and/or assigns satisfactory to the County shall be responsible for the maintenance of any improvements.

2. The following restrictions shall apply to said subdivision:
 - A. There shall be a 15 foot natural buffer on the exterior of the subdivision;
 - B. There shall be no access for said subdivision to Indian River Drive;
 - C. The number of lots shall not exceed 7;
 - D. The subdivision shall have no access to Parkchester subdivision.
 - E. The minimum house size shall be 2,200 square feet under air;
 - F. The subdivision shall have an Association to maintain common elements and architectural control.
 - G. The Property shall have EU zoning.

3. Owner shall comply with all regulations and ordinances of Brevard County, Florida. This Agreement constitutes Owner's agreement to meet the above additional standards or restrictions in developing the Property. This agreement provides no vested rights against changes to the comprehensive plan or land development regulations as they may apply to this Property.

4. Owner, upon execution of this Agreement, shall pay to the County the cost of recording this Agreement in Brevard County, Florida.

5. This Agreement shall be binding and shall inure to the benefit of the successors or assigns of the parties and shall run with the subject Property unless or until rezoned and be binding upon any person, firm or corporation who may become the successor in interest directly

RETURN: Clerk to the Board #27

or indirectly to the subject Property, and be subject to the above referenced conditions as approved by the Board of County Commissioners on _____, 2008. In the event the subject Property is annexed into a municipality and rezoned, this Agreement shall be null and void.

6. Violation of this Agreement will also constitute a violation of the Zoning Classification and this Agreement may be enforced by Section 1.7 and 62-5, Code or Ordinances of Brevard County, Florida, as it may be amended.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be signed all as of the date and year first above written.

ATTEST:

BOARD OF COUNTY COMMISSIONERS
OF BREVARD COUNTY, FLORIDA
2725 Judge Fran Jamieson Way
Viera, FL 32940

Scott Ellis, Clerk
(SEAL)

_____, Chairman
As approved by the Board on _____

STATE OF FLORIDA
COUNTY OF BREVARD

The foregoing instrument was acknowledged before me this _____ day of _____, 2008 by _____, Chairman of the Board of County Commissioners of Brevard County, Florida who is personally known to me or who has produced _____ as identification.

My commission expires

Notary Public

SEAL

Commission No.:

(Name typed, printed or stamped)

Z11455

Notary Public for the Board #27

WITNESSES:

Linda M. King
LINDA M. KING
Witness Name typed or printed
Tina L McYann
TINA L McYANN
Witness Name typed or printed

OWNER
G&D DEVELOPERS, L.C.,
a Florida Limited Liability Company

George W Papp
(Name)
537 SPRING LAKE DR - MLB, FL
(Address)
mg mlr
(President)
George W PAPP
(Name typed, printed or stamped)

STATE OF FLORIDA
COUNTY OF BREVARD

The foregoing instrument was acknowledged before me this 19th day September 2008 by George Papp as Manager of G&D Developers, L.C, a Florida Limited Liability Company, who is personally known to me or who has produced N/A as identification.

My commission expires:
SEAL
Commission No.:

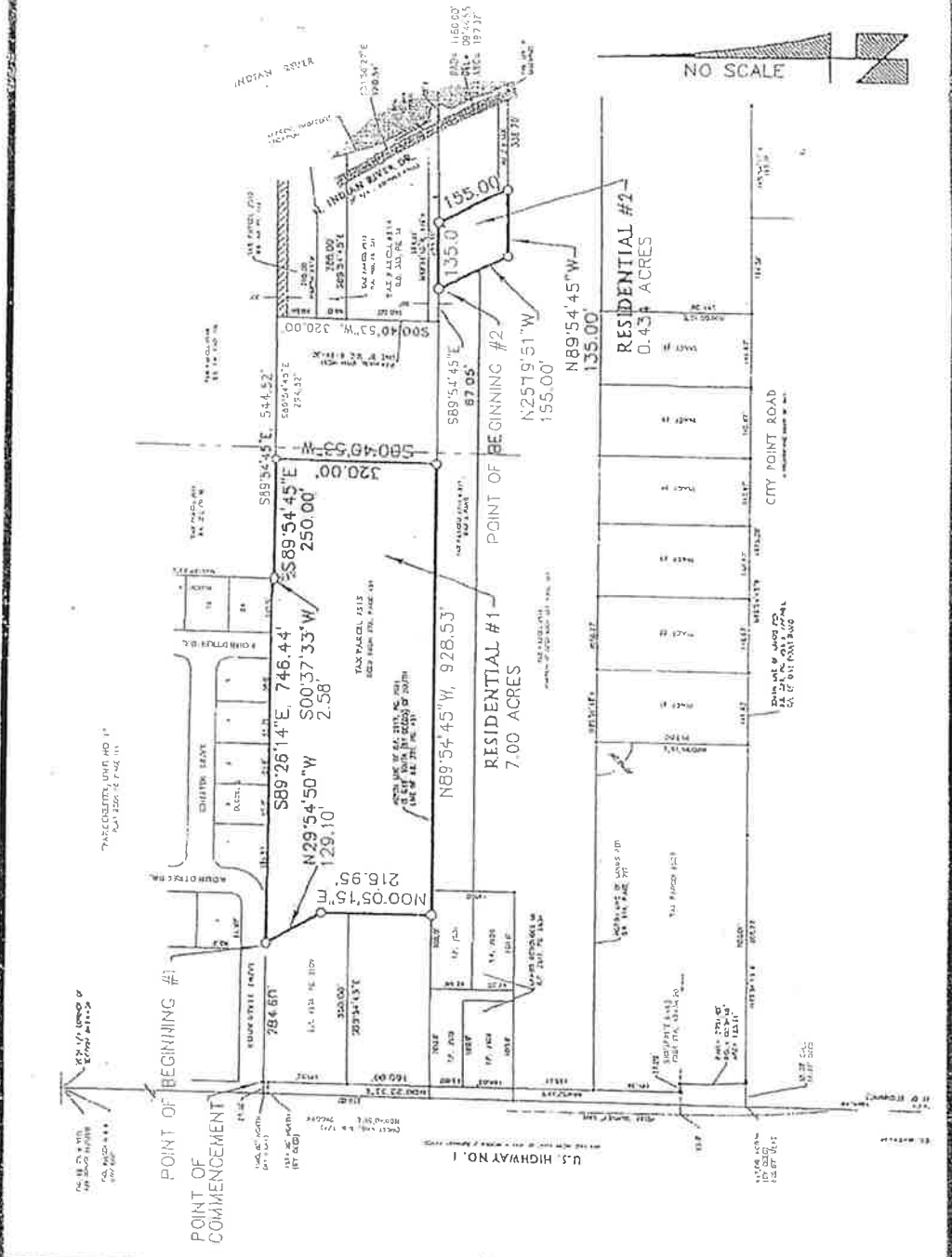
Linda M. King
Notary Public
LINDA M. KING
(Name typed, printed or stamped)



RETURN: Clerk to the Board #27

SKETCH TO ACCOMPANY DESCRIPTION

THIS SKETCH IS NOT A "BOUNDARY SURVEY"



DRAWN BY: RMP
 CHK'D BY:
 DATE: 10/30/07
 JOB #: 98-429-4

PREPARED FOR AND CERTIFIED TO:
 SKETCH & DESCRIPTION FOR:
 G & D DEVELOPERS, LC

r.m. packard
 surveying & mapping
 1013 ROCKLEDGE DRIVE
 ROCKLEDGE, FLORIDA 32955
 TEL.: (321) 632-6335

SHEET 1 OF 2

EXHIBIT
 A
 1 OF 2

Z11455

RETURN: Clerk to the Board #27

SKETCH TO ACCOMPANY DESCRIPTION

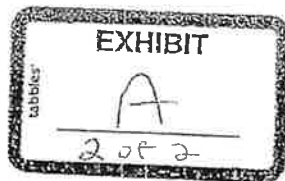
THIS SKETCH IS NOT A "BOUNDARY SURVEY"

DESCRIPTION - RESIDENTIAL #1:

A PARCEL OF LAND LYING IN SECTION 8, TOWNSHIP 24 SOUTH, RANGE 36 EAST, BREVARD COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT A 4 INCH BY 4 INCH CONCRETE MONUMENT, WHICH MARKS THE SOUTHWEST CORNER OF "PARKCHESTER, UNIT NO. 1", RECORDED IN PLAT BOOK 18, PAGE 114 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, AND RUN S.89°26'14"E., ALONG THE SOUTH LINE OF SAID SUBDIVISION, A DISTANCE OF 284.60 FEET TO THE NORTHEAST CORNER OF LANDS DESCRIBED IN O.R. 4526, PAGE 2109 OF THE PUBLIC RECORDS OF BREVARD COUNTY, FLORIDA, THE POINT OF BEGINNING; THENCE CONTINUE S.89°28'14"E., ALONG SAID SOUTH LINE OF "PARKCHESTER, UNIT NO. 1", A DISTANCE OF 746.44 FEET TO THE SOUTHEAST CORNER OF SAID SUBDIVISION; THENCE S.00°37'33"W., ALONG THE SOUTHERLY EXTENSION OF THE EAST LINE OF SAID SUBDIVISION, A DISTANCE OF 2.58 FEET, TO THE SOUTHWEST CORNER OF LANDS DESCRIBED IN O.R. 323, PAGE 90 OF SAID PUBLIC RECORDS; THENCE S.89°54'45"E., ALONG THE SOUTH LINE OF SAID LANDS, A DISTANCE OF 250.00 FEET TO THE SOUTHEAST CORNER OF SAID LANDS; THENCE DEPARTING SAID SOUTH LINE, RUN S.00°40'53"W., A DISTANCE OF 320.00 FEET TO A POINT ON THE SOUTH LINE OF LANDS DESCRIBED IN DEED BOOK 372, PAGE 451; THENCE N.89°54'45"W., ALONG SAID SOUTH LINE, A DISTANCE OF 928.53 FEET TO A POINT ON THE SOUTHERLY EXTENSION OF THE EAST LINE OF AFORESAID LANDS DESCRIBED IN O.R. 4526, PAGE 2109; THENCE N.00°05'15"E., ALONG SAID EXTENSION AND SAID EAST LINE, A DISTANCE OF 216.95 FEET TO AN ANGLE POINT; THENCE N.29°54'50"W., ALONG AN EASTERLY LINE OF SAID LANDS, A DISTANCE OF 129.10 FEET TO THE POINT OF BEGINNING, CONTAINING 7.00 ACRES.

SUBJECT TO ALL EASEMENTS, RESTRICTIONS, LIMITATIONS AND / OR RIGHTS OF WAY OF RECORD.



Z11455

From: [Jackson, Desiree](#)
To: [AdministrativeServices](#)
Cc: [Kevin Jackson](#); D1.Commissioner@brevardfl.gov
Subject: RE: Proposed Development at City Point
Date: Friday, March 21, 2025 4:13:23 PM

Aloha Administrative Services,

Please see below public comment. Thank you.

Desirée Jackson, MBA
Planner I
Direct: (321) 350-8269
Planning and Zoning Office
Brevard County Planning & Development Department
2725 Judge Fran Jamieson Way
Building A, Room 114
Viera, FL 32940

Desiree.Jackson@brevardfl.gov

This office can only provide zoning and comprehensive plan information. You may wish to contact other County agencies to fully determine the development potential of this property. This letter does not establish a right to develop or redevelop the property and does not constitute a waiver to any other applicable land development regulations. At the time of development, this property will be subject to all such regulations. Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

-----Original Message-----

From: Kevin Jackson <cbrkrj@gmail.com>
Sent: Friday, March 21, 2025 3:30 PM
To: Jackson, Desiree <Desiree.Jackson@brevardfl.gov>; D1.Commissioner@brevardfl.gov
Subject: Proposed Development at City Point

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

Ladies,

I am writing to object to the proposed residential development and rezoning just north of City Point Rd. north of Cocoa. Indian River Drive is a special place that we have been fortunate enough to live near in the Twin Lakes subdivision for 4 years. I contend the character of this road and surrounding area will be negatively affected by this rezoning and proposed development for the following reasons.

1. The natural beauty of the area along with the unique scenery of the many one-of-a-kind homes will be ruined by a modern, zero lot line, cinder block and stucco, generic subdivision plopped right in the middle of it.
2. Indian River Drive is incredibly narrow along the northern section but especially so at the exact point of this proposed development. Traffic is stop and go thru this area already after any significant rainfall. In addition, many walkers, runners and bicyclists add to existing congestion. That area already has blind curves that present a hazard for any recreational use of the road. A new subdivision will make this situation worse by orders of magnitude.
3. Indian River Drive at the site of the proposed development is at its lowest point (in relation to the river level) along its entire length. The road is literally inches above the normal river level. During periods of strong NE winds, the road is completely covered by water. During hurricanes, that area is impassable by a normal car. A subdivision

in this area would only make this problem worse due to the addition of a large amount of impervious area created by the new roadways, driveways and sidewalks. You are potentially creating a disastrous situation during hurricane season by this road being inundated by onshore winds and then having large amounts of rainfall runoff pouring out of this subdivision into the exact same spot. Any civil engineer could instantly spot the potential large scale flooding of the road and potentially existing houses from the addition of this proposed development.

Please consider these points carefully when making a final ruling on this proposed rezoning/development. Thank you for your time.

Sincerely & respectfully,
Kevin Jackson
118 S Twin Lakes Rd.
Sent from my iPhone

From: [Commissioner, D1](#)
To: [AdministrativeServices](#)
Subject: Fw: Please vote against
Date: Tuesday, March 25, 2025 10:10:57 AM

From: Sonja Hernandez <shernandez7578@me.com>
Sent: Tuesday, March 18, 2025 8:18 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Please vote against

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

P&Z Meeting Report - City Point Landfall, LLC Rezoning Request

Despite our best efforts and testimony by many community members opposing zoning and FLU map changes, the Planning and Zoning Board voted to move the zoning and PUD requests by the developer on to the Board of Commissioners for a ruling at the next Board of Commissioner's meeting (April 3rd, 5:00 pm). The P&Z Board voted to recommend accepting the developer's request for rezoning, with three members opposed to accepting. One board member, Henry Minneboo, spoke up for respecting and supporting Binding Development Plans in general and ours in particular (a mass showing). He was also the only member who was around in 2004 when our community successfully implemented our existing BDP. The decision is now up to the Board of Commissioners and they do not necessarily have to abide by the P&Z Board's recommendation. The P&Z Board is requiring the developer set up a meeting with our community to present details of their plans and to solicit our input and concerns. The date and time of this meeting is TBD but should be before the April 3rd Board of Commissioners meeting.

We prepared this letter to the P&Z Board. Our plan was to read it to them as part of community comments, however we were only given three minutes to speak so we had to summarize it on the fly. This is the full text of the letter that we turned into the P&Z Clerk for inclusion in the minutes. Since it may be a bit difficult to locate online, we thought we would share it with you all.

P&Z Planning Board Testimony 3/17/2025

Board Members,

Here is a bit of history regarding our neighborhood and the ongoing efforts to preserve our community's essential character.

Our community is between the Indian River and the east side of US 1 and stretches north from SR 528 (the Beachline) to where Indian River Drive rejoins US 1 at the Five Points

fire station. It is a rather large area that we as a community have worked hard over the years to protect against high density development.

We are facing yet another development proposal which aims to change the underlying zoning and land use restrictions currently in place. City Point Landfall LLC is proposing a Planned Unit Development (PUD) with changes to Zoning, the state Future Land Use (FLU) map and the removal of an existing Binding Development Plan (BDP) which puts limits on what can be built in our community. These changes could also set a precedent for future land development in our area which would make it harder for us to challenge future inappropriate development.

Some years ago, in response to a proposed massive condominium project in the middle of our community, all of the existing neighborhood homeowners associations and the individual homeowners in the area joined together to protect our community's character and desirability. As a united group, we worked very hard for a year and a half with the Board of Commissioners, the Planning and Zoning Board and staff to put forward and pass an amendment to the Comprehensive Land Use Plan (Future Land Use Map) for our area. This amendment (2004A.5) sets overall land use densities that cannot be exceeded by rezoning. The densities we set were guided by and compatible with the current zoning and existing land uses in our area, but were somewhat simpler and in many cases more generous.

Nevertheless, our current Comprehensive Land Use Plan has been challenged by at least three different developers since 2004 and while we have always worked with the developers to understand their desires, we have always held to our plan as it currently exists. On these occasions, we find ourselves before the Planning and Zoning Board and then the County Commissioners defending our density limits and our Comprehensive Land Use Plan.

In the past, once the developers became aware of community concerns, either on their own or by advisement from county officials, community/developer meetings were scheduled where the developers presented their plans to solicit community input and address concerns. These type of meetings can be very helpful and may result in a mutually satisfactory outcome. With the rather short notification time we have been given this time, our first opportunity to voice our community concerns are these County Planning and Zoning Board and Commission meetings scheduled in the coming weeks. Our time to prepare and respond has been considerably shortened this time around. We have not heard of any outreach efforts on the part of City Point Landfall regarding this project. The first substantive notification of a planned effort on their part to change zoning, FLUM and remove the Binding Development Plan came by way of signs planted on Indian River Drive and at the entrance to Parkchester two weeks ago. Hardly an indication of concern for community involvement.

A big area of our concern is in setting a precedence. Since we fought so hard to establish safeguards to our community at the local, county and state levels, we are keen to continue keeping them in place so that future developers cannot cite exceptions given to other developers as a defense for whatever changes they would desire for future projects. We want to stick to our guns and defend our community's character and

environment.

The existing Binding Development Plan was executed October 28, 2008, signed by the owner of the property at that time and became permanently attached to the property as a safeguard to our community. The following restrictions were placed on the interior 7 acres of the property (referred to in the BDP as the "Subdivision"):

- A. There shall be a 15 foot natural buffer on the exterior of the subdivision;
- B. There shall be no access for said subdivision to Indian River Drive;
- C. The number of lots shall not exceed 7;
- D. The subdivision shall have no access to Parkchester subdivision;
- E. The minimum house size shall be 2,200 square feet under air;
- F. The subdivision shall have an Association to maintain common elements and architectural control;
- E. The Property shall have EU zoning.

These restrictions and all of the provisions of the Binding Development Plan are present on the property today and were present when City Point Landfall purchased the property. We assume City Point Landfall knew what they were buying. We assume they also knew what the zoning and FLUM designations were when they made the purchase.

We agree with all of the provisions and restrictions called out in the Binding Development Plan and desire that it remain in force.

Irregardless of the PUD outlined in City Point Landfall's Proposed Development Plan, by changing the FLUM to RES4 for the entire property, City Point Landfall will end up with the potential for 14.86 acres times 4 housing units each acre. This would be about 59 units if it was zoned to the maximum extent possible. While we appreciate the thought and some of the features of the PUD in City Point Landfall's Proposed Development Plan, we worry that there is the possibility that the PUD may never be built, but the FLUM and Zoning changes, if enacted, will then be permanently attached to the property. It seems possible that funding could fall through, the economics of the project could change for the worse, the desire on the part of developers could wane - any number of things could conspire to make the PUD not come to fruition. City Point Landfall might be compelled to redesign and go with a completely different PUD or they might have to sell the property to a new buyer who would then have the opportunity to build a completely different project with greatly increased density.

We believe that the current Future Land Use Map, Zoning and Existing Binding Development Plan are adequate for development of a profitable and appropriate subdivision within our community. We therefore ask that Planning and Zoning Board recommend that the Board of Commissioners reject the changes requested by City Point Landfall LLC at the earliest opportunity.

Thank You for your attention and consideration,

**James and Beverly Sudermann
3469 Indian River Drive
Cocoa, FL**

From: [Commissioner, D1](#)
To: [AdministrativeServices](#)
Subject: Fw: ID# 24PUD00003 & 24SS00009
Date: Thursday, March 27, 2025 11:57:58 AM

From: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Sent: Tuesday, March 25, 2025 10:57 AM
To: Diane Burroughs <ddburroughs68@gmail.com>
Subject: Re: ID# 24PUD00003 & 24SS00009

Good morning Ms. Burroughs

On behalf of Commissioner Delaney, I want to acknowledge receipt of your email. It will be submitted to the Commissioner for her consideration.

Thank you for contacting her office and sharing your concerns.

Ruth Amato
Administrative Aide to the County Commissioner
County Commissioner Katie Delaney District 1
7101 S US Hwy 1
South Titusville, FL 32780
321-607-6901

From: Diane Burroughs <ddburroughs68@gmail.com>
Sent: Tuesday, March 25, 2025 10:00 AM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: ID# 24PUD00003 & 24SS00009

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

Good Morning,

I am a resident of the Parkchester subdivision and reside at 381 Chester Drive. I am writing this to voice my concerns regarding the planned City Point Landfall development at property 3477 North Indian River Drive with entrance and exit into the planned development off Roundtree Drive just off US1.

Townhomes and large scale storage are NOT consistent with and NOT compatible within our neighborhood. Townhomes are an open invitation to become rental properties that could be suitable for Airbnb and Vrbo rentals to large groups of non-local individuals and is a

welcoming situation for loud parties and for unknown people to wander onto the property. They are unsightly and open the door to unsightly high density housing in this precious area that needs to be protected.

This plan also conflicts with the binding development plan that must be honored which states **NO ACCESS TO THE PARKCHESTER SUBDIVISION OR INDIAN RIVER DRIVE**. We oppose any and all changes to this portion of the existing binding agreement. Webster defines 'binding' as

*(of an agreement or promise) involving an obligation that cannot be broken.
"business agreements are intended to be legally binding"*

Why create a binding development plan if it is tossed aside? It must be honored.

As a member of the Parkchester community, the safety of our residents is paramount and this plan is ripe for congestion and injury entering and exiting the neighborhood.

Also - what will happen to the City Point Cemetery. How will this be protected?

Please protect our neighborhood and the consistency of the housing in this part of your district. Vote NO to this plan.

Sincerely,

Diane Burroughs
381 Chester Drive
Cocoa, FL 32926
352-425-8408

From: [Commissioner, D1](#)
To: [AdministrativeServices](#)
Subject: Fw: CITY POINT LANDFALL LLC 24PUB00003 & 24SS00009
Date: Thursday, March 27, 2025 11:57:40 AM

From: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Sent: Tuesday, March 25, 2025 4:04 PM
To: Mark W. Ward <mward@wardlawless.com>
Subject: Re: CITY POINT LANDFALL LLC 24PUB00003 & 24SS00009

Good afternoon,

On behalf of Commissioner Delaney, I want to acknowledge receipt of your email. It will be submitted to the Commissioner for her consideration.

Thank you for contacting her office and sharing your concerns.

Ruth Amato
Administrative Aide to the County Commissioner
County Commissioner Katie Delaney District 1
7101 S US Hwy 1
South Titusville, FL 32780
321-607-6901

From: Mark W. Ward <mward@wardlawless.com>
Sent: Tuesday, March 25, 2025 2:55 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Cc: 'Mark and Maggie Ward' <mmward97@gmail.com>
Subject: CITY POINT LANDFALL LLC 24PUB00003 & 24SS00009

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

Dear Commissioner Delaney,

This letter is a follow-up to my previous email on the same subject.

As the owner of 382 Chester Drive in the Parkchester Community, Unincorporated Brevard County, District 1, I am writing to urge you to vote NO on the Planning & Zoning Committee's recommendation to remove the Biding Development Plan that was hashed out in 2008 and contains protections for the PARKCHESTER community. I respectfully request that you gather support of all Commissioners in support of their "NAY" votes as well.

To that end, MBV Engineering will be holding a community meeting to discuss this matter because they said it was not until the March 17 P&Z meeting that they learned of any community opposition to the plan. A letter from Bruce Moine, P.E., President was then drafted and mailed on March 19 in which they are inviting only a select few residents (only those who live within 500 feet of the proposed development), to a meeting on April 1, 2025. The letter states that they desire to discuss and answer any questions and record feedback... and promise to present to "County Staff, the Planning and Zoning Board as well as Council as we move through the review and public hearing process for this request." It is really too late to present to the P&Z Board, as that meeting was held 2 days prior to the drafting of the notice (see attached). I respectfully request your attendance at the April 1 Meeting, as well.

Unless the engineers remove any access to Parkchester from the proposed PUD, I will be gathering and presenting, as representative of Parkchester, the signatures of all Parkchester residents in opposition of the removal of the BDP. A survey of homeowners indicates 100% are against the removal of the BDP.

While the access through our neighborhood is the main issue, there are a few other items of concern for our community. They are outlined here:

1. One developer should not set a precedent over our entire area: If we do not protect our FLU map and BDP, this developer will have opened a much wider door for high density housing (condos, apartments, etc.) affecting the future of our entire county and providing for adverse effects in all of our local communities. The developer can state that they will easily promise to fix infrastructure but, this plan will also remove the protection of the FLU and BDP surrounding areas' entire footprint and way of life by seeking fundamental changes to the legal protections we have in place. A binding agreement should be BINDING. These restrictions and all of the provisions of the Binding Development Plan are present on the property today and were present when City Point Landfall purchased the property. We assume City Point Landfall knew what they were buying. We assume they also knew what the zoning and FLU designations were when they made the purchase. We agree with all of the provisions and restrictions called out in the 2008 BDP and desire that it remain in force.
2. When a developer buys land, they should be held to any FLU and BDP that go along with the property and not change it through petition to a board that once voted against it. Since we fought so hard to establish safeguards for our community at the local, county and state levels, we are keen to continue keeping them in place so that future developers cannot cite exceptions given to other developers as a defense for whatever changes they would desire for future projects. We want to stick to our guns and defend our community's character and environment. The existing Binding Development Plan was executed October 28, 2008, signed by the owner of the property at that time and became permanently attached to the property as a safeguard to our community. The following restrictions were placed on the interior seven acres of the property (referred to in the BDP as the "Subdivision"):
 - a. There shall be a 15-foot natural buffer on the exterior of the subdivision;
 - b. There shall be no access for said subdivision to Indian River Drive;
 - c. The number of lots shall not exceed 7;
 - d. The subdivision shall have no access to the Parkchester subdivision;
 - e. The minimum house size shall be 2,200 square feet under air;

f. The subdivision shall have an Association to maintain common elements and architectural control;

g. The Property shall have EU zoning.

3. Parkchester has only ONE entrance/egress point; It has been thought that, because of this, the crime has remained relatively low in our neighborhood; This also gives concern due to the additional traffic using Roundtree Drive as a point of entrance/egress for the current plan of 19 additional homes without sufficient traffic control on US Route 1. The attorney for the developer, Kimberly Rezanka, even told the Planning and Zoning Board that the access off of Roundtree Drive is not intended to be used to enter our community but, rather, access to the new development; We find this to be a very disingenuous and misleading statement as that is the only access point for our neighborhood and "intention" or not, it is. Are they going to erect a guard shack and entry gate to prevent it? But this is more than just an inconvenience to our residents; it is a safety matter of traffic and invites crime, increases traffic and associated accident chances.
4. After rezoning, the developer can very easily walk away from the project and sell the property for much more than was initially purchased as, once the FLU and BDP are changed, the change opens the floodgates for even higher density if that should happen. Thus, the PUD outlined in City Point Landfall's Proposed Development Plan, by changing the FLUM to RES4 for the entire property, City Point Landfall will end up with the potential for 14.86 acres times four housing units each acre. This would be about fifty-nine units if it were zoned to the maximum extent possible. While we appreciate the thought and environmental features of the PUD in City Point Landfall's Proposed Development Plan, there is concern that the PUD may never be built, but the FLU and Zoning changes, if enacted, will then be permanently attached to the property. It seems possible that funding could fall through, the economics of the project could change for the worse, the desire on the part of developers could wane - any number of things could conspire to make the PUD not come to fruition. City Point Landfall might be compelled to redesign and go with a completely different PUD or they might have to sell the property to a new buyer who could then build a completely different project with greatly increased density. This is similar to what happened with the development projects in West Cocoa.
5. Regardless of what the Developer and their attorney, Kimberly Rezanka state, TOWNHOMES are not consistent with the character of the surrounding neighborhoods: There are absolutely no townhomes in Twin Lakes, Parkchester, Indian River Drive, High Point, Westchester or River Heights. In fact, you have to get to Dixon Avenue before any type of building has been approved, and that is within the City of Coca.

We believe that the current Future Land Use Map, Zoning and Existing Binding Development Plan are adequate for the development of a profitable and appropriate subdivision within our community. We therefore ask that Planning and Zoning Board recommendations be DENIED and sent back to the developer to re-work within the confines of the exiting agreement.

Please vote NO against the Planning & Zoning Board's Recommendation and have the developers re-engineer the plans that conform to the BDP.

I may be reached at 301-807-8704

Sincerely,
Mark W. Ward

Mark W. Ward
Ward & Lawless LLC
2410 Armadillo Court
Cocoa, Florida 32926
TEL: 888-658-8484 x1
FAX: 877-658-8484
www.wardlawless.com



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From: [Commissioner_D1](#)
To: [AdministrativeServices](#)
Subject: Fw: Sammy Carpenter in favor (City Pointe)
Date: Thursday, March 27, 2025 12:02:42 PM

From: Gianella, Janette <Janette.Gianella@brevardfl.gov>
Sent: Thursday, March 27, 2025 11:55 AM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Cc: D5_Users <D5_Users@brevardcounty.us>
Subject: Sammy Carpenter in favor (City Pointe)

Good morning,

Sammy Carpenter (321-917-5420) contacted our office in favor of the City Pointe Landfall LLC request to change from RES1 and NC to RES4 CC.

Thank you!

Janette Gianella

Legislative Affairs Director

Brevard County Commissioner Thad Altman, District 5

150 5th Avenue Suite D Indialantic, FL 32903

Phone: (321)253-6611

Janette.Gianella@brevardfl.gov

To: Rob Feltner, Chair, Commissioner District Five
Tom Goodson, Vice-Chair, Commissioner District Two
Katie Delaney, Commissioner, District One
Kim Adkinson, Commissioner, District Three
Thad Altman, Commissioner District Four
From: Tom and Linda Weinberg, 104 Sonya Drive, Cocoa (unincorporated)
Re: Application of City Pointe Landfall, LLC
24 PUD00003 - PUD /rezoning
April 3, 2025 Board Meeting
Date: March 27, 2025

This email is in regard to the above referenced request by City Pointe Landfall, LLC to change the Future Land Use and Zoning of two parcels of land from Rural Estate Use and Residential Professional to a Planned Unit Development that is designed, among other things, to nearly triple the residential component, encroach upon existing wetlands and permit townhomes along some of the most scenic areas of a Florida Scenic Highway. Despite claims otherwise, allowing such a change is a dramatic departure from the existing uses, diminishes the quality and character of the surrounding area as well as sets a negative precedent for the entire Indian River Drive area. It also extinguishes a Binding Development Agreement that was negotiated on the property in 2008.

In 2008, the bulk of this property, a 7.5-acre parcel, was owned by G&D Developers, LLC. These developers had initially requested a land use and zoning change, but after many discussions with the neighborhood and County staff, modified their request for only a zoning change from the then-existing AU to EU. The developer's attorney told the County Commission that this modification would make their request "consistent with the surrounding residential uses and zoning". At a September 4, 2008, Board meeting, the County Commission approved a negotiated Binding Development Agreement with G&D Development, in which the parties agreed to the following:

- EU zoning with the number of developable lots not to exceed seven
- Single family detached homes of a minimum size of 2,200 square feet
- No subdivision access to Indian River Drive

- No subdivision access to Parkchester subdivision

This Binding Development Agreement was prepared by Hank Evans, a respected land use attorney in Brevard County and executed by County Chairman Truman Scarborough.

Unfortunately, the meeting video is not available online however, a review of the official minutes of this September 4, 2008, County Commission meeting is highly instructive. (The relevant portion of the minutes are included at the end of this email). One resident thanked the Board “for working on this so diligently, especially Chairman Scarborough, also Laura on the Planning and Zoning Board: [and] all the people who have worked for almost five years on this small area development plan”. Chairman Scarborough noted that “there was a tremendous amount of interest in this as there was going to be a change in the land use; the land use occurred from a small area plan that the community worked on for multiple years; and the residents wondered why he or she should have a small area plan if it can be changed so rapidly.” The BCC unanimously agreed and approved the rezoning from AU to EU with a Binding Development Agreement allowing a maximum of seven units and the applicant withdrawing its request for a Future Land Use designation change.

City Pointe Landfall, LLC purchased this property in Nov 5, 2021 from G&D Developers with full awareness and knowledge of the Binding Development Agreement restrictions that were negotiated by the Sellers and placed upon the property. ***There have been no changes in the character or circumstances of the surrounding area and there is no reason to extinguish the Binding Development Agreement.*** This area is part of a thoughtfully created small area study that is designed to promote and protect expansion of non-residential elements into the area.

Of the utmost importance to note in this recent proposal is that the P&Z staff report posting online for the March meeting is woefully incomplete and insufficient in summarizing the facts and circumstances that led to the creation of the Binding Development Plan that runs with the property. It does not note the dramatic departure in land use that would result from this proposal being approved. Nor does it mention the negative impact to the surrounding community or small area study that are likely to occur if this project were

approved. Thus, the volunteer members of the P&Z Board did not have the full background necessary to make an informed decision and vote. How that could happen may be related to turnover in staff, but it is dramatic departure from what the minutes reflect in the Board discussion of Set 4, 2008 when the BDA was approved.

There have been numerous concerns to this proposal expressed by residents in surrounding communities, many of whom spoke at the P&Z meeting. Overall, these concerns include:

- Exacerbating the existing drainage problems and flooding along Indian River Drive which already frequently floods in front of this property
- Impact on the wetlands from a walking path and proposed parking lot
- Creation of townhomes visible from Indian River Drive which is a dramatic departure from the single-family home character of the surrounding area. There are no townhomes along Indian River Drive north of Cocoa Village.
- More wetlands impact as well as security concerns associated with a proposed parking lot on Indian River Drive. This parking lot makes NO sense from an ecological, environmental, drainage, safety, traffic or practical perspective.

The property in question is in a highly desirable area along the Indian River Lagoon. The major reason for this desirability is because of land and zoning protections that have ensured residential compatibility with the surrounding area. These residential protections not only benefit surrounding residents but the entire county. Indian River Drive has been designated by the State of Florida as one of only 27 Florida Scenic Drives – the mission of which is to highlight and conserve natural resources and provide high quality experiences to visitors. Taking the Indian River Drive north of Cocoa Village to US 1, you will find no townhomes and no parking lots. It is a beautiful residential drive that attracts multitudes of drivers, motorcyclists, bikers, runners and walkers.

The Action we are requesting is that the rezoning and land use request of City Pointe Landfall, LLC be DENIED and that the Binding Development Agreement remain in place and govern whatever land uses are proposed for the property.

Thank you for your time and attention in ensuring our community is valued and respected.

not been resolved. He advised he would like to tie that in with the whole process of getting the water taken care of. Chairman Scarborough advised as it moves forward perhaps that will happen; and staff will keep Mr. Teele in the loop.

TABLED ITEMS

Chairman Scarborough called for a public hearing to consider items tabled by the Board of County Commissioners on April 3, 2008 and August 7, 2008.

VI.A.1. (Z0801103) G & D Developers, L.C.'s request for a Small Scale Plan Amendment (08S.03) to change the Future Land Use designation from Res. 1 & Res. 2 to Res. 4, and a change from AU to EU on 7.434 acres located east of U.S. 1, south of Cidco Road, which was recommended for approval by the Local Planning Agency and the Planning and Zoning Board.

Chairman Scarborough inquired if the request was amended where there would be no request for change in the land use and it is just a zoning request now; with Attorney Richard Stadler responding that is correct. Mr. Stadler distributed copies of a Binding Development Plan to the Board and to the homeowners.

Attorney Richard Stadler stated he represents G & D Developers who originally requested a land use change and zoning request to the property that is shown in yellow on the map; it is an interior portion that is currently zoned AU and has a Res. 1 designation for the land use code; and it was originally used as a grove, which is why the zoning is AU. He stated the applicant is withdrawing the request for a change in the land use designation; at this point in time the applicant is requesting an EU zoning change to change it from AU to EU; that would be consistent with the surrounding residential uses and the zoning; those are all marked on the map in blue and green; everything around it designated either EU or RU-1-11; and all the land use designations are all higher than Res. 1. He stated the applicant is willing to, after meeting with the homeowner's, compromise and stick with Res. 1. He advised there is also a Binding Development Plan, the terms of which would provide for a maximum of seven units in the area to be rezoned.

John Willis stated he wants to thank the Board for working on this so diligently, especially Chairman Scarborough, also Laura on the Planning and Zoning Board; he also wants to thank all of the people who have worked for almost five years on this small area development plan; and on behalf of all of the homeowners, he wants to thank Mr. Owens office and Mr. Papp for finally seeing the way that the land was designed to use. He stated they have a nice neighborhood and would like to keep it that way.

R. Victor Brungart stated it looks like Zoning Official Rick Enos has worked well with the homeowners to help get this squared away; and in other states he has worked with zoning-type things. He stated it looks like this should be approved as everyone is working together.

Chairman Scarborough stated a lot of people did not come to the meeting this evening; there was a tremendous amount of interest in this as there was going to be a change in the land use; the land use occurred from a small area plan that the community worked on for multiple years; and the residents wondered why he or she should have a small area plan if it can be changed so rapidly.

There being no objections heard, motion was made by Commissioner Voltz, seconded by Commissioner Nelson to approve Item VI.A.1 with a Binding Development Agreement allowing a maximum of seven units; and applicant withdrawing request for Future Land Use designation change. Motion carried and ordered unanimously. (See page
for Binding Development Plan.)

PUBLIC HEARING RE- PLANNING AND ZONING RECOMMENDATIONS OF

From: [Hernandez, Sonja D. \(KSC-AEGIS-4000\)\[AEGIS\]](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Cc: suderma@bellsouth.net; [FRYE, ERIN L. \(KSC-COMET-6000\)\[COMET Primary\]](#); [Schneider, Jennifer CIV USARMY PEO STRI \(USA\)](#)
Subject: Zoning action: 24Z00025 PUD AMENDMENT: 24PUD0003 COMP PLAN: 24SS0009
Date: Sunday, March 30, 2025 10:23:11 AM
Importance: High

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

Honorable Commissioner Kathryn Delaney
Honorable Commissioner Kim Adkinson
Honorable Commissioner Vice Chair Tom Goodson
Honorable Commissioner Thad Altman
Honorable Commissioner Chair Rob Feltner

We are 23-year residents of the Indian River Drive North Community and I am asking for you to Vote Against this change and protect Conservative values. The City Point Landfall change in zoning request was recklessly approved by the Planning and Zoning Board. There is already a binding agreement in place that aligns with sustainable growth management and infrastructure; decorum; preserves our natural resources; and maintains our quality of life. I believe you can agree that the Indian River is already struggling under the immense amount of residential and commercial development impacting the natural coquina shelf; increased sewage runoff and other issues contaminating this natural resource. Please be considerate of the residents of this community who have been residents and stewards of this community and protect our future and property values. This is a highly visible issue within our community and there are many residents who would be extremely upset if this change in zoning is passed. I appreciate your support in advance!

Sonja & Michael Hernandez
185 Sonya Drive
Cocoa, FL 32926
321-289-6331

From: [Michele Meyer-Arendt](#)
To: [Commissioner, D4](#)
Subject: zoning change
Date: Sunday, March 30, 2025 3:31:42 PM

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

Hello Commissioner Feltner,

Please vote NO to the requests for a zoning and land use change for a planned urban development for the property at 3477 North Indian River Dr., Cocoa. (Zoning action: 24Z00025)

This acreage has a binding comprehensive land use plan from 2004 that limits the property to no townhomes, and no access to Indian River Drive. This Amendment 2004 A.5 set land use densities that cannot be exceeded by rezoning.

Sincerely, Michele Meyer-Arendt

From: [Commissioner, D1](#)
To: [AdministrativeServices](#)
Subject: Fw: Zoning & Land Use Change
Date: Monday, March 31, 2025 9:00:27 AM

From: DOUGLAS R DUNCAN <dougmel@aol.com>
Sent: Saturday, March 29, 2025 8:14 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Zoning & Land Use Change

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

Ref: Zoning Action 24Z00025

As a native Floridian with a residence on City Point Road in Cocoa, I am asking that you please honor the Binding Development Plan that was agreed upon and approved in 2008 for property located at 3477 North Indian River Drive. This property was purchased a few years ago with full disclosure of this legal instrument which was in place. The new request for rezoning is completely incompatible with the history and character of the community, the health of the Indian River Lagoon, flow of underground springs, stability of coquina rock formations, Indian River Drive flooding issues, and scenic skyline value and most important of all, it does not reflect the desires of the community.

No pressure but we are depending on you.

Thank you,
Melanie Duncan
190 City Point Road
Sent from my iPhone

From: lintomw@aol.com
To: [Commissioner, D3](#); [Commissioner, D1](#); [Commissioner, D4](#); [Commissioner, D5](#); [Commissioner, D2](#)
Subject: Vote No - Zoning Change
Date: Monday, March 31, 2025 12:51:46 PM

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

Please vote not to approve.
As a home owner on Indian River Dr, this will contaminate the Indian River Lagoon and lower all property values -

Zoning Action: 24Z00025
PUD Amendment: 24PUD00003
Comp Plan: 24SS00009

Thank you -

Linda Wallander

From: randy.randyshots.com
To: [Commissioner, D4](#)
Subject: Zoning Change for 3477 North Indian River Drive
Date: Saturday, March 29, 2025 12:09:38 PM

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

Dear Commissioner,

My name is Randy Lathrop and I have been a resident here on Indian River Drive for over fifty years. The area has changed greatly in the last fifty years, and continues to do so, our neighborhood is now threatened with more development which will have a great impact on current local residents.

I'm writing to ask you vote against the current approved plan which includes 8 townhomes that were not included in the original proposal. The current plan impacts the river, the neighborhood, and has a "binding Plan", that limits property larger lots, no town homes, and no access to Indian River Drive.

Please stay with that original plan and help us retain and conserve our lifestyle and environment we have know for many years.

Sincerely

Randy Lathrop
204 Forest Hill Drive
Cocoa, Fla. 32926

From: [Dave Andrews](#)
To: [Commissioner, D4](#)
Subject: Zoning change request by City Point Lanfall, LCC at the April 3rd meeting
Date: Monday, March 31, 2025 5:48:53 PM

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

To Rob Feltner (Commissioner District 4)-Chairman

As President representing the Point View Place HOA, we want to formally object to any zoning changes in District 1 at the listed address of 3477 North Indian River Drive. Our dead end street with 11 single family homes is about two blocks south of the listed address and is part of the larger community between the Indian River and the eastside of US 1 and stretches north from SR 528 (the Beachline) to where Indian River Drive rejoins US 1 at the Five Points fire station. It is a rather large area that many in the community have worked hard over the years to protect against high density development.

Now the community is facing another development proposal which aims to change the underlying zoning and land use restrictions currently in place. City Point Landfall LLC is proposing a Planned Unit Development (PUD) with changes to Zoning, the state Future Land Use (FLU) map and the removal of an existing Binding Development Plan (BDP) which puts limits on what can be built in our community. These changes could also set a precedent for future land development in our area which would make it harder for those in the community to challenge future inappropriate development.

I have been told that some years ago, in response to a proposed massive condominium project in the middle of our community (about two miles south of our street), all of the existing neighborhood homeowners associations and the individual homeowners in the area joined together to protect our community's character and desirability. As a united group, they worked very hard for a year and a half with the Board of Commissioners, the Planning and Zoning Board and staff to put forward and pass an amendment to the Comprehensive Land Use Plan (Future Land Use Map) for our area. This amendment (2004A.5) sets overall land use densities that cannot be exceeded by rezoning. The densities set were guided by and compatible with the current zoning and existing land uses in our area.

Nevertheless, the current Comprehensive Land Use Plan has been challenged by at least three different developers since 2004 and while we have always worked with the developers to understand their desires, we have always held to our plan as it

currently exists. On these occasions, some from the area community came before the Planning and Zoning Board and then the County Commissioners defending the density limits and the Comprehensive Land Use Plan.

So again, please deny this Zoning and Land Use Plan at the April 3rd meeting and do not allow multi family townhouses and density increases for this area.

Sincerely,
David A. Andrews
President
Point View Place HOA
(321) 693-0657

From: [Nathan Krohne](#)
To: [Commissioner, D4](#)
Subject: Cocoa rezoning
Date: Tuesday, April 1, 2025 12:46:35 PM

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

Hello,

I would like to formally object to any zoning changes in District 1 at the listed address of 3477 North Indian River Drive. Our dead end street with 11 single family homes is about two blocks south of the listed address and is part of the larger community between the Indian River and the eastside of US 1 and stretches north from SR 528 (the Beachline) to where Indian River Drive rejoins US 1 at the Five Points fire station. It is a rather large area that many in the community have worked hard over the years to protect against high density development.

Now the community is facing another development proposal which aims to change the underlying zoning and land use restrictions currently in place. City Point Landfall LLC is proposing a Planned Unit Development (PUD) with changes to Zoning, the state Future Land Use (FLU) map and the removal of an existing Binding Development Plan (BDP) which puts limits on what can be built in our community. These changes could also set a precedent for future land development in our area which would make it harder for those in the community to challenge future inappropriate development.

I have been told that some years ago, in response to a proposed massive condominium project in the middle of our community (about two miles south of our street), all of the existing neighborhood homeowners associations and the individual homeowners in the area joined together to protect our community's character and desirability. As a united group, they worked very hard for a year and a half with the Board of Commissioners, the Planning and Zoning Board and staff to put forward and pass an amendment to the Comprehensive Land Use Plan (Future Land Use Map) for our area. This amendment (2004A.5) sets overall land use densities that cannot be exceeded by rezoning. The densities set were guided by and compatible with the current zoning and existing land uses in our area.

Nevertheless, the current Comprehensive Land Use Plan has been challenged by at least three different developers since 2004 and while we

have always worked with the developers to understand their desires, we have always held to our plan as it currently exists. On these occasions, some from the area community came before the Planning and Zoning Board and then the County Commissioners defending the density limits and the Comprehensive Land Use Plan.

So again, please deny this Zoning and Land Use Plan at the April 3rd meeting and do not allow multi family townhouses and density increases for this area.

Regards

Nathan Krohne
211 Forest Hill Dr.
Cocoa, Florida. 32926
321 604 0467

From: [Mike Futch](#)
To: [Commissioner, D4](#)
Subject: Zoning Change Request for 3477 North Indian River Drive, Cocoa, FL
Date: Monday, March 31, 2025 4:53:32 PM
Attachments: [image001.png](#)

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

To: Rob Feltner

From: Michael C Futch, Homeowner of 3620 North Indian River Drive, Cocoa, FL 32926

I am sending this email to express my and my family's concerns over the zoning change request for the property at 3477 North Indian River Drive, Cocoa, FL. This zoning change is on the slate for your April 3, 2025 meeting date. I am adamantly opposed to any change that allows townhomes or parking lots on our street and in our neighborhood. I am organizing neighbors to attend this meeting and protest this zoning change.

Please deny this zoning change and maintain the prior, binding development plan. Thank you.

Mike Futch

President & CEO



O: 919.855.5505

M: 919.523.8803

E: mfutch@tompkinsrobotics.com

www.tompkinsrobotics.com

From: [J A HOLMAN](#)
To: [Commissioner, D4](#)
Subject: Zoning Change for 3477 N Indian River Dr (Zoning Action 24Z00025)
Date: Monday, March 31, 2025 5:55:09 PM

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

I am writing concerning the Zoning and Land Use Change (Zoning Action 24Z00025) for the property at 3477 North Indian River Drive requested by Mr. Brian McKee, City Point Landfall, LLC that will be decided at the County Commissioners meeting Thursday, April 3, 2025. This tract of land already has a comprehensive binding development plan in place that limits the property to larger lots, no multi-family dwellings and access only via US1. I am respectfully asking the County Commission to deny this zoning change due to the following.

. Multi-family dwellings are not consistent with nor compatible with our neighborhood. More septic

systems and their potential sewage discharges would be detrimental to the health of the Indian

River Lagoon.

. N Indian River Drive being a narrow winding two lane roadway is ill equipped to handle the

increased traffic that would be generated by the proposed development.

. Flooding is already a concern along that stretch of roadway. The increased runoff created by an

access road connecting to Indian River Drive and a parking lot would only add to the flooding

potential.

. City Point Landfall, LLC should have known and understood the zoning and development plan in

place for the property before making their purchase. Requesting a zoning change now is only a

back handed attempt to increase their profits at the expense of our neighborhood.

James A Holman

3767 N Indian River Dr

Cocoa, Fl 32926

jaholman@bellsouth.net

From: [Kevin Jackson](#)
To: [Commissioner, D1](#); [Commissioner, D2](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Zoning Action 24Z00025 - Proposed City Point Rezoning/Development
Date: Monday, March 31, 2025 2:52:20 PM

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

Commissioners,

I am writing to object to the proposed residential development and rezoning just north of City Point Rd. north of Cocoa. Indian River Drive is a special place that we have been fortunate enough to live near in the Twin Lakes subdivision for 4 years. I contend the character of this road and surrounding area will be negatively affected by this rezoning and proposed development for the following reasons.

1. The natural beauty of the area along with the unique scenery of the many one-of-a-kind homes will be ruined by a modern, zero lot line, cinder block and stucco, generic subdivision plopped right in the middle of it.
2. Indian River Drive is incredibly narrow along the northern section but especially so at the exact point of this proposed development. Traffic is stop and go thru this area already after any significant rainfall. In addition, many walkers, runners and bicyclists add to existing congestion. That area already has blind curves that present a hazard for any recreational use of the road. A new subdivision will make this situation worse by orders of magnitude.
3. Indian River Drive at the site of the proposed development is at its lowest point (in relation to the river level) along its entire length. The road is literally inches above the normal river level. During periods of strong NE winds, the road is completely covered by water. During hurricanes, that area is impassable by a normal car. A subdivision in this area would only make this problem worse due to the addition of a large amount of impervious area created by the new roadways, driveways and sidewalks. You are potentially creating a disastrous situation during hurricane season by this road being inundated by onshore winds and then having large amounts of rainfall runoff pouring out of this subdivision into the exact same spot. Any civil engineer could instantly spot the potential large scale flooding of the road and potentially existing houses from the addition of this proposed development.

Please consider these points carefully when making a final ruling on this proposed rezoning/development. Thank you for your time.

Sincerely & respectfully,
Kevin Jackson
118 S Twin Lakes Rd.
Sent from my iPhone

From: [Bob Stover](#)
To: [Administrative Services](#)
Subject: Petitions from Twin Lakes for Alice Randall
Date: Tuesday, April 1, 2025 3:52:07 PM

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

Sent from my iPhone

Begin forwarded message:

From: Bob Stover <b.stover@mc.com>
Date: April 1, 2025 at 3:09:10 PM EDT
To: Bob Stover <bobstover@outlook.com>
Subject: Petitions

Petition Objecting to City Point Landfall, LLC requests for a New Comprehensive Plan Amendment, Zoning Reclassification and Removal of Existing Binding Development Plan.

Pertinent Documents are:
 Planned Unit Development 24PUD00003
 Small-Scale Comprehensive Plan Amendment (3rd of 2025, 24S.11)
 Preliminary Development Plan, City Point PUD (MBV # 23-1071, August 19, 2024)

We the undersigned would like to register the following objections to the City Point Landfall, LLC requests;

1. We object to the request to change our community's existing Florida Land Use Map designations from their current configuration.
2. We object to the request to change our community's existing Brevard County Zoning from its current configuration.
3. We object to the removal of the current Binding Development Plan and the replacement of it with the proposed PUD.

Our community has been well protected from inappropriate development projects by this combination of Florida Land Use Map, Zoning and Binding Development Plan provisions since they were enacted in 2004 after a very lengthy review and negotiation process between Brevard County, the State of Florida, Indian River homeowner's associations, individual homeowners and the previous owners of the tract of land now owned by City Point Landfall, LLC. City Point Landfall, LLC purchased this tract with all of the provisions in force and we have always expected any new project to adhere to them.

We want the Commissioners to leave the Florida Land Use Map, Zoning and Binding Development Plan in place unchanged.

| NAME / Signature | Address | Twin Lakes Homeowners Association |
|--------------------------------|---|-----------------------------------|
| Jane McCallum Jane McCallum | 102 N. Twin Lakes Rd | ✓ |
| Jeff Adams Elizabeth Adams | 143 W. Twin Lakes Rd | |
| Dusty Michele Parker | 142 N. Twin Lakes Rd. | ✓ |
| Gemini Gerard | 140 N. Twin Lakes Rd | |
| Chaire Richards | 133 S Twin Lakes Rd | ✓ |
| Tom Morgan | 142 S. Twin Lakes RD | |
| Dana Hutton | 130 S TWIN LAKES RD | ✓ |
| Rachel Gullist | 130 S TWIN LAKES RD | |
| Lee D. Hart | 126 S. Twin Lakes Rd | |
| RAY | 126 South twin lakes rd - COCOA, FL 32926 | |
| Tommy Hoade | 137 South Twin Lakes Rd, COCOA, FL 32926 | |
| LEAH RAY | 145 South Twin Lakes Rd, COCOA, FL 32926 | |
| ELYNN RAY E.R. | 145 South Twin Lakes Rd, COCOA, FL 32926 | |
| K. H. | 118 S TWIN LAKES RD. COCOA, FL 32926 | |

Petition Objecting to City Point Landfall, LLC requests for a New Comprehensive Plan Amendment, Zoning Reclassification and Removal of Existing Binding Development Plan.

Pertinent Documents are
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1. We object to the request to change our community's existing Florida Land Use Map designations from their current configuration.
2. We object to the request to change our community's existing Brevard County Zoning from its current configuration.
3. We object to the removal of the current Binding Development Plan and the replacement of it with the proposed PUD.

Our community has been well protected from inappropriate development projects by this combination of Florida Land Use Map, Zoning and Binding Development Plan provisions since they were enacted in 2004 after a very lengthy review and negotiation process between Brevard County, the State of Florida, Indian River homeowner's associations, individual homeowners and the previous owners of the tract of land now owned by City Point Landfall, LLC. City Point Landfall, LLC purchased this tract with all of the provisions in force and we have always expected any new project to adhere to them.

We want the Commissioners to leave the Florida Land Use Map, Zoning and Binding Development Plan in place unchanged.

| NAME | Address | Twin Lakes Homeowners Association |
|------|---------|-----------------------------------|
|------|---------|-----------------------------------|

| | | |
|-------------------|-----------------------|---|
| <i>Bob Stoves</i> | 102 N. Twin Lakes Rd. | ✓ |
|-------------------|-----------------------|---|

| | | |
|------------------------|-------------------------|---|
| <i>Eveline G. Ford</i> | 3600 Indian River Drive | ✓ |
|------------------------|-------------------------|---|

| | | |
|------------------------|-------------------------|---|
| <i>Wendell R. Hill</i> | 3550 Indian River Drive | ✓ |
|------------------------|-------------------------|---|

| | | |
|------------------------|-----------------------|---|
| <i>Apphia Snowsall</i> | 3550 Indian River Dr. | ✓ |
|------------------------|-----------------------|---|

| | | |
|------------------------|---------------------|---|
| <i>John D. Coffell</i> | 117 S Twin Lakes Rd | ✓ |
|------------------------|---------------------|---|

| | | |
|-----------------------|----------------------|---|
| <i>Tom MacConnell</i> | 135 N. Twin Lakes Rd | ✓ |
|-----------------------|----------------------|---|

| | | |
|-------------------|----------------------|---|
| <i>Tom Foster</i> | 135 N. Twin Lakes Rd | ✓ |
|-------------------|----------------------|---|

| | | |
|----------------------|-----------------------|---|
| <i>Joel Campbell</i> | 132 N. Twin Lakes Rd. | ✓ |
|----------------------|-----------------------|---|

| | | |
|---------------------|----------------------|---|
| <i>Lynda Coffey</i> | 120 N. Twin Lakes Rd | ✓ |
|---------------------|----------------------|---|

| | | |
|-----------------|----------------------|---|
| <i>Bob K...</i> | 107 N. Twin Lakes Rd | ✓ |
|-----------------|----------------------|---|

| | | |
|-----------------|----------------------|---|
| <i>Bob K...</i> | 127 N. TWIN LAKES RD | ✓ |
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| | | |
|-----------------|---------------------|---|
| <i>Bob K...</i> | 133 S TWIN LAKES RD | ✓ |
|-----------------|---------------------|---|

From: [Commissioner, D1](#)
To: [AdministrativeServices](#)
Subject: Fw: Cocoa plans
Date: Tuesday, April 1, 2025 11:02:30 AM

From: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Sent: Tuesday, April 1, 2025 11:01 AM
To: Myah Gallen <myah.belew@gmail.com>
Subject: Re: Cocoa plans

Good morning,

On behalf of Commissioner Delaney, I want to acknowledge receipt of your email. It will be submitted to the Commissioner for her consideration.

Thank you for contacting her office and sharing your concerns.

Sincerely,

Ruth Amato
Administrative Aide to the County Commissioner
County Commissioner Katie Delaney District 1
7101 S US Hwy 1
South Titusville, FL 32780
321-607-6901

From: Myah Gallen <myah.belew@gmail.com>
Sent: Tuesday, April 1, 2025 10:50 AM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Cocoa plans

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

As a resident of the High Point Civic Association, we want to formally object to any zoning changes in District 1 at the listed address of 3477 North Indian River Drive. Our dead end street with 11 single family homes is about two blocks south of the listed address and is part of the larger community between the Indian River and the eastside of US 1 and stretches north from SR 528 (the Beachline) to where Indian River Drive

rejoins US 1 at the Five Points fire station. It is a rather large area that many in the community have worked hard over the years to protect against high density development.

Now the community is facing another development proposal which aims to change the underlying zoning and land use restrictions currently in place. City Point Landfall LLC is proposing a Planned Unit Development (PUD) with changes to Zoning, the state Future Land Use (FLU) map and the removal of an existing Binding Development Plan (BDP) which puts limits on what can be built in our community. These changes could also set a precedent for future land development in our area which would make it harder for those in the community to challenge future inappropriate development.

I have been told that some years ago, in response to a proposed massive condominium project in the middle of our community (about two miles south of our street), all of the existing neighborhood homeowners associations and the individual homeowners in the area joined together to protect our community's character and desirability. As a united group, they worked very hard for a year and a half with the Board of Commissioners, the Planning and Zoning Board and staff to put forward and pass an amendment to the Comprehensive Land Use Plan (Future Land Use Map) for our area. This amendment (2004A.5) sets overall land use densities that cannot be exceeded by rezoning. The densities set were guided by and compatible with the current zoning and existing land uses in our area.

Nevertheless, the current Comprehensive Land Use Plan has been challenged by at least three different developers since 2004 and while we have always worked with the developers to understand their desires, we have always held to our plan as it currently exists. On these occasions, some from the area community came before the Planning and Zoning Board and then the County Commissioners defending the density limits and the Comprehensive Land Use Plan.

So again, please deny this Zoning and Land Use Plan at the April 3rd meeting and do not allow multi family townhouses and density increases for this area.

Regards,
Myah Gallen

From: [Commissioner, D1](#)
To: [AdministrativeServices](#)
Subject: Fw: Zoning change request by City Point Landfall, LLC at the April 3rd Comm. meeting
Date: Tuesday, April 1, 2025 11:01:19 AM

From: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Sent: Tuesday, April 1, 2025 11:01 AM
To: Jane Crowley <jbcrowley7@gmail.com>
Subject: Re: Zoning change request by City Point Landfall, LLC at the April 3rd Comm. meeting

Good morning Ms. Crowley,

On behalf of Commissioner Delaney, I want to acknowledge receipt of your email. It will be submitted to the Commissioner for her consideration.
Thank you for contacting her office and sharing your concerns.

Sincerely,

Ruth Amato
Administrative Aide to the County Commissioner
County Commissioner Katie Delaney District 1
7101 S US Hwy 1
South Titusville, FL 32780
321-607-6901

From: Jane Crowley <jbcrowley7@gmail.com>
Sent: Tuesday, April 1, 2025 10:15 AM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Fwd: Zoning change request by City Point Landfall, LLC at the April 3rd Comm. meeting

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

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

From: Suzie DeBusk - HOA <highpointcivicassoc@gmail.com>
Date: Tue, Apr 1, 2025 at 10:03 AM
Subject: Fwd: Zoning change request by City Point Landfall, LLC at the April 3rd Comm. meeting
To:

Hi all, I took the liberty of sending this email to the 5 county commissioners, individually. I don't want a new neighborhood with higher density going in just north of us. I know you saw the letter from the other folks around and I've been getting emails about it, but didn't want to inundate you all with them.

Here is my letter below my signature. My version said "As the President of", I have already modified it to say "As a resident of". Please forward it, if you see fit to do so. Here are the individual emails for each of them:

District 1: D1.Commissioner@brevardfl.gov

District 2: D2.Commissioner@brevardfl.gov

District 3: D3.Commissioner@brevardfl.gov

District 4: D4.Commissioner@brevardfl.gov

District 5: D5.Commissioner@brevardfl.gov

BEFORE YOU FORWARD IT: Please add your own signature after the Regards,

Thank you,

Suzie DeBusk

President, High Point Civic Assoc

Email: HighPointCivicAssoc@gmail.com

Mobile: 321-223-5257

As a resident of the High Point Civic Association, we want to formally object to any zoning changes in District 1 at the listed address of 3477 North Indian River Drive. Our dead end street with 11 single family homes is about two blocks south of the listed address and is part of the larger community between the Indian River and the eastside of US 1 and stretches north from SR 528 (the Beachline) to where Indian River Drive rejoins US 1 at the Five Points fire station. It is a rather large area that many in the community have worked hard over the years to protect against high density development.

Now the community is facing another development proposal which aims to change the underlying zoning and land use restrictions currently in place. City Point Landfall LLC is proposing a Planned Unit Development (PUD) with changes to Zoning, the state Future Land Use (FLU) map and the removal of an existing Binding Development Plan (BDP) which puts limits on what can be built in our community. These changes could also set a precedent for future land development in our area which would make it harder for those in the community to challenge future inappropriate development.

I have been told that some years ago, in response to a proposed massive condominium project in the middle of our community (about two miles south of our street), all of the existing neighborhood homeowners associations and the individual homeowners in the area joined together to protect our community's character and desirability. As a united group, they worked very hard for a year and a half with the Board of Commissioners, the Planning and Zoning Board and staff to put forward and pass an amendment to the Comprehensive Land Use Plan (Future Land Use Map) for our area. This amendment (2004A.5) sets overall land use densities that cannot be exceeded by rezoning. The densities set were guided by and compatible with the current zoning and existing land uses in our area.

Nevertheless, the current Comprehensive Land Use Plan has been challenged by at least three different developers since 2004 and while we have always worked with the developers to understand their desires, we have always held to our plan as it currently exists. On these occasions, some from the area community came before the Planning and Zoning Board and then the County Commissioners defending the density limits and the Comprehensive Land Use Plan.

So again, please deny this Zoning and Land Use Plan at the April 3rd meeting and do not allow multi family townhouses and density increases for this area.

Regards

From: [Commissioner, D1](#)
To: [AdministrativeServices](#)
Subject: Fw: Zoning Changes
Date: Tuesday, April 1, 2025 12:36:35 PM

Good afternoon Ms. Deuchler,

On behalf of Commissioner Delaney, I want to acknowledge receipt of your email. It will be submitted to the Commissioner for her consideration.

Thank you for contacting her office and sharing your concerns.

Ruth Amato
Administrative Aide to the County Commissioner
County Commissioner Katie Delaney District 1
7101 S US Hwy 1
South Titusville, FL 32780
321-607-6901

From: patti deuchler <patches971@yahoo.com>
Sent: Tuesday, April 1, 2025 12:08 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Zoning Changes

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

As a resident of the High Point Civic Association, we want to formally object to any zoning changes in District 1 at the listed address of 3477 North Indian River Drive. Our dead end street with 11 single family homes is about two blocks south of the listed address and is part of the larger community between the Indian River and the eastside of US 1 and stretches north from SR 528 (the Beachline) to where Indian River Drive rejoins US 1 at the Five Points fire station. It is a rather large area that many in the community have worked hard over the years to protect against high density development.

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those in the community to challenge future inappropriate development.

I have been told that some years ago, in response to a proposed massive condominium project in the middle of our community (about two miles south of our street), all of the existing neighborhood homeowners associations and the individual homeowners in the area joined together to protect our community's character and desirability. As a united group, they worked very hard for a year and a half with the Board of Commissioners, the Planning and Zoning Board and staff to put forward and pass an amendment to the Comprehensive Land Use Plan (Future Land Use Map) for our area. This amendment (2004A.5) sets overall land use densities that cannot be exceeded by rezoning. The densities set were guided by and compatible with the current zoning and existing land uses in our area.

Nevertheless, the current Comprehensive Land Use Plan has been challenged by at least three different developers since 2004 and while we have always worked with the developers to understand their desires, we have always held to our plan as it currently exists. On these occasions, some from the area community came before the Planning and Zoning Board and then the County Commissioners defending the density limits and the Comprehensive Land Use Plan.

So again, please deny this Zoning and Land Use Plan at the April 3rd meeting and do not allow multi family townhouses and density increases for this area.

Regards

Patricia Deuchler
High Point Community

From: [Commissioner, D1](#)
To: [AdministrativeServices](#)
Subject: Fw: Opposition to Zoning Change
Date: Tuesday, April 1, 2025 11:00:35 AM

From: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Sent: Tuesday, April 1, 2025 11:00 AM
To: Della On RR <dellakennelly@cfl.rr.com>
Subject: Re: Opposition to Zoning Change

Good morning,

On behalf of Commissioner Delaney, I want to acknowledge receipt of your email. It will be submitted to the Commissioner for her consideration.
Thank you for contacting her office and sharing your concerns.

Sincerely,

Ruth Amato
Administrative Aide to the County Commissioner
County Commissioner Katie Delaney District 1
7101 S US Hwy 1
South Titusville, FL 32780
321-607-6901

From: Della On RR <dellakennelly@cfl.rr.com>
Sent: Tuesday, April 1, 2025 10:14 AM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: Opposition to Zoning Change

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

My husband and I own and reside in a home at 3711 Indian River Drive near the Brookhill Subdivision. It is my understanding the Brevard County Commission is considering a zoning and land use change which would permit the building of townhomes, a larger number of single-family residences and a parking lot at 3477 Indian River Drive. We believe this type of development is inconsistent with the nature of the existing community and would lower the value of our homes, increase traffic along the road, and exacerbate existing flooding problems. So, I am writing to request that you vote NO to zoning action 24Z00025 and PUD amendment 24PUD00003.

This property has an existing binding development plan, that limits the development to larger lots with no vehicle access to Indian River Drive. Such a plan preserves the nature of the area, especially if the resulting homes are of high-quality construction and substantial size. We ask you to retain the existing zoning plan.

Thanks for your help in protecting this beautiful natural area from over development.
Sent from my iPad

From: [Commissioner, D1](#)
To: [AdministrativeServices](#)
Subject: Fw: City Point
Date: Tuesday, April 1, 2025 12:35:51 PM

From: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Sent: Tuesday, April 1, 2025 12:35 PM
To: Nathan Krohne <nrkrohne@gmail.com>
Subject: Re: City Point

Good afternoon Nathan Krohne,

On behalf of Commissioner Delaney, I want to acknowledge receipt of your email. It will be submitted to the Commissioner for her consideration.
Thank you for contacting her office and sharing your concerns.

Ruth Amato
Administrative Aide to the County Commissioner
County Commissioner Katie Delaney District 1
7101 S US Hwy 1
South Titusville, FL 32780
321-607-6901

From: Nathan Krohne <nrkrohne@gmail.com>
Sent: Tuesday, April 1, 2025 12:33 PM
To: Commissioner, D1 <D1.Commissioner@brevardfl.gov>
Subject: City Point

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

Hello,
Would like to formally object to any zoning changes in District 1 at the listed address of 3477 North Indian River Drive. Our dead end street with 11 single family homes is about two blocks south of the listed address and is part of the larger community between the Indian River and the eastside of US 1

and stretches north from SR 528 (the Beachline) to where Indian River Drive rejoins US 1 at the Five Points fire station. It is a rather large area that many in the community have worked hard over the years to protect against high density development.

Now the community is facing another development proposal which aims to change the underlying zoning and land use restrictions currently in place. City Point Landfall LLC is proposing a Planned Unit Development (PUD) with changes to Zoning, the state Future Land Use (FLU) map and the removal of an existing Binding Development Plan (BDP) which puts limits on what can be built in our community. These changes could also set a precedent for future land development in our area which would make it harder for those in the community to challenge future inappropriate development.

I have been told that some years ago, in response to a proposed massive condominium project in the middle of our community (about two miles south of our street), all of the existing neighborhood homeowners associations and the individual homeowners in the area joined together to protect our community's character and desirability. As a united group, they worked very hard for a year and a half with the Board of Commissioners, the Planning and Zoning Board and staff to put forward and pass an amendment to the Comprehensive Land Use Plan (Future Land Use Map) for our area. This

amendment (2004A.5) sets overall land use densities that cannot be exceeded by rezoning. The densities set were guided by and compatible with the current zoning and existing land uses in our area.

Nevertheless, the current Comprehensive Land Use Plan has been challenged by at least three different developers since 2004 and while we have always worked with the developers to understand their desires, we have always held to our plan as it currently exists. On these occasions, some from the area community came before the Planning and Zoning Board and then the County Commissioners defending the density limits and the Comprehensive Land Use Plan.

So again, please deny this Zoning and Land Use Plan at the April 3rd meeting and do not allow multi family townhouses and density increases for this area.

Regards

Nathan Krohne
211 Forest Hill Dr.
Cocoa, Florida. 32926
321 604 0467

From: i2rbaboon@aol.com
To: D.1Commissioner@Brevardfl.gov; D.2Commissioner@BrevardFL.gov; [Commissioner, D3](#); [Commissioner, D4](#); D5Commissioner@BrevardFL.gov
Subject: 3477 North Indian River Drive
Date: Tuesday, April 1, 2025 1:00:58 PM

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

Wendy McAllister, 3704 Windsor Drive, Cocoa

I don't know who Brian McKee is, but still, I do feel strongly about what I have written here. If these facts are correct.

RE: 3477 North Indian River Drive:

I am going to start this with my first thoughts:

Normally, or one might say, 99 percent of the time, I read these complaints from the neighboring area and sympathize with the letter bearer, but throw the letter in the garbage.

As a licensed CAM in the state of Florida, and after running HOAs, I can tell you that I have seen over and over again good intentions go wrong.

I will give you one example:

In one of the HOAs which was a single-family residence; one house had their daughter and her family move in with Mom and Dad. They were having hard times and we didn't want to come off as the hard guys, so we allowed this indiscretion. By the end of the year, we had ten houses with families moving in, even board members were doing it. Two board members. We were stuck! Then came more problems with parking, for there had become excess cars. Etc. No parking was allowed on the street, so people were parking on the front lawn.

Townhouses:

My granddaughter lives in a townhouse up in Jacksonville, which is off a very quiet street a block from the ocean and beaches. At first all was fine, until the townhouse parking lot became a problem. My granddaughter could never find a spot in the parking lot, and there was limited parking on the street. This happened because the residents had company or other people moving in with them. Too many cars, and then the noise became a problem and more. The area is a shared area, and each person had their own idea of what was or was not acceptable.

Here's the problem in one sentence of a simple children's book: What happens if you give a mouse a cookie? The answer, he wants a glass of milk. If you give him a glass of milk, he wants a straw, And so on....

It is best not to open the can of worms you cannot close.

In Closing:

This is not a big city, (Jacksonville) nor do any of the homeowners want it to be, or they would have moved there not here. These builders are not doing this to improve the area, people moved here (As I have) to get away from the congestion, people pay big taxes and sometimes straining to do so, to live as we feel it should be, homes, neighbors. The quiet place. These builders see money, and that is all. Money at other people's expense. This will at first look innocent, but in no time escalate, not to mention, change things to a point where it will never go back to being just Cocoa, a nice place to live. I have seen this too many times, I think we all have.

Please do not vote in approval of townhouses, for once you open that can of worms, it cannot be closed. The builders will make it sound as if it is not a precedence, But it is. Again, being involved in law for many years, this one has come back to bite many people.

There is no reason why this is worth voting yes, for only the **builders** want that vote, no one else. Only the builders will make out. Taxes? There are plenty that we pay, however, I am sure the people would take a higher tax than to have these

townhouses. I know I would. Don't let them destroy Cocoa. One of the last remaining real neighborhoods.
Thank you,

From: [Suzie DeBusk - HOA](#)
To: [Commissioner, D4](#)
Subject: Zoning change request by City Point Landfall, LLC at the April 3rd Comm. meeting
Date: Tuesday, April 1, 2025 9:49:04 AM

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

As President representing the High Point Civic Association, we want to formally object to any zoning changes in District 1 at the listed address of 3477 North Indian River Drive. Our dead end street with 11 single family homes is about two blocks south of the listed address and is part of the larger community between the Indian River and the eastside of US 1 and stretches north from SR 528 (the Beachline) to where Indian River Drive rejoins US 1 at the Five Points fire station. It is a rather large area that many in the community have worked hard over the years to protect against high density development.

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Nevertheless, the current Comprehensive Land Use Plan has been challenged by at least three different developers since 2004 and while we

have always worked with the developers to understand their desires, we have always held to our plan as it currently exists. On these occasions, some from the area community came before the Planning and Zoning Board and then the County Commissioners defending the density limits and the Comprehensive Land Use Plan.

So again, please deny this Zoning and Land Use Plan at the April 3rd meeting and do not allow multi family townhouses and density increases for this area.

Regards

Suzanne DeBusk
President, High Point Civic Assoc
Email: HighPointCivicAssoc@gmail.com
Mobile: 321-223-5257

From: [Sue](#)
To: [Commissioner, D4](#)
Subject: Rezoning Property Proposal
Date: Tuesday, April 1, 2025 2:51:38 PM

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

As a resident of the High Point Civic Association, we want to formally object to any zoning changes in District 1 at the listed address of 3477 North Indian River Drive. Our dead end street with 11 single family homes is about two blocks south of the listed address and is part of the larger community between the Indian River and the eastside of US 1 and stretches north from SR 528 (the Beachline) to where Indian River Drive rejoins US 1 at the Five Points fire station. It is a rather large area that many in the community have worked hard over the years to protect against high density development.

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So again, please deny this Zoning and Land Use Plan at the April 3rd meeting and do not allow multi family townhouses and density increases for this area.

Sue A Lathrop

From: [Myah Gallen](#)
To: [Commissioner, D4](#)
Subject: Cocoa plans
Date: Tuesday, April 1, 2025 10:51:09 AM

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As a resident of the High Point Civic Association, we want to formally object to any zoning changes in District 1 at the listed address of 3477 North Indian River Drive. Our dead end street with 11 single family homes is about two blocks south of the listed address and is part of the larger community between the Indian River and the eastside of US 1 and stretches north from SR 528 (the Beachline) to where Indian River Drive rejoins US 1 at the Five Points fire station. It is a rather large area that many in the community have worked hard over the years to protect against high density development.

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So again, please deny this Zoning and Land Use Plan at the April 3rd meeting and do not allow multi family townhouses and density increases for this area.

Regards,
Myah Gallen



**Commissioner Rob Feltner, Chairman
District 4**

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

March 25, 2025

To: Desiree Jackson, Associate Planner
Alice Webber, Operations Support Specialist
From: Rob Feltner, Brevard County Commissioner, District 4
Re: Disclosure – 24SS00009, 24PUD00003 Tax Account: 2411252

Concerning **24SS00009** and **24PUD00003** on the April 3, 2025, Brevard County Zoning meeting agenda; on March 24, 2025, Commissioner Feltner met with James and Beverly Sudermann in the District 4 Commission Office. The Sudermann's are not in support of this development, stating one reason is that do not believe townhomes are a good fit for the area. The meeting lasted approximately five minutes.

Thank you.

Rob Feltner, Chairman
Brevard County Commissioner
District 4



April 3, 2025

To: Desiree Jackson, Associate Planner
Alice Webber, Operations Support Specialist
From: Katie Delaney, Brevard County Commissioner, District 1
Re: Disclosure – Zoning Item H.1 and H.2 Tax Account: 2411252

Concerning **(H.1 and H.2)** on the April 3, 2025, Brevard County Zoning meeting agenda; on (03/28/2025), Commissioner Delaney met with Bruce Moia and Kim Rezanka. The Commissioner listened as the project was presented. The meeting lasted approximately 50 minutes.

Thank you.

Commissioner Katie Delaney
Brevard County
District 1

PLANNING AND ZONING BOARD/LOCAL PLANNING AGENCY MINUTES

The Brevard County Planning & Zoning Board met in regular session on **Monday, March 17, 2025**, 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); Ana Saunders (D5); Erika Orriss (D3); Logan Luse (D4); Ruth Amato (D1); John Hopengarten (D1); Jerrad Atkins (D1); Melissa Jackson (D5); and Greg Nicklas (D3).

Staff members present were Trina Gilliam, Interim Zoning Manager; Paul Body, Planner; Jane Hart, Environmental Specialist (Natural Resources Management); Alex Esseesse, Deputy County Attorney; and Alice Randall, Operations Support Specialist.

Excerpt of complete agenda

H.5. City Pointe Landfall LLC. (David Bassford) requests a Small-Scale Comprehensive Plan Amendment (3rd of 2025, 24S.11), to change the Future Land Use Designation from Res 1, Res 2, Res 4, and NC to CC and Res 4. (24SS00009) (Tax Account 2411252) (District 1)

H.6. City Pointe Landfall LLC. (David Bassford) requests a change in zoning classification from EU and RP with an existing BDP to PUD with the removal of existing BDP. (24PUD00003) (Tax Account 2411252) (District 1)

Trina Gilliam read companion Items H.5. and H.6. into the record.

Kim Rezanka spoke to the application. Here actually on 3 items, the future land use, the rezoning to PUD, and removal of the binding development plan. The last page of the handout is the Parkchester plat, in Plat Book 18, Page 114. This is in north Brevard County, with a zip code of Cocoa, but it's unincorporated Brevard County. The property has been vacant for a very long time. The concept is to put single-family homes, townhomes and a completely enclosed RV storage. It will exit for the most part off A1A and then there will be a small exit off River Road, just for parking for the residents to enjoy the amenity of the river. There will be no housing with access from River Road. You have the current future land use map; it is a mix of different future land uses. RES-2 on the river, which is unusual, you would think that would be the lowest residential land use along the river. Then it goes to RES-1 in the middle, with EU zoning, which is inconsistent. Then it has Neighborhood Commercial on the west side, adjacent to highway 1. We're here asking that the NC portion go to Community Commercial with the little bit that goes into the RES-1 to make it function better. The RES-1 to go to RES-4, the RES-4 will stay RES-4, and then the RES-2 would go to RES-4 also. Currently with the future land use as it sits there is about 6.44 acres of RES-1, 4.2 acres of RES-4, almost half an acres of RES-2. There could be 22 homes built on this. We're asking for 19 homes. 11 single-family and 8 townhomes. A PUD is to encourage different types of housing development and mix it with commercial, institutional and industrial. That's exactly what this PUD does. First with the future land use the idea is to make it consistent and then to put a PUD. The community commercial is needed to have the enclosed RV storage, on US-1 next to other commercial uses. Also, with the PUD, the zoning is RP on US-1 and then it does to EU all the way to the river. RU allows for 15,000 sq. ft. homes. We're proposing not to put any homes on River Road because that's where the wetland is. This will allow us to preserve the wetland and spread density over the entirety of the PUD. That's why the wetland would only be minorly impacted. On page 4 of the handout, you see the proposed land use of RES-4 and Community Commercial and below that is a diagram of what exists now. That little strip on the river is also RES-4. For the FLU that community commercial request is for the 1.91 acres, and then completely changes all the rest of it going to the east to RES-4, 10.94 acres. Regarding

future land use element policy 1.7(a) this is adjacent to other RES-4 both on the property itself and to the north and south. So, it is permissible to change to RES-4. The staff report says there are 43 potential lots that could be developed with this FLU change, but this will be limited by the PDP to 19. Since there is a PDP, we don't need a BDP, Binding Development Plan, because everything is encompassed within the PDP. As to school concurrency, there is sufficient capacity for the future land use amendment. Page 5 is the PDP required for the PUD zoning, showing the layout. The single-family homes, 11 are about 10,000 sq. ft., which is .23 of an acre, which is very consistent with the Parkchester subdivision to the north. It matches almost identically, some of these will be bigger than the lots adjacent to the north, slightly. There is a 15 ft. buffer and a passive open space next to the buffer. So, the buffer is being kept around this, which is what the old BDP had. This will be a little bit bigger because of that tract. It also has the 8 townhomes, which are single-family attached, that will be platted and under single ownership, they're not to be rented. Then you have the proposed stormwater, the walking trail all the way over to the Indian river, that's the amenity. Tract C is going to be a conservation area, that's where the wetland is and it will not be impacted, except minorly for the boardwalk. Below that you have the zoning as it currently exists. Page 6 is the color rendering of what this is going to look like, so you can see the consistency with Parkchester to the north. To the north of the townhomes is property owned by Ron Howse, a unique 8 acres, adjacent to it is a small house, but that's where his agricultural use is. You'll see the enclosed RV storage on US 1. Exhibit 7 is the wetland and conservation area and the impacts that will be had to that. And then page 8 is the Parkchester subdivision plat. The PUD zoning is for the entire 12.86 acres. The PDP plan gives you the number of units, 11 single-family, 8 multi-family, the gross density of 1.48 units per acre, the roads, the residential use, the stormwater, the wetlands – 2.63 acres, common usable open space is just over 4 acres. You have passive open space, buffers of 1.76, and RV storage of 1.62. There's also phasing in the PDP narrative. Phase 1 is the residential, Phase 2 is intended to be the commercial. Because of the size and shape of this property with the wetland on the east side, this is a way to spread the density and make the entire property more usable. There are no concurrency issues. This will have a minor impact on traffic, it is on US-1. It will increase traffic by 0.62 percent. US-1 will have a maximum allowable value of 65 percent with this increase. With the PDP the lot sizes are comparable to the ones to the north. The proposed uses are compatible with the surrounding area. The BDP from 2008, on the last page, it only applies to the middle 7 acres. the 7 acres was to have 7 units, it will now have 11 units. It is still less dense than what could be under the allowable future land use right now. There will be a buffer, I don't know if it's going to be natural. There will be another tract next to that buffer between the development and Parkchester. Number of lots will be 11. Shall have no access to Parkchester subdivision. Minimum house size will be 2,200 sq. ft. The EU zoning is 2,000 sq. ft., RU-1-11 to the north is 1,300 sq. ft. Some of those houses are 1,900 sq. ft. as well. In conclusion we ask that you approve the future land use as stated, that you would change the zoning on the entirety to PUD, approving the PDP and removal of the BDP. The EU zoning on the entire 10.94 acres would allow 31 units. This is less than what the zoning would allow. This provides consistency. The PDP lets you know exactly what is going to be built there. If there are any other conditions you believe need to be added, they can be added at the PDP stage if necessary.

Public Comment

Sandra Kennedy began with this entire area, council mentioned A1A, it's not anywhere near A1A, it's right on US-1. The entire area is on a coquina ridge. It weeps continuously. Water flows down that hill from City Point all the up to Indian River Drive. Indian River Drive is a historic Indian trail. It's barely 2 lanes wide. It's not even enough for a truck and a car to pass. Someone's got to pull over. It would be a complete liability for the County to approve this change in use or the project. It's completely

incompatible with the surrounding area. Most of it is wetlands. Water weeps out of the coquina shelf along US-1 on the east side. St. Johns River Water Management is pushing the water that goes down US-1. If there's a hurricane, that water will flow for months. If you pave over all that area and cover it with cement for parking or RV parking, you couldn't have septic, and sewer will be a real liability in that area. Indian River drive has no business having sewer under it because of the salt water. That water washes over Indian River drive from the lagoon and it floods down from the top. You've got water coming in from 2 sources. The project is about 1/4 mile from 528 and US-1. You have the exit ramp and entrance ramp. If you start backing up traffic because people can't get out and down the road because now you've got a red light on US-1, where right now there isn't one, you're going to cause traffic problems. This is going to affect all the residents. Right now, if it rains heavily, we can't use the road. We must hang out and wait. If they have an entrance at US-1, maybe they're not going to be affected by it, but the rest of us that are forced to go down Indian River Drive because we don't have an exit onto US-1, we're going to be dealing with the flooding that they're going to create.

Joseph McLain stated he's right in the middle of all this issue. The water comes down off the ledge. I have 2 area on either side of my property that flows when it rains. It's exactly what she says. A lot of Indian River is flooded when we have high water or a lot of rain. If you've ever been there on the weekend, tremendous amount of traffic, which people are enjoying that. People that must go to work, coming out of the area, it could increase the traffic. I don't know if she did a traffic count. She says it's 0.6 percent increase to route 1. It's a nightmare to get onto US-1 from Indian River Drive. We need a stop sign there. Even 1 car is going to influence this. She's talking 22, so we're talking about at least 30 more cars. The housing is fine, but the RV storage and townhouses I'm afraid in time will turn out to be BNBs or rentals. We need a revised comprehensive plan for that whole area, along with sewer and such.

Diane Burrows read Mark Ward's public comment letter, submitted to staff via email, into the record. A copy of which was provided to the applicant, all Board members and the County Attorney's Office. She stated she approves of his letter. They are now making a light at Citgo, but you still must make a U-turn.

Cherlene Miller her major concern is that entrance onto Parkchester off US-1, that road is also going to be used and is not yet functioning, by a mini-warehouse facility that is being built on the north side of that road. And you have the entrance to the law firm that sits on that intersection. Doesn't know if that traffic was included in the traffic count. At the end of Parkchester there is an immediate, sharp, left-hand turn that does a snake configuration. It has been a close call. Her second concern is the old pioneer graveyard in the middle of this facility that they plan on building, and what accommodations they are making to protect the cemetery.

Dennis Knaughton wants to reiterate what everyone has said. Everything thing from US-1 is downhill to Indian River Drive. We have environmental issues with the Indian River Lagoon to begin with. We are constantly flooded and during hurricanes we literally cannot get out of our subdivision, unless you have a high truck. If you have a car, you cannot get out of the subdivision. And that runs from our entrance, 100 yards each way. The water is up over the grills of the cars when we've had hurricanes. He reiterated the traffic, water and environment concerns mentioned by the previous speakers.

James Sudermann stated his property abuts the south side of the development. He agrees with most of the other concerns that we're hearing here. We've lived there for 30 years and fought battles with developers wanting to change the character, the densities, and get the zoning the way that they could

get the most money, for years. We've come to expect, in this process, that once a developer has become aware of community concerns, either on their own or by advice from you guys, they schedule a meeting with the community where they talk to us about what they're going to do. We can have a productive give and take with meetings like that. This has not happened in this case. We would like to plea for that process to continue. The other thing we're worried about is with the zoning and land use plan may set a precedence for what we expect our community to be.

Ron Howse stated he has the strange property shape that the attorney mentioned that's directly to the north of this property. Are you going to wipe out the Binding Development Order that was agreed to before. Those points were important because this deal has been made before, it's tied with the property. Those who are buying the property are buying it with the knowledge of that agreement. They're stretching the commercial into that Binding Development area because the commercial was only so far, the Binding Development Agreement was only the 7 acres that starts just behind the commercial line. So, they're increasing the commercial comprehensive land use plan. The word "townhouses" is sort of a good-looking word, and it shows lots, but it's going to be 2 quadraplexes beside our property. You can talk density, but you must talk compatibility, it's not compatible with us. We bought the property to build a house, we have a "U" shaped piece of property. The Binding Development Agreement has a lot more items in there than just coming off Parkchester. The way the plan is currently designed there's a cul-de-sac for the commercial and then there's an entrance off Parkchester. So, if the developer wanted to keep it insulated from Parkchester they could by extending the cul-de-sac on down. It seems that this could be designed not necessarily to affect Parkchester, it might change the character of the front, but it's no different than the attorney's office off the side of Parkchester having it all self-done. There are 2 items that scare him a little bit. One is that if you did have quadraplexes there, even though they're cut up into townhomes and sold, someone wrongfully or rightfully can (unintelligible). We have problems up and down the street with that already because of all the launches and people can do that. So, VRBO scares me a little bit. The next item is just a little parking lot entering off Indian River Drive, sort of like a parking lot hangout. You can gate it, you can lock it, you can do whatever you want but you're still going to have transients sometimes breaking in there, because we have people park in our front yard all the time to watch rockets launch. It's not really a good parking area. There are a couple other parking areas up and down the river that have the same problem. So, VRBO, parking problems, quadraplexes, we have a binding development approval, we've already done this before, and you don't have to enter Parkchester if you don't want to.

Alyssa Christopher Wallen stated she is half here on behalf of her mother who is very concerned as the community has fought this kind of development before. She states she is not personally opposed to development, but she is concerned that they have not fully investigated the drainage problems. This area does have drainage problems and Parkchester is in a precarious position traffic wise. The townhomes do not fit in with the character of the area. It's a very old area. The roads are not the best. Development has seemed odd. There's a lot of empty lots that people have tried to develop, but it seems a little hostile to bigger projects. I don't understand the desire for an RV lot.

Megan Riker stated she believes there are a lot of concerns here. My main concerns are the drainage issues. But I do believe the townhomes are not consistent with this area. There are townhome communities along river road. If you go from north where Indian River Road starts all the way down to south Rockledge, where Indian River Road ends, there is not one townhome community. It is not consistent with our area at all. I am not opposed to the current Binding Development Plan that is on record at the point, because it does keep it consistent with feel and the values of the area. I do

believe that this would negatively impact the values of the surrounding areas including those that live north and south of this community. We have other parks along the river, so my other concern is the paved parking lot. The things that concern me are the safety and loitering and these abandoned parks that are never used by the neighborhoods. There is a park at the end of McFarland on River Road that has a very steep hill. It's loitered all the time. There's crime that's happened. You can look up these statistics with the Cocoa PD or the Brevard Sheriff's Office. It invites loitering and crime, and most of these communities never use their parking lots or their parks. I feel like that would be a very negative impact on the wetlands as far as the drainage goes, not to mention the traffic. She mentioned 26% of a change, but what about the 25 or 30 other developments in the area that are asking for that, that adds up. Go along 524, it's nothing but development right now, so it's not just this project, it is multiple projects that are adding up all at one time that are impacting our traffic every day. We have the launches, the cruise ships that are adding cruise ships, we have multiple developments that are being added. It's not just this development, it is everything being added together. It puts a drain on the quality of life around us. There are more and more people moving here all the time. I think that parking lot is the worst part about it.

Beverly Sudermann asked if you would like to have a parking lot in your front yard, that's what they're proposing. We live just south of this proposed project, and it is also directly in front of us. We have a flag lot and they're proposing a walking path in front of the property and a parking in front of our home. When we get up in the morning, first thing we're going to see is the parking lot. We have power lines that go all the way down the north side of our property in front of us that need to be cleared so that Florida Power and Light can keep that open from the hurricane due to the trees falling, and the scrub below that needs to be maintained. This property has been maintained since 1975, bush hogged and mowed, so that those power lines could be accessed, and we don't lose power. The parking lot right in front of us, that is just going to deflate the value of our home. I don't want the change of the future land use map or the Binding development plan. If you change this the RES-4 and this PUD doesn't go through, then you've changed it for the whole area. The area goes from north of the beach line all the way to the fire station North. We're concerned with this whole area that we want to protect from high-density and nowhere in this entire area is there townhomes or condos. Like a lot of people have said here, it's just too much traffic, too much water, and this proposal goes against the future land use map and the Binding Development Plan. I have come before The Board of Commissioners three times to fight this from multiple developers to keep our area consistent with our whole community. So, I vote no for this development.

Victor Watson stated his law firm owns the property on the corner of the entrance to Brook Hill and immediately north of the subject property. I think that the people here have made some very good points about the drainage and traffic, and all the issues in the area. My biggest concern is that our property is zoned RP, Residential Professional, which could be either homes or office buildings. That kind of very low impact sort of use, and the subject property is zoned the same, so we were thinking when this was done that the use would be like what we have. Changing this now to RV storage, I'm not sure that would be the best use next to us. Our biggest concern really is that we have some kind of buffer between us and them, so that we're not looking up at these big, tall buildings. We've got some natural vegetation, which is what we've tried to do at our office, so as far as just our property next to them, we really are very concerned about the compatibility and making the uses compatible. I am also concerned about the increased traffic coming out onto US-1, you know that it is a difficult situation for people coming in and out, so this would just add to that.

End of Public Comment

Ms. Rezanka stated she would like to answer some of these questions and there's been a lot stated here today. As you know a lot of these things will be handled at the site plan level. I always say A1A, yes this is on US-1. There will be no access onto River Road except for those using the HOA controlled parking lot, it's four parking spaces. No one else can use that walkway except people who live in the neighborhood or their guests. It's not open to the public, it's going to be HOA maintained and controlled. It's just so people can park there and enjoy the riverfront like all of those along Indian River do that own property along there. People are concerned about the flooding, again it must be engineered flooding. They must retain their own water and any water that historically drains on it so if there's a ridge draining onto that property it will be continued to be maintained by that property. Bruce can discuss that more, but again that is a site plan issue. If this development impacts others it can't be built so that's a site plan issue that will be taken care of. This is 19 homes, could be 22 with the future land use that's there. Townhomes are single-family homes; they are platted, and they are sold. Regarding that Pioneer graveyard, if you look at your future land use map it's below the property and it's the little item that says 516, so it is not in this property, that graveyard is not in there nor accessed through this property. There will be sewer on this property, sewer is required for this property. Mr. and Mrs. Sudermann have that flag lot to the south of the property which you can see on the future land use map, they are RES-4, they're asking you not to change anything to what they already have. There are no residents adjacent there. There is a walkway and that little four spots for parking for the residents only, used by the residents and HOA maintained. Mr. Moia spoke to several people about this. We didn't know there were any negative thoughts about this until this morning when I got one email from staff, so this is somewhat new. We have heard their comments, and we will talk with the owner about them. Again, there's been statements to protect the density. This PDP lowers the density so that is being protected. Regarding the BDP and wiping out the conditions, the 15 ft. buffer will remain, and Mr. Moia has told me that does have to be a natural buffer. This is slightly increasing the commercial future land use by 0.2 of an acre, it's a tiny amount. I do want to provide you Mr. Howse' property detail and his map, so you will see his house that he lives in is nowhere near this property, it's on the other side. If you look at the last page, he has three homes on this, but the property that's adjacent to this site is the agricultural portion and a small home. Then his large home is on the Northern U part. He will not be living adjacent to this use at all. Regarding the potential to enter through the RV storage facility, Mr. Moia will talk about that. The cul-de-sac is necessary because of turnaround for RVs. He can tell you why they weren't able to do it and maybe the access to the roundabout. He did look at it and he will tell you why it's not. Again, no access on Indian River Road. The townhomes are to allow for a variety of housing, that's somewhat requested in your comprehensive plan, to have a variety of housing and single-family homes. Even though they're attached they are still single-family homes and are compatible. The traffic analysis does consider all developments that have been approved. Mr. Moia has the traffic analysis report and can talk to that further if you want, but again that's a site plan issue.

Mr. Minneboo asked when the property was purchased.

Ms. Rezanka responded with I don't know.

Mr. Hopengarten responded in November 2021.

Mr. Minneboo stated that was the date, so you didn't really have an opportunity to meet with the people, or you're saying you were unaware that there was anyone in the entire area that wasn't in favor of it or did they just bring you on lately.

Ms. Rezanka replied that Mr. Moia has been handling it. He was the contact person. Mr. Moia had a few people contact him. He'll tell you what they said.

Mr. Minneboo commented there's a lot of history down there and I'm working off some recollections here, but I think everything south of City Point Road is probably in the incorporated area of Cocoa.

Ms. Rezanka stated no it's further south. It's probably half a mile south of here.

Mr. Minneboo stated High Point subdivision is probably not in the city of Cocoa.

Ms. Rezanka responded if that's Forest Hill Drive then it's city of Cocoa.

Mr. Minneboo then stated if you look at City Point Road which has been there a long time and you go north to Black's road which is really a condensed version of this area, I don't know of anything that's multiple family through there.

Ms. Rezanka continued I don't know but we're not asking for multiple family townhouses.

Mr. Minneboo stated in this general area there isn't any subdivisions other than defined from yester year, is that correct.

Ms. Rezanka responded not to my knowledge.

Mr. Minneboo commented not the 208 to the best of my thoughts or I think somebody said 208 and refresh my memory, was done by Hank.

Ms. Rezanka stated yes, the binding development plan obviously couldn't be built because it's been 18 years.

Mr. Minneboo stated none of these people were here. Unfortunately, we went through a major change, and it wasn't just arbitrarily put together, this binding development plan and generally you don't make most of the people happy. But this is one of the ones I could recall because you had Park Chester subdivision there. You had numerous other subdivisions that ring a bell, but everybody sort of left about as happy as they could leave, and you know this board has a tendency to take these binding development plans from yester year and just say you know I'm done. We need to change that and a couple members that are no longer here said "why develop a binding development plan if we're never going to stick to it" so I'm going to be adamant on this project. I'm not going to get off that 2008 binding development plan. Let the pieces fall where they may today but I think it's a good plan for the neighborhood.

Ms. Rezanka responded that looking at those criteria the only one that we don't meet is that there's seven, well there's one acre lots in the middle of the Seven Acres.

Mr. Minneboo continued there's just too much history in that area to change it and I'm trying to save what little we have left, especially in that area. I mean we don't need to terrify that area like we've done on 524.

Ms. Rezanka stated it just seems inconsistent to require one acre lots next to 10,000 sq. ft. lots which is the park Chester subdivision.

Mr. Minneboo commented I know you don't believe this but I'm not going to support it.

Ms. Rezanka replied I know I gathered that but I'm completing the record.

Greg Nicklas stated I heard a lot of people say they had concerns about water, about drainage, does the public, including obviously these folks, be involved in the site plan process where apparently that's going to be an issue.

Ms. Rezanka stated technically the PDP that's before you, that's a semi- engineered site plan, but actually what happens is it goes to a final development plan stage where the engineers submit everything for staff to review, so the drainage is a site plan issue and the law says we can't impact this property, cannot impact anyone else, so if water drains onto this property now it has to be continued to allow to drain, it has to be held. Mr. Moia can tell you more about the drainage requirements, but it's not fully engineered yet but that's a site plan issue that staff reviews.

Mr. Nicklas commented I heard you say that if water's raining onto it now, it has to continue to, but conversely, I guess if there's evidence that more water is draining on to their property as a result of this development

Ms. Rezanka responded that would be a violation of the county code subject to code enforcement, subject to engineering complaints and all kinds of things, so again that's the requirement. There's lots of examples where people say we're impacted more. Park Chester subdivision was built a long time ago, they're going to be lower than this subdivision, but they have to account for it. The engineers must account for that.

Bruce Moia commented I want to talk about the drainage first, so I think as most of you know we must comply with DOT drainage. We're in the county, must comply with County drainage requirements and we're in the St John's River Water Management District, so three entities will be reviewing our drainage design to make sure that we're not impacting the area. There was less of an impact in the post development than were in the pre. Currently that site is a cool site. It's very high on the west side and it just drops off like a bluff towards the roadway, Indian River Drive. When I was out there, I did a site inspection. They were surveying that area because I believe the county is working on some drainage improvements, so I think there's something in the works because there were County surveyors out there at the time. Regardless of that it's just a free-for-all out there. The water just drains from the US-1 right-of-way uncontrolled, out to the river. It's not treated, it's not routed, it just happens. We'll be building a system that will take the water that comes on our property or that we create from putting in impervious surface into a storm water pond, treat it and reduce the discharge from what's happening right now. That's the requirement, so we think that we can control the drainage a lot better in the post-development than what's happening out there right now. As far as traffic, all our traffic is going to the West, we're not adding any traffic at all. We're proposing an amenity so that the residents can come down and use the river. I believe there's a dock that's basically gone except for the pilings, but they're going to rebuild that, so they have river frontage, so they want the residents to be able to come down, unload their vehicle into their boat and go out and enjoy the river like everybody else does. It's not going to technically be a public parking lot. It's going to be an amenity for the residents, so most of them will be able to go down there on the pedestrian walk that we're providing and go enjoy the riverfront. The townhomes are, from my understanding when talking to the client, going to be luxury townhomes. Because of what a lot of people said up here about watching the launch, they're going to be high up on the bluff and they're going to have prime views of lift-offs.

And, they're going to be probably bigger and probably more expensive than some of the existing homes in the area. So, the fact that they're attached doesn't mean they're multi-family. They're still single-family. They're just attached, but they'll be bigger in area, and they'll be new, and they'll be luxury and they'll be very expensive. So, I think that there's not going to be a property value issue because of that. The reason we are not mixing the commercial and the residential traffic is because that is not good planning. You usually have residential traffic go to the lower classification road which is the local road that everybody else that's residential is using and the commercial traffic access is directly on US-1, so there's no reason to intermix the two. The cul-de-sac is provided in the commercial part not just for the RVs to turn around, but for the fire trucks to come in and turn around and the garbage trucks and all that and they'll go back out to US-1. The residential will be separate, using a local road which is good planning practice. We've been working on this for a while, and I did get a couple calls. I don't remember who it was that called me, but there was no overwhelming concern to whoever I talked to. They just had a couple questions and so we answered the questions and there was no real follow-up, or I wasn't convinced that there was an outcry from the public. Like I said I got maybe a couple inquiries about it, and it was just a couple questions and nothing to this level that we're getting today. We usually contact the County staff and say hey, have you received any letters, have you received any phone calls. We didn't get that. I think it was 1 this morning, so we didn't know that there was going to be a turnout like this today or we probably would have had a meeting earlier.

Mr. Hopengarten commented your discussion on the stormwater retention, can you tell me what the impact will be on the neighbors to the north of whatever you're planning on doing up there, in other words are you going to help their neighborhood. One of the comments that I heard today was that there's a lot of flooding going on after a storm and they have a lot of problems. Will your design abate some of that.

Mr. Moia responded I believe it will because I think that we can take some of the water that's up on the hill and route it to the west instead of routing it to the east and then holding it and treating it, so it's not going uncontrolled and untreated into the Indian River Lagoon.

Mr. Hopengarten replied you're dealing with DOT on that because that's their right-of-way.

Mr. Moia replied yes.

Mr. Hopengarten said Ms. Rezanka mentioned the four parking spots on the east side of the site, what is that area because it's not really delineated in this master document here.

Mr. Moia responded that's going to be an amenity for the residents to be able to park vehicle, so if they do rebuild the dock on the river, they can come park their car, unload their vehicle onto the boat, any boats that are parked there, unload their life vests and their coolers and whatever. They can keep the car there, enjoy the day on the river, come back, load the car up and go back to the to their house.

Mr. Hopengarten asked about the dock. Does the owner have any plans to put a dock out there, there is already a dock there that belongs to this property.

Mr. Moia responded it's been wiped out except for the piles, so that would be rebuilt as an amenity.

Mr. Hopengarten then asked if there a pedestrian walkway from this development to Indian River Drive.

Mr. Moia responded it's on the plan.

Mr. Hopengarten then asked what's that area to the north.

Mr. Moia replied that's all Wetlands. There's no paving or anything, we're trying to preserve that to the highest extent possible.

Mr. Hopengarten then commented okay and then you have the retention pond that you're putting in, which will help remediate any of the storm issues, which is not there currently. So, in essence there is a benefit to development going in there, but you're going to have some impermeable space which is going to generate more runoff. What's your maximum building height going to be out there?

Mr. Moia responded typical zoning is 35 ft.

Mr Hopengarten stated you were saying that the townhouses are sitting on a ridge there and they'll be able to get the views to the rockets, but you're saying no higher than the 35 ft. Let's talk about the congestion that you might cause on Round Tree Drive. You're going to have 19 units with about 30 cars, maybe maximum, exiting in the morning along with the 63, I believe it is, of the people that live in that area to the north. Your impact study says that it's negligible but for those neighbors they're going to see traffic and that's coming in when they're going out it's going to be coming in from their left.

Mr. Moia responded correct.

Mr. Hopengarten continued now since they widened US-1 they're no longer going to be able to make a left so everybody's going to have to go right and make a U-turn. Did they take all that into account just other than counting cars and saying this is a minor impact.

Mr. Moia responded yes; I don't believe those improvements were made since the study was done. I think it was in that condition, what's there now is what was in place when the study was done, and the study was done in conjunction with coordinating with the County traffic department, so they took the existing counts and then the new trips and came up with no impact. Obviously, every development increases the traffic, but it doesn't increase it to degrade the level of service.

Mr. Hopengarten stated this thing is going to go to the County Commission in April.

Mr. Wadsworth responded April 3rd at 5:00 p.m.

Mr. Hopengarten asked if they would be willing to have a public meeting between today and then just to hear from the people and make them feel a little better.

Mr. Moia stated he would ask the client and see if he wants to do that.

Mr. Hopengarten commented if you didn't get any comments before today, normally on a development of this size, it's not really a big one, but it has an impact and people are complaining, so it might be beneficial just to keep peace in the neighborhood and I noticed in the 2008 BDP that was

approved, the neighborhood evidently was satisfied with what that prior developer was going to do. Unfortunately, 2008 was a bad year for new housing developments and so it didn't happen, but at least back in those days they were willing to allow a development to go in there.

Mr. Moia replied I don't know all the other details and that just a small part of the is what they were proposing or even if they owned all the property that's owned now. I don't really know much about what happened back in 2008 on this property, but the BDP is only for a small portion, the central section. I don't know if they owned all the property from US-1 to River Road. I don't know if they're proposing other developments in those areas. I don't know, I haven't seen a plan that said what that was supposed to look like. It only was restricted to that central area. So, without knowing what else they were proposing to develop I don't know if this is less impactful or more impactful.

Mr. Hopengarten stated as far as the RV storage is concerned, there's another property just up the road which is being converted to storage currently. I believe it's going to be storage by FMH limited. Seems to be a trend. It's a big shell there right now and they're renovating it. So, I assume that's going to be public storage. This is going to be for RV storage.

Mr. Moia replied this is going to be right in front of their neighborhood. This is going to be enclosed, high end, class A parking. Totally enclosed in a building, which is rare, nobody's really building to that level. If you don't want traffic this is the use you want, you're going to see days where you're not going to see one single vehicle move in or out of that property. But you could put all kinds of things where you'd be seeing all kinds of traffic, so if you don't like traffic this is the use to have on that property.

Mr. Hopengarten inquired there will be no outside storage at all and there will be a parking lot in the front for pedestrian cars.

Mr. Moia responded yes.

Mr. Hopengarten asked where I find the PDP, it should be in your package, I was looking for it, I couldn't find it.

Mr. Moia responded it's in the package.

Mr. Hopengarten stated I didn't see any restrictions that you had given based on the old BDP that would place some of the existing conditions. I didn't see that.

Mr. Moia replied no, the plan that we submitted becomes part of the PDP.

Ms. Gilliam stated it starts after page 265 or 264.

Ana Saunders stated there was concern about it being a VRBO or being rented out, is there any consideration for including restrictions in the declaration to limit or prohibit that particular use.

Mr. Moia replied we can make that suggestion. I don't know what the restrictions are countywide or in that area, I think anybody can VRBO their house in that area. We can ask him if he wants to volunteer that.

Paul Body stated you can't do them in this area unless you have a multi-family zoning. PUD allows them though.

Mr. Moia replied we can go ahead and recommend that he add that to the PDP.

Ms. Amato stated that the natural resources map shows it as candle fine sand. I believe it lists it as aquifer recharge. Is that correct? I'm not familiar with this particular section but I am familiar with ridges further north like this and generally what happens is it's a fast aquifer recharge because of the fine sand and that's why it has wetlands on the side of it because the amount of water that flushes down through it actually filters back up on the other side, so it's a bigger issue than just stormwater and if you redirect that stormwater how does that affect the aquifer itself.

Mr. Moia stated if you're in an aquifer recharge area then you must comply with another section of the county code that limits your development in that area. You're restricted to the amount of impervious area you can have. You demonstrate that your post-development recharge rate is equal to your pre-development. So, if it's recharging a certain amount, we must match that no matter how we build. What we normally do is we have to go and verify if the soils are truly porous soils, and once we do that testing, if it exists then we're limited on what we can do in those areas.

Ms. Amato stated if the whole front of this according to the map is an aquifer recharge and fine candler or fine sand and it is a fast aquifer recharge with the limitations on building on that section, then the limitations of building on the back end, which is a wetland area, what is the limitations to building on an aquifer recharge like that.

Jane Hart stated they could develop but they would need to demonstrate that the post-development recharge volume is at least as good or better than the pre-development, so basically, they are going to hold the water on their site.

Ms. Amato inquired with the wetlands they are limited to 1 home per 5 acres? Is there a limit like that on aquifer recharge or is it just that they monitor the stormwater portion of it.

Ms. Hart stated well there is an impervious restriction, and it depends on your elevation, if it's a type one, a type two, or type three. And that would depend on your location or your elevation. I think in this area it could be a type two or a type three, it would really depend, because the elevation up there is around the cut off between type two and type three of 30 ft in NGVD, so it could be both types. In type three they're limited to 45% impervious coverage, type two is 35%, but as we said before if they can demonstrate that their post-development is as good or better than pre-development, holding that water, then they would be okay. They could develop in the recharge areas.

Ms. Amato stated my final question would kind of be like if it was considered for all the environmental impacts on this property, with the environmental impacts what would be the number of houses being allowed to be built on it versus the PUD?

Mr. Wadsworth stated that would all be site plan. It affects the people and the community and that's literally things they're asking about. We've got to kind of reel it in because we're just planning and zoning and all those questions that you're asking here will be answered, but the with them.

Ms. Amato replied I appreciate that chair. It's just they don't get answers to their questions on the back end, they just get to watch what happens, and this is their only chance to have a say and learn something about the process.

Mr. Wadsworth stated that they would be answered, even with the County Commissioners. We're just an advisory board.

Ms. Amato responded with yes sir, thank you.

Mr. Moia stated I appreciate the question and that's why you have a code and that's why we have to develop to that code. And if your code requires that we must minimize our development then that's what we must do. Typically, residential don't exceed 45% impervious, so especially 100 by 100-foot lots, we would comply with that. It wouldn't reduce our lot count it just reduces the amount we can build on that lot and if we provide open spaces where we're not providing lots at all it's a cumulative number. So, we provide open space, so we don't exceed that impervious number. We also have to deal with making sure our pre and post recharge rates, so that's where you get the cluster of houses. A lot of times we'll do that so we can have more open space recharge.

Ms. Amato inquired so when you do the clusters and you leave more open space it reduces lot size generally, that's the theory behind cluster development and including avoiding wetlands and other issues like that so it's being able to get as many houses as possible in a smaller area, a smaller footprint.

Mr. Moia responded you clear less land to have the same number of homes.

Ms. Amato stated it sounds like you're taking into consideration a lot of the flooding issues that are going on right now, so you're aware of that. So, the water's coming down and you're going to consider for that, and you said that this water runs right through, so you're aware and you're going to make whatever you need to make happen so that we're not having more flooding in that area. That's the last thing these residents need, is more flooding. My real point was just the consistency I heard of people talking about we've now got townhomes out there and we didn't want to have townhomes. We don't have any townhomes any place. When Miss Rezanka was speaking, she said that she was going to make certain that the townhomes were owned, and they were not going to be rented out. I don't know if you can do that.

Mr. Moia replied we're going to plat those lots and sell them fee simple, so they will be owned, they won't be owned by one entity and then rented out. It'll be owned individually just like a single-family home, exactly the same.

Mr. Wadsworth stated he was just going to hit the high spots quick. He spoke further on the topics that had been discussed. He then asked the board for a motion.

Motion to recommend approval of Item H.5. by John Hopengarten, seconded by Ana Saunders. The motion passed 7 to 3.

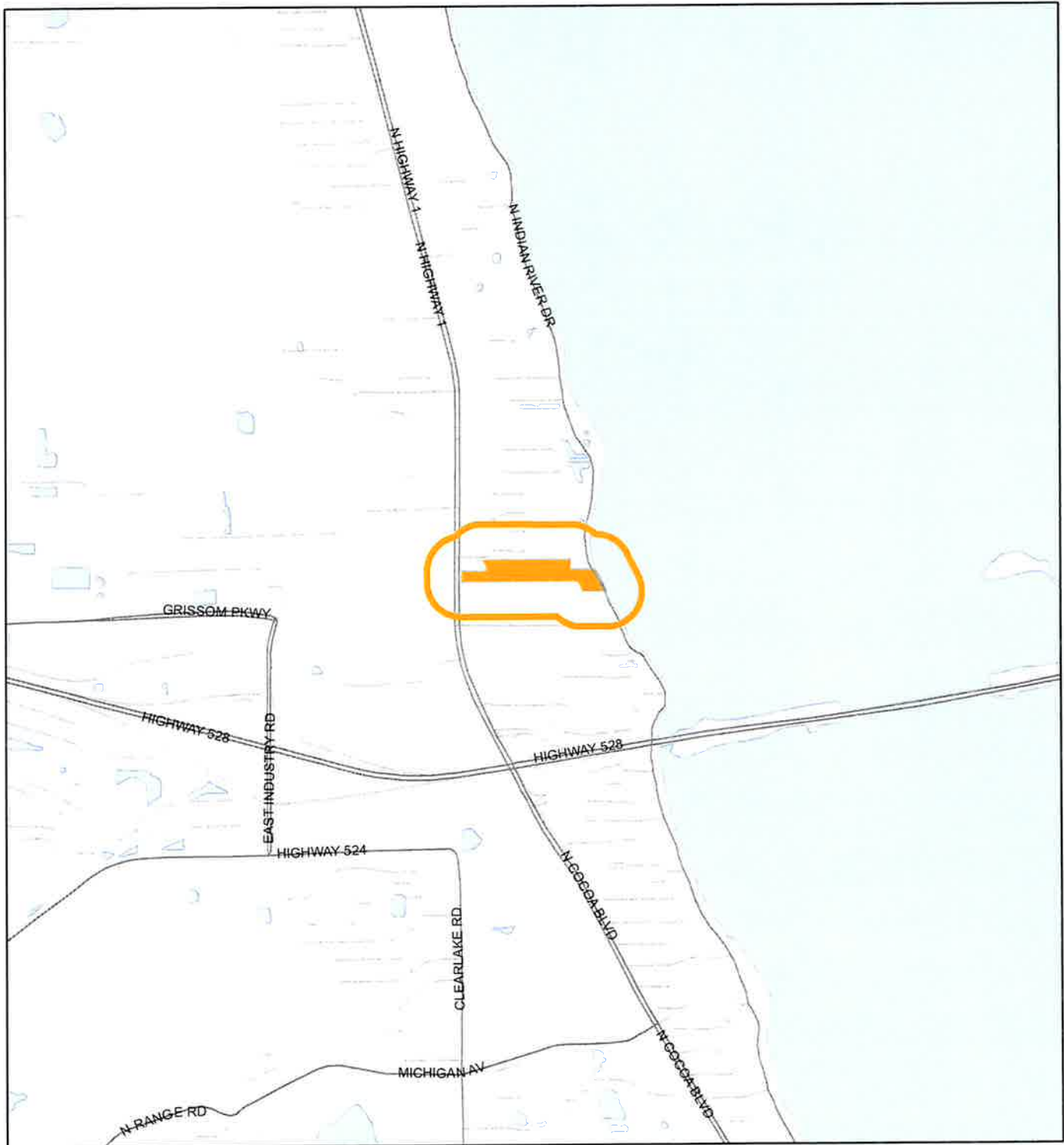
Motion to recommend approval of Item H.6. by John Hopengarten, seconded by Ana Saunders. The motion passed 7 to 3.

The meeting was adjourned at 4:58 p.m.

LOCATION MAP

CITY POINT LANDFALL LLC

24SS00009



1:24,000 or 1 inch = 2,000 feet

Buffer Distance: 500 feet

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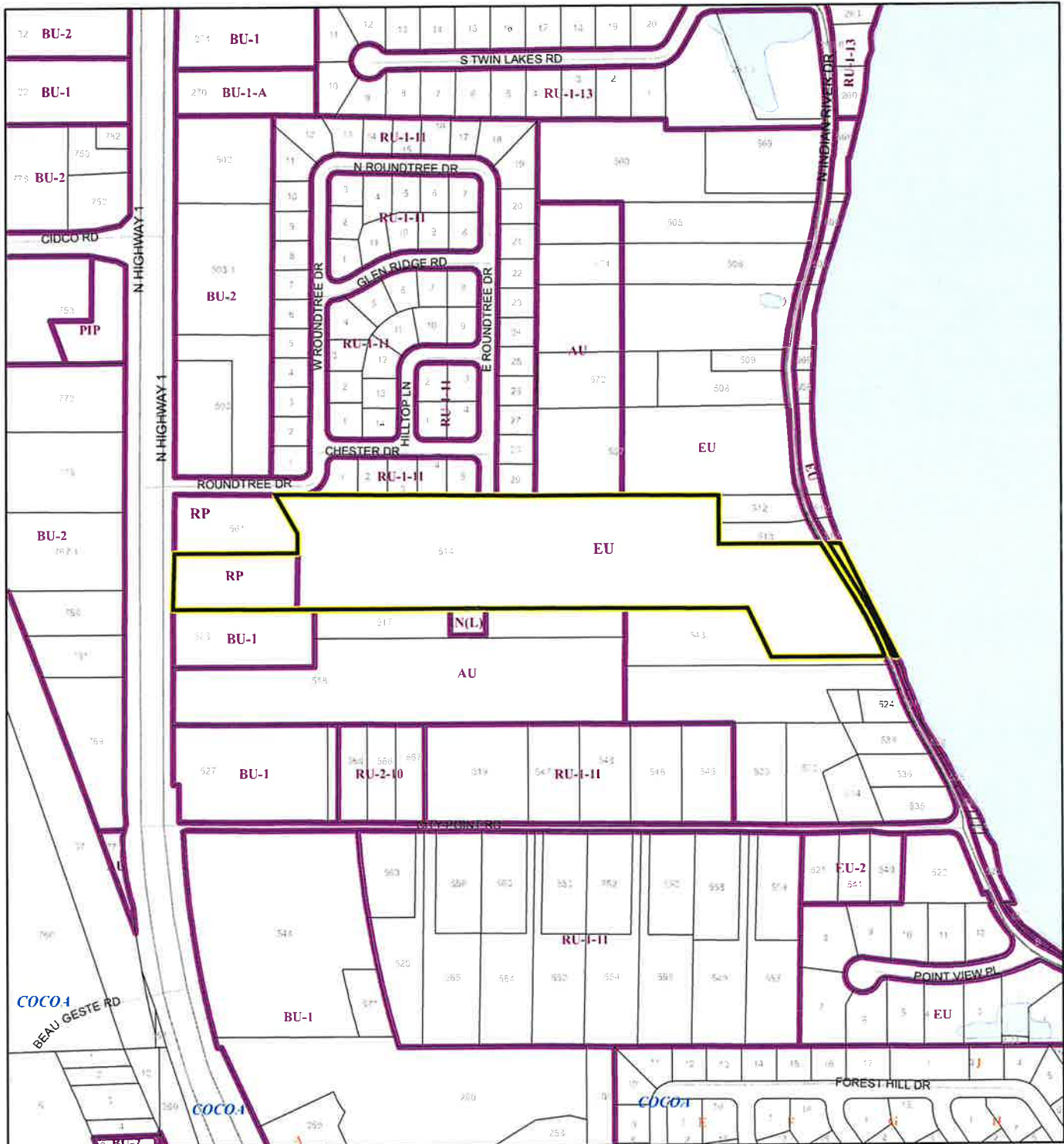
 Buffer

 Subject Property

ZONING MAP

CITY POINT LANDFALL LLC

24SS00009



1:4,800 or 1 inch = 400 feet

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Subject Property

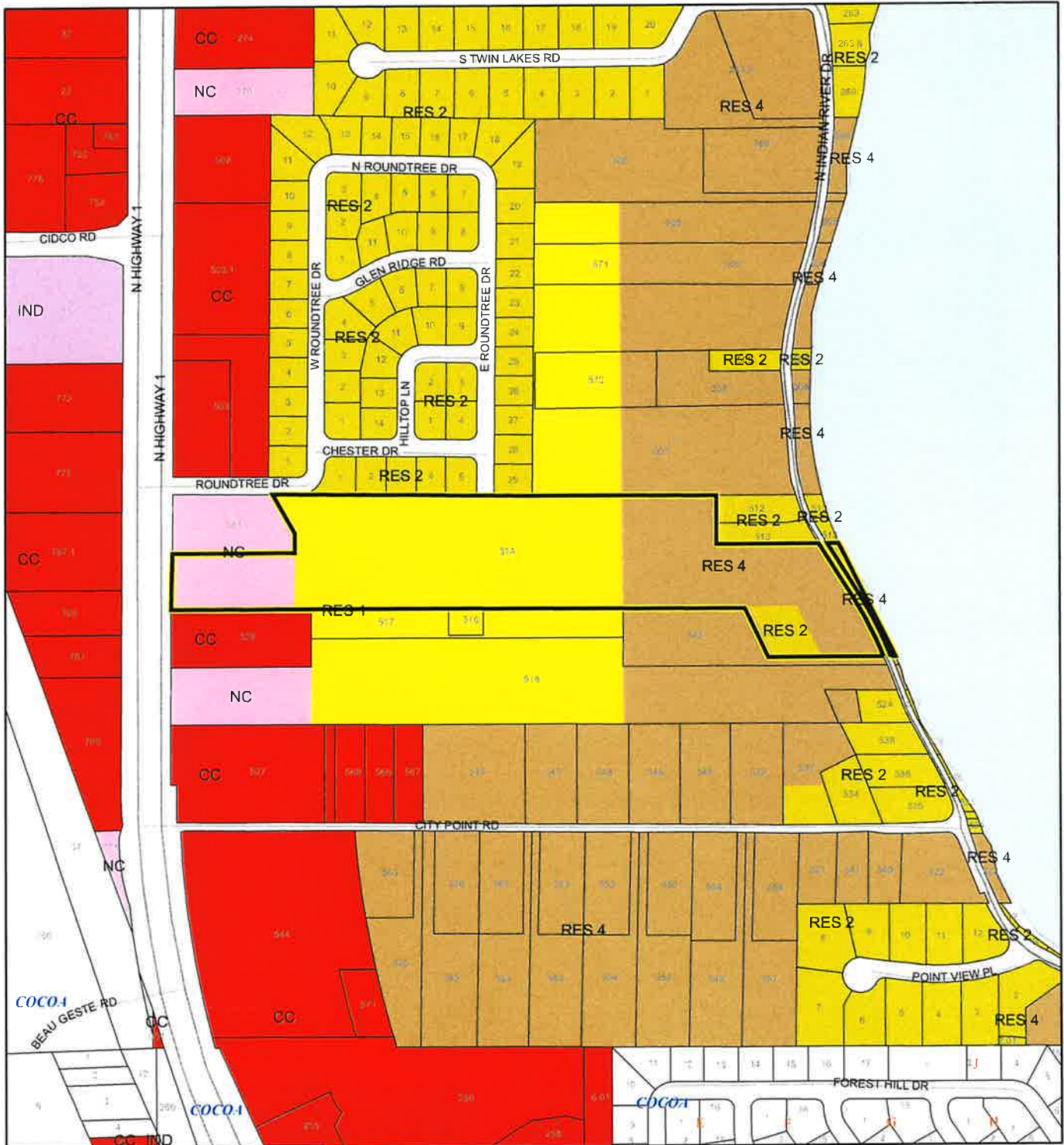
Parcels

Zoning

FUTURE LAND USE MAP

CITY POINT LANDFALL LLC

24SS00009



1:4,800 or 1 inch = 400 feet

- Subject Property
- Parcels

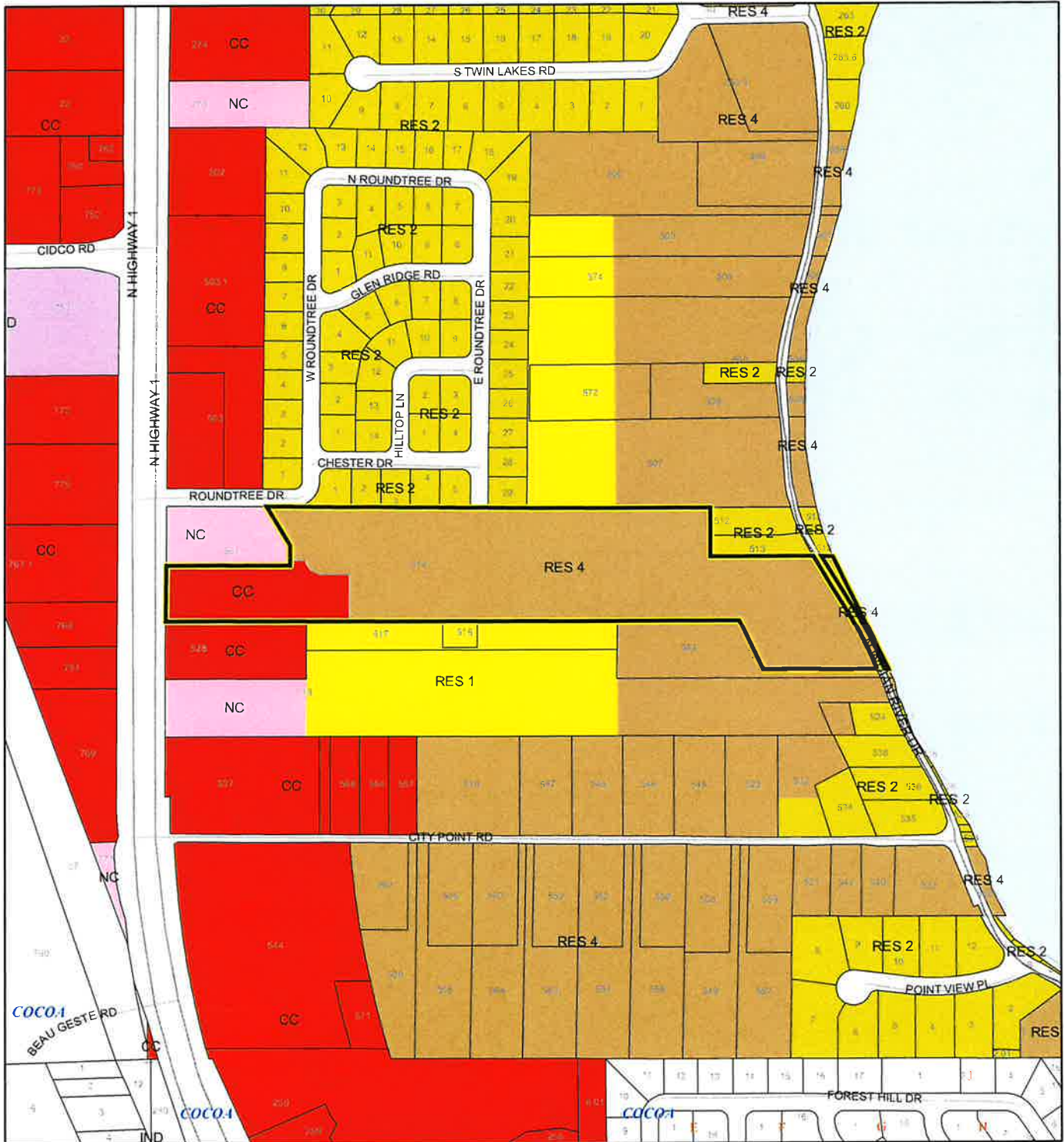
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PROPOSED FUTURE LAND USE MAP

CITY POINT LANDFALL LLC

24SS00009



1:4,800 or 1 inch = 400 feet

- Subject Property
- Parcels

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AERIAL MAP

CITY POINT LANDFALL LLC
24SS00009




1:4,800 or 1 inch = 400 feet

PHOTO YEAR: 2024

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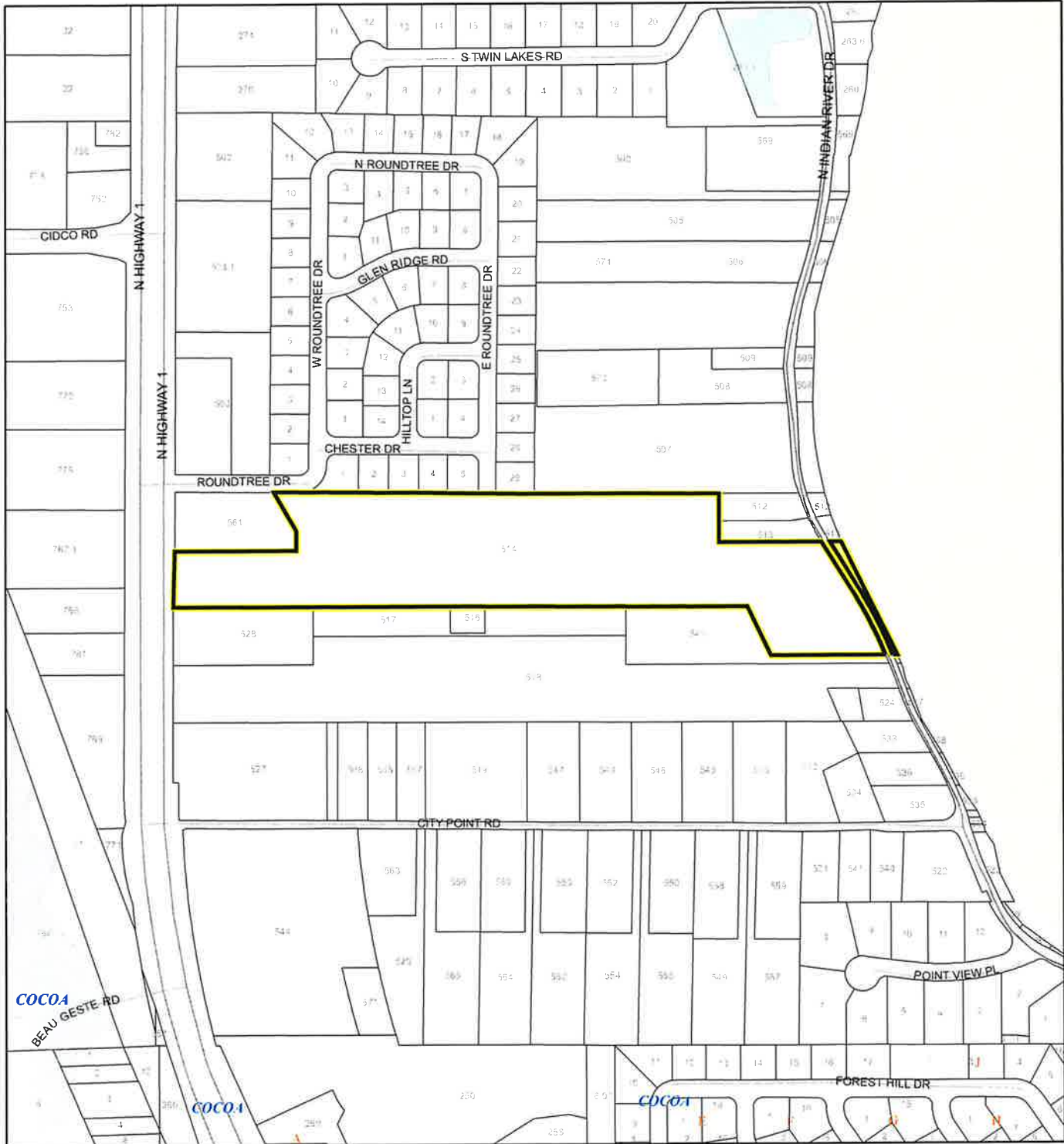
 Subject Property

 Parcels

NWI WETLANDS MAP

CITY POINT LANDFALL LLC

24SS00009



1:4,800 or 1 inch = 400 feet

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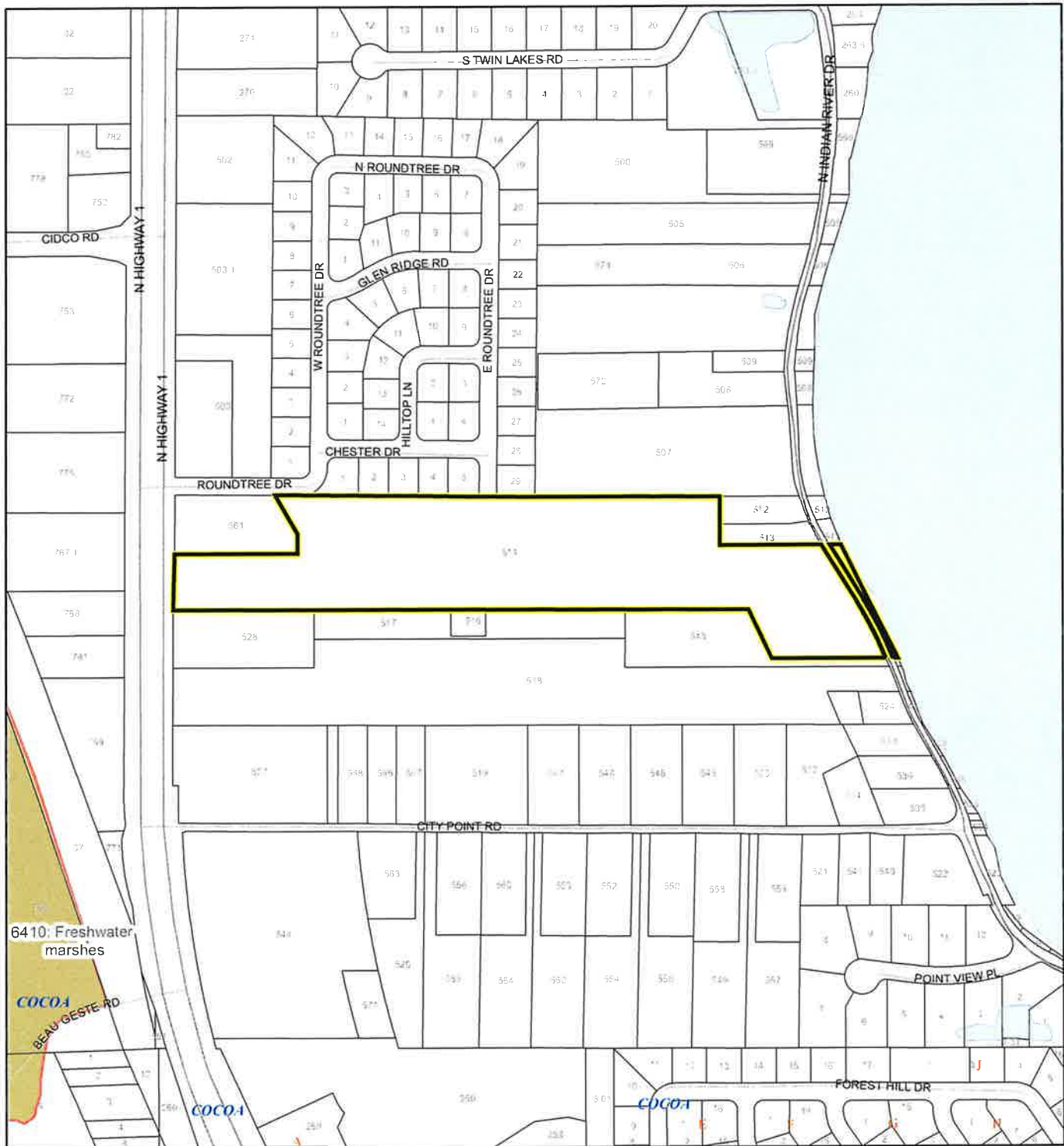
National Wetlands Inventory (NWI)

- | | |
|-----------------------------------|-----------------|
| Estuarine and Marine Deepwater | Freshwater Pond |
| Estuarine and Marine Wetland | Lake |
| Freshwater Emergent Wetland | Other |
| Freshwater Forested/Shrub Wetland | Riverine |
| Subject Property | |
| Parcels | |

SJRWMD FLUCCS WETLANDS - 6000 Series MAP

CITY POINT LANDFALL LLC

24SS00009



1:4,800 or 1 inch = 400 feet

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SJRWMD FLUCCS WETLANDS

- Wetland Hardwood Forests - Series 6100
- Wetland Coniferous Forest - Series 6200
- Wetland Forested Mixed - Series 6300
- Vegetated Non-Forested Wetlands - Series 6400
- Non-Vegetated Wetland - Series 6500

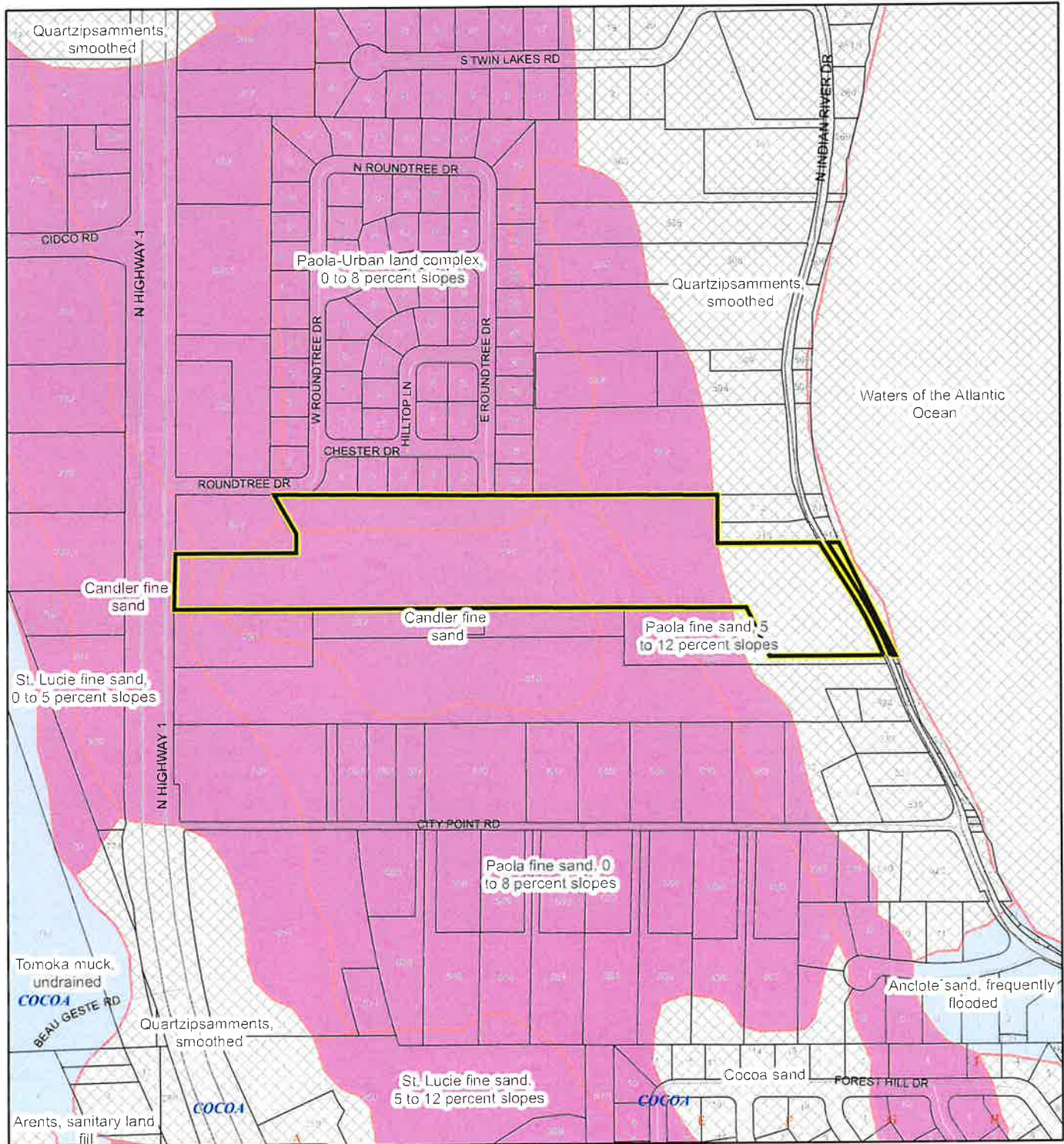
Subject Property

Parcels

USDA SCSSS SOILS MAP

CITY POINT LANDFALL LLC

24SS00009



1:4,800 or 1 inch = 400 feet

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USDA SCSSS Soils

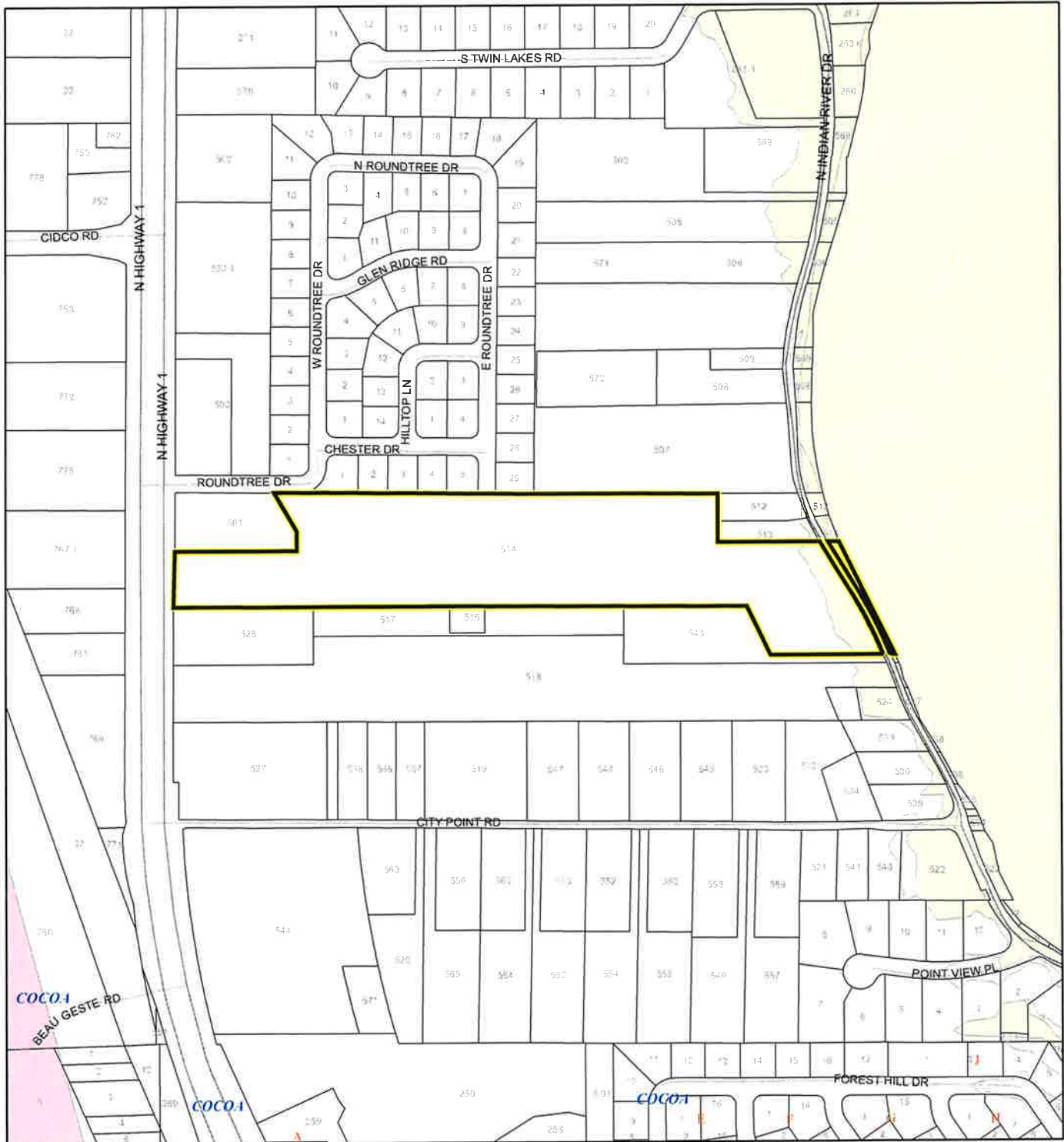
- Aquifer and Hydric
- Aquifer
- Hydric
- None

- Subject Property
- Parcels

FEMA FLOOD ZONES MAP

CITY POINT LANDFALL LLC

24SS00009



1:4,800 or 1 inch = 400 feet

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FEMA Flood Zones

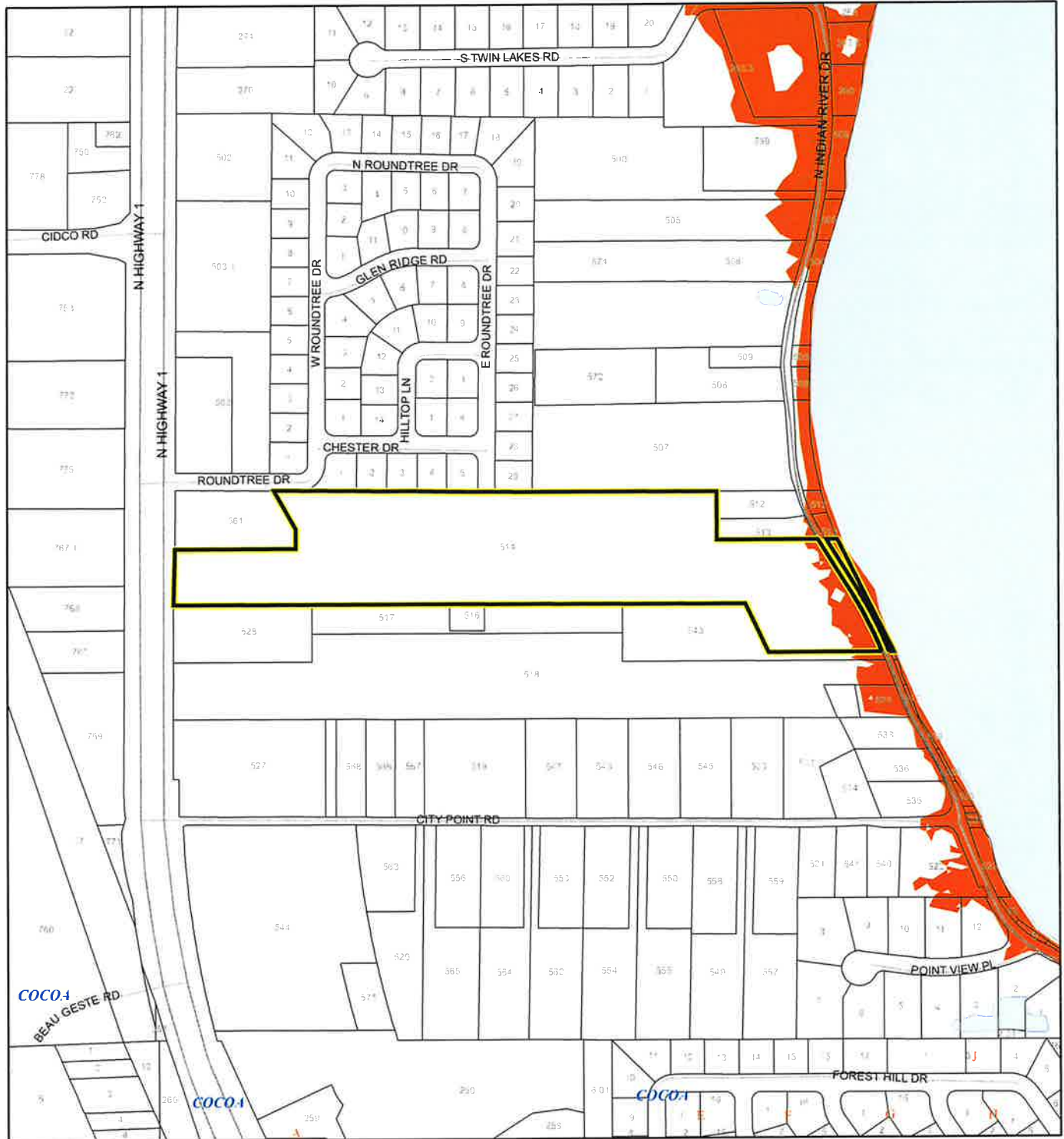
| | | |
|----|------------|---|
| A | AO | X |
| AE | Open Water | |
| AH | VE | |

Subject Property Parcels

COASTAL HIGH HAZARD AREA MAP

CITY POINT LANDFALL LLC

24SS00009



1:4,800 or 1 inch = 400 feet

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 Subject Property

 Parcels

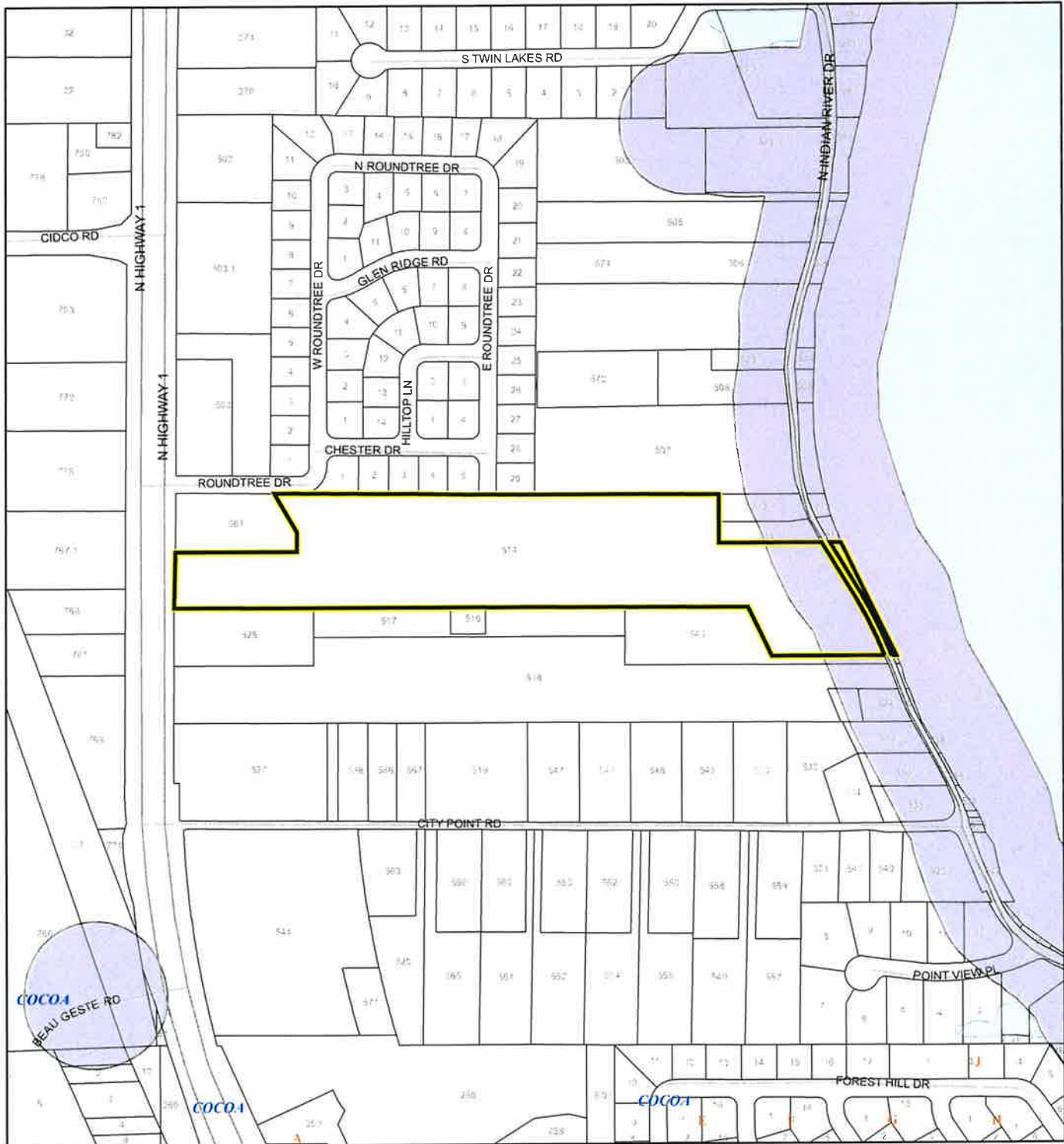
Coastal High Hazard Area

 SurgeZoneCat1

INDIAN RIVER LAGOON SEPTIC OVERLAY MAP

CITY POINT LANDFALL LLC






24SS00009



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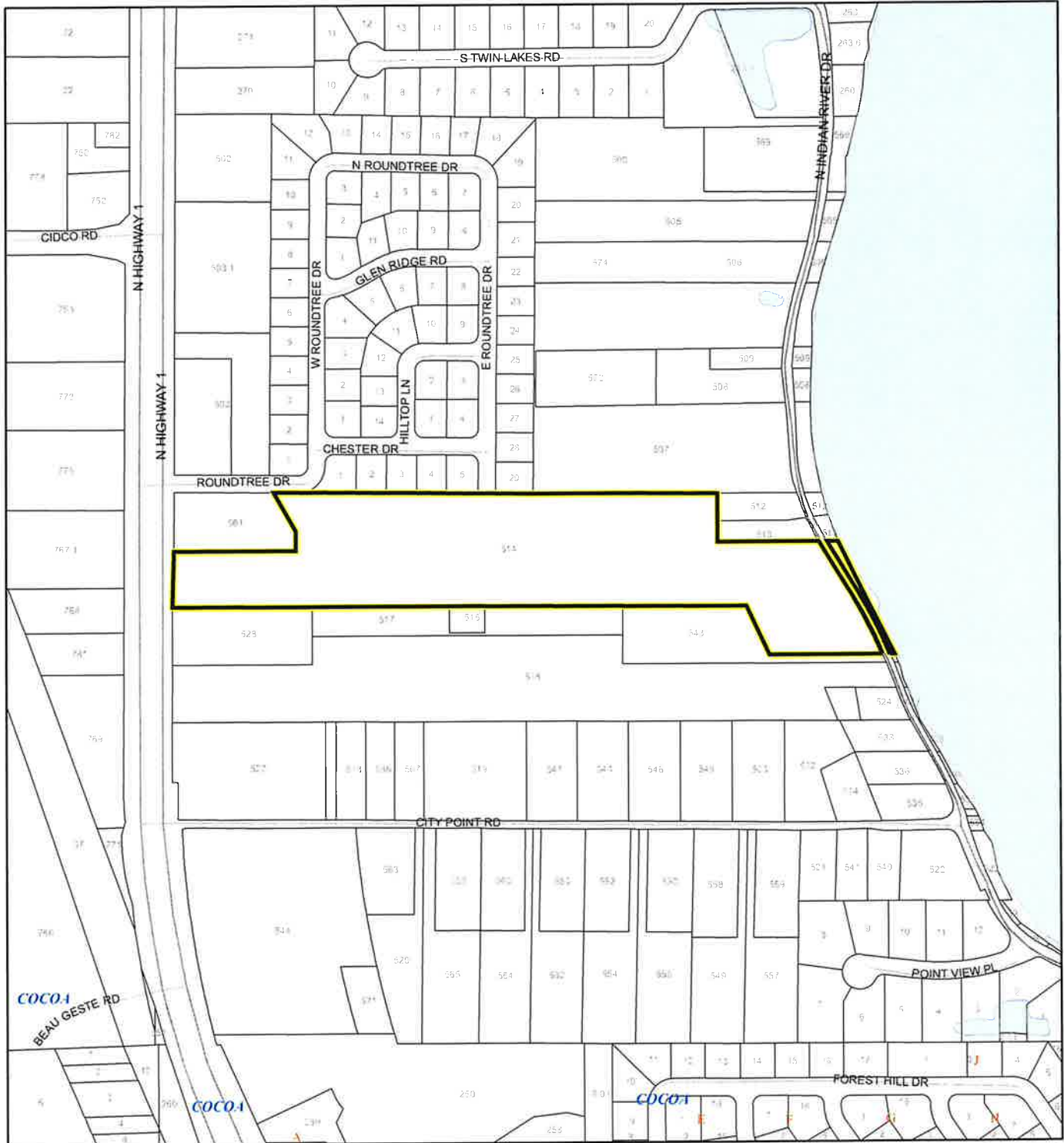
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-  Subject Property
-  Parcels
- Septic Overlay**
-  40 Meters
-  60 Meters
-  All Distances

EAGLE NESTS MAP

CITY POINT LANDFALL LLC

24SS00009



1:4,800 or 1 inch = 400 feet

 Subject Property

 Parcels

 Eagle Nests FWS

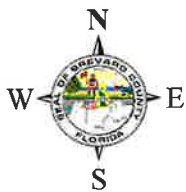
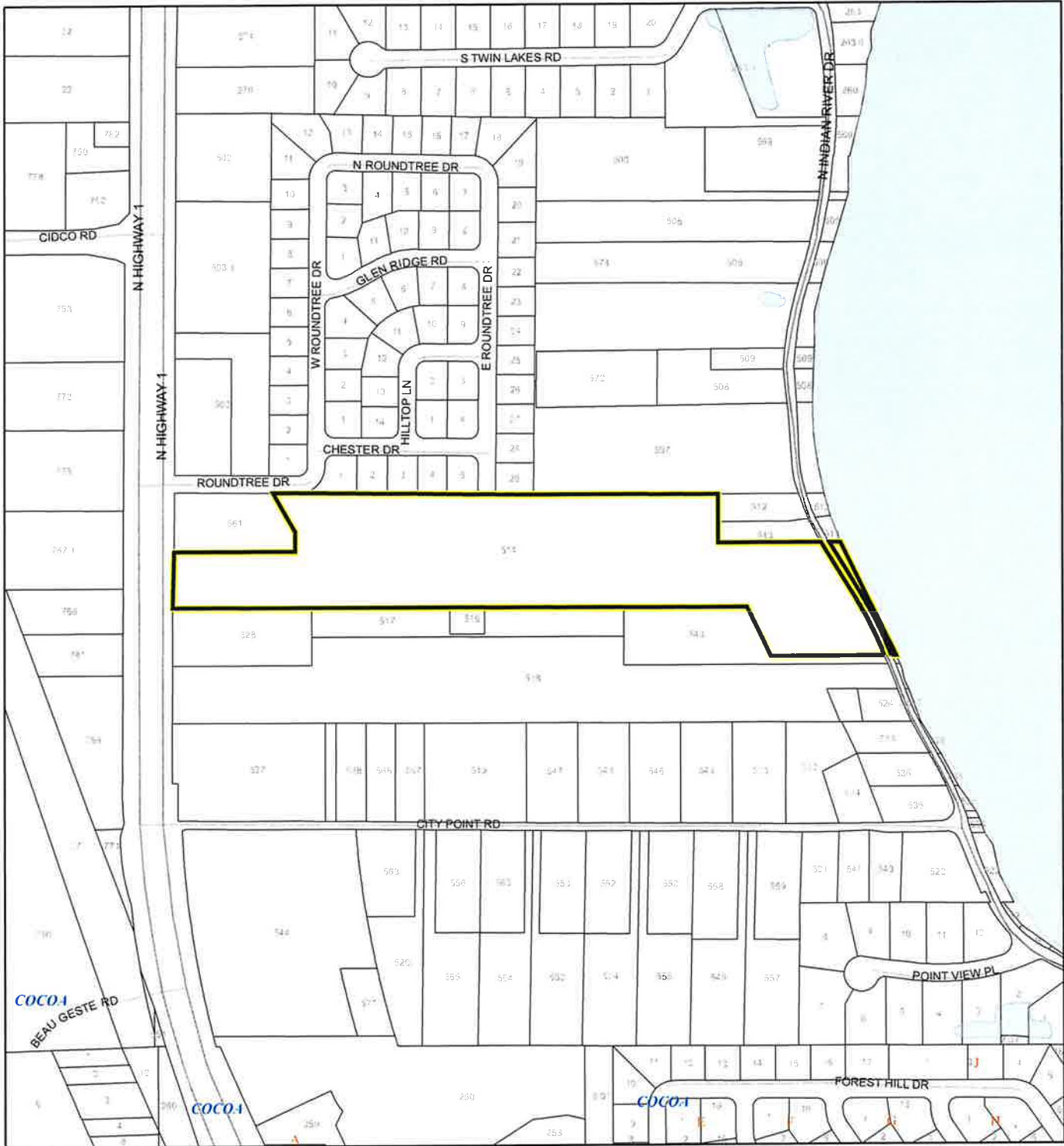
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SCRUB JAY OCCUPANCY MAP

CITY POINT LANDFALL LLC

24SS00009




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 Subject Property

 Parcels

 Scrub Jay Occupancy

SJRWMD FLUCCS UPLAND FORESTS - 4000 Series MAP

CITY POINT LANDFALL LLC

24SS00009



1:4,800 or 1 inch = 400 feet

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SJRWMD FLUCCS Upland Forests

- Upland Coniferous Forest - 4100 Series
- Upland Hardwood Forest - 4200 Series
- Upland Mixed Forest - 4300 Series
- Tree Plantations - 4400 Series

Subject Property

Parcels

Board Meeting Date

4-3-25

Item Number: H.1. - cont to 7-3-25

Motion By: TA

Second By: KD

Nay By: _____

| Commissioner | DISTRICT | AYE | NAY |
|-----------------------|-----------------|------------|------------|
| Commissioner Delaney | 1 | ✓ | |
| Vice Chair Goodson | 2 | ✓ | |
| Commissioner Adkinson | 3 | ✓ | |
| Commissioner Altman | 5 | ✓ | |
| Chairman Feltner | 4 | ✓ | |