

From: [Sara Belichki](#)
To: [AdministrativeServices](#)
Subject: Public Comment on NMI Agenda 1-08-2026 H.1
Date: Thursday, January 8, 2026 10:49:57 AM

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

To whom it may concern,

My name is Sara Belichki and I live on Broad Acres Street. I would like to publicly comment on Strada Development, LLC (Kim Rezanka) request to have a zoning classification change from AU and RR-1 to SR with a BDP. This rezoning directly impacts myself and many of my neighbors living on Broad Acres and East Crisafulli Street. The addition of more residential homes to this property is not feasible due to the lack of infrastructure that this area currently has. East Crisafulli is a single lane street with no shoulder that cannot accommodate the additional traffic. East Crisafulli is also the only way in and out to many peoples' homes here. We have no alternative routes to get to Courtenay Parkway. The recent development of the Island Forest Preserve neighborhood has already caused a lot of damage to East Crisafulli road littering the road with potholes and shoddy patch work. The bad state of this road is destroying residents' vehicles faster and this problem will only get worse with further construction and people moving in. The additional traffic also brings safety concerns as first responder vehicles will take longer to reach residents at the end of Crisafulli such as myself. Simply put, East Crisafulli Street cannot take in additional residents with this zoning change without negatively impacting current residents.

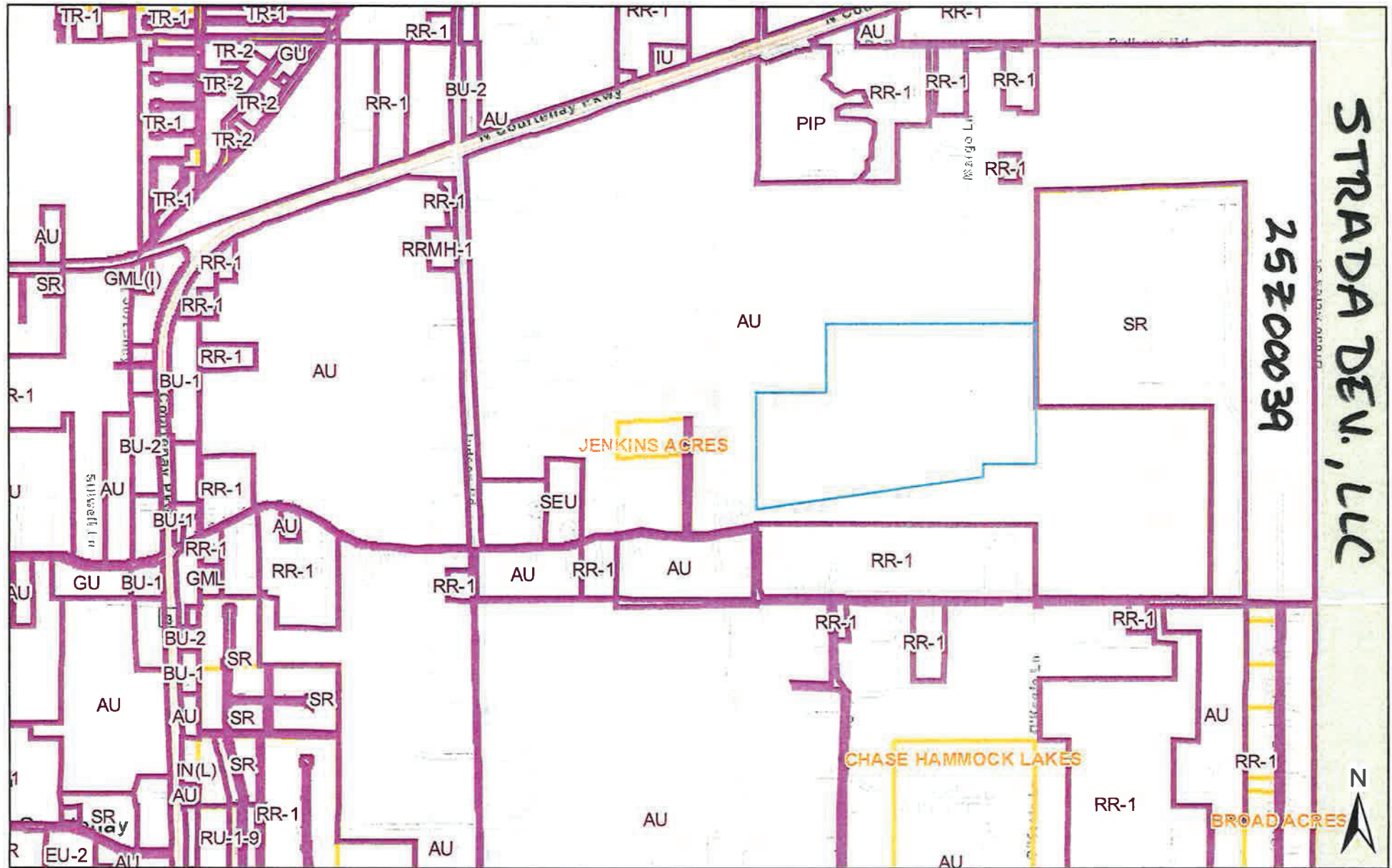
Furthermore, the property that is currently zoned agricultural helps the flooding issues that North Merritt Island has to deal with. Developing this land with concrete and roads will only worsen flooding issues for current residents. We recently had flooding in late October 2025 that affected many of my neighbors' homes and flooded major portions of East Crisafulli. This issue needs to be resolved before we can even think about adding more homes to this area. If flooding worsens, impacts to the personal safety and well being of my neighbors will continue as once again, first responders cannot reach us due to our only road into the neighborhood becoming badly flooded.

I am strongly against this rezoning request and know that many in my community feel the same way. I implore the advisory board to please listen to our community.

Thank you.

Regards,
Sara Belichki
727-254-2094

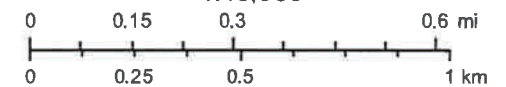
Zoning Map



Zoning

Subdivisions

1:18,056



Sec. 62-3724. Development regulations.

- (1) There shall be no net change in the rate and volume of floodwater discharged from the pre-development 100-year, 25-year, ten-year, or mean annual riverine floodplain.
 - (a) Within the 100-year riverine floodplain (that is the area that is below the 100-year flood elevation but above the 25-year flood elevation).
 - (i) Residential density shall be limited to no more than two dwelling units per acre.
 - (ii) Commercial, institutional, and industrial land uses shall be limited to a filled footprint of no more than 15,000 square feet per acre, except for redevelopment as specified in subsection 62-3724(1)(f).
 - (iii) Density may be transferred from areas within the 25-year to 100-year riverine floodplain to areas above the riverine 100-year floodplain at a density consistent with the service sector.
 - (iv) Any expansion of commercial and industrial structure footprint, including parking areas, within the 100-year to 25-year riverine floodplain greater than 25 percent of the earliest permitted development footprint size shall be reviewed by the natural resources management department for compliance.
 - (v) Development shall not adversely impact the drainage of adjoining properties. There shall be no net loss of flood storage capacity of the 100-year riverine floodplain, except that undeveloped parcels created prior to February 17, 2011, may fill up to $\frac{1}{8}$ acre for development without providing compensatory storage. For other parcels, compensatory storage shall be required for all fill within the floodplain. Compensatory storage calculations for proposed development shall be submitted and approved by engineering staff prior to final approval of any new lot creation, site plan or subdivision application. All site plans, subdivision plats, building permits, and other active development orders shall meet the criteria in chapter 62, division 6, stormwater criteria specific to CLOMR requirements, and increase(s) in flood elevations must be investigated by detailed hydraulic modeling in volume-sensitive floodplains (e.g. lakes, closed basins).
 - (vi) Development of a lot or parcel within the 100-year to 25-year riverine floodplain shall provide a contiguous area that includes the primary structure and perimeter buffer, accessory structures, on-site sewage disposal system and buffer, potable on-site well and buffer, and access to the primary and accessory structures. These areas shall be elevated to or above the 100-year base flood elevation (BFE). All site plans, subdivision plats, building permits, and other active development orders shall meet the criteria in chapter 62, division 6, stormwater criteria specific to CLOMR requirements, and increase(s) in flood elevations must be investigated by detailed hydraulic modeling in volume-sensitive floodplains (e.g. lakes, closed basins). All site plans, subdivision plats, building permits, and other active development orders shall also meet floodplain protection criteria in chapter 62, article X, division 5; standards for flood hazard reduction criteria in chapter 62, article XI, division 3; and stormwater criteria in chapter 62, division 6.
 - (vii) Access to single-family residential structures on lots adjoining a government maintained road that is not elevated to or above the 100-year BFE and not scheduled to be upgraded within five years from the time of residential permit submittal, may be developed at the elevation of the abutting government maintained roadway. This exception shall not apply to construction in FEMA Regulatory Floodways.
 - (b) Within the 25-year floodplain (that is the area that is at or below the 25-year flood elevation but above the ten-year flood elevation).

system and buffer, access to the primary and accessory structure. These areas shall be elevated to or above the 100-year base flood elevation. All site plans, subdivision plats, building permits, and other active development orders shall also meet floodplain protection criteria in chapter 62, article X, division 5; standards for flood hazard reduction criteria in chapter 62, article XI, division 3; and stormwater criteria in chapter 62, division 6.

- (c) Access to single-family residential structures on lots adjoining a government maintained road that is not elevated to or above the 100-year BFE and not scheduled to be upgraded within five years from the time of residential permit submittal, may be developed at the elevation of the abutting government maintained roadway. This exception shall not apply to construction in FEMA Regulatory Floodways.
 - (d) Compensatory storage shall be required for fill in excess of that which will provide an upland buildable area within the floodplain greater than one-third acre in size regardless of the date the lot was created. Compensatory storage for lots within a platted subdivision created after the effective date of this ordinance shall be provided. Compensatory storage calculations for proposed development shall be submitted and approved by engineering staff prior to final approval of any new lot creation, site plan or subdivision application. All site plans, subdivision plats, building permits, and other active development orders shall meet the criteria in chapter 62, division 6, stormwater criteria specific to CLOMR requirements, and increase(s) in flood elevations must be investigated by detailed hydraulic modeling in volume-sensitive floodplains (e.g. lakes, closed basins).
- (4) Development, land alteration, or grading on North Merritt Island in the area from Hall Road, north to State Road 405, excluding federally owned lands, hereinafter referred to as "area," are subject to the following requirements:
- (a) Compensatory storage; and
 - (b) Written certification from the engineer of record that there will be no adverse flooding impacts upon properties within the area resulting from the proposed development. Written certification shall be required prior to issuance of a land alteration permit, building permit, site plan, preliminary plat approval, or any other authorization for grading or drainage modifications. The engineer of record shall certify that the proposed development will not increase flood stages, and will not increase the duration of the peak flood stages within the area. Such certification shall be accompanied by a report supporting the certification. This report shall include full engineering data and analysis, in compliance with good engineering practices, and any and all applicable standards, criteria, and regulatory requirements, including the hydraulic and hydrologic modelling and analysis demonstrating that there is no impact; and
 - (c) Sealed pre-existing topographic survey or engineered site plan delineating floodplain limits on the property, if any, with base flood elevation using best available flood elevation data. Delineation of floodplains shall use best available pre-alteration ground elevation data.
 - (d) A waiver from the compensatory storage requirement may be granted by the county manager or designee where the engineer of record certifies that the proposed design does not increase peak flood stage or duration, based on a stormwater model accepted by the board of county commissioners. Any such stormwater model shall be based on best available data addressing, at minimum; water storage, water volume, groundwater elevations, peak stages, and peak rates for the area.
 - (e) Compensatory storage for fill in the area shall be required for single family parcels created prior to the effective date of the ordinance from which this section is derived. However, written certification in subsection (4)(b) shall not be required. If compensatory storage is not available as a result of insufficient depth to groundwater, a compensatory storage waiver must be obtained from the county manager or designee by property owner or designee. The amount of fill for which a waiver may be granted shall be limited to the volume necessary to construct no more than the minimum floor area designated by the applicable zoning classification, plus on-site disposal system and necessary ingress

and egress. Compensatory storage waivers shall not be granted for accessory structures requiring fill in the floodplain.

- (f) Properties, including portion thereof, demonstrating discharge of site runoff directly to the Indian River Lagoon, through sheet flow, channels, and/or stormwater systems, without reliance on other conveyances and/or stormwater systems serving other properties, and without impeding flows from other properties to the Indian River Lagoon, are exempt from the compensatory storage requirement.
- (g) An as-built survey shall be submitted to the county within 60 days of project completion.
- (h) Any engineered compensatory storage approved by the county shall be maintained by the owner in perpetuity. Any modifications to the system require approval under this section.
- (i) Land alteration and grading in the area are prohibited unless reviewed and approved under this subsection and subsection 62-4421(a)(5).

(Code 1979, § 14-84.3; Ord. No. 02-08, § 4, 2-26-02; Ord. No. 04-07, § 1, 2-24-04; Ord. No. 09-03, § 1(Attch. C), 1-13-09; Ord. No. 2014-14, § 1, 5-1-14; Ord. No. 2015-27, § 3, 9-3-15; Ord. No. 2019-26, § 2, 12-5-19; Ord. No. 2023-014, § 1, 7-11-23)

Speed Humps

Too many people speed through my neighborhood, how can I get Speed Humps installed?

Speeding can be deterred by requesting local law enforcement patrol your area. If enforcement is ineffective in addressing the problem a speed hump study will need to be conducted to evaluate if speed humps could address the problem safely. A study is conducted because speed humps can cause unintended negative effects on the function of the surrounding street network and the safety of the public. The speed hump study is conducted in accordance with Brevard County Board of County Commissioners Policy BCC-91 and Brevard County Administrative Order AO-72. There are a number of criteria that will be evaluated associated with a speed hump request:

The subject street shall be a two-lane residential street, with a speed limit of 30 mph or less.

The speed hump(s) shall be on tangent sections, with limited horizontal and vertical curvature, without sight obstruction and have a minimum roadway length of 500 feet.

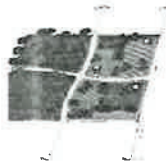
Requests for speed humps must be supported by a petition that must meet specific criteria.

The average daily volume of traffic on the roadway must be less than 1,500 vehicles per day as determined by a traffic count performed by the County.

Stronger enforcement can be requested from the Sheriff's Office. The Sheriff's Office can be contacted through the County telephone switchboard at (321) 633-2000, or the Sheriff's Office website . If enforcement does not address the problem please fill out a Comment Form or contact the Brevard County Engineering Division at (321) 633-2077.

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05

Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95

Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

Thanks for your valuable feedback!

Christa McAuliffe (SR3) Drawbridge

Mile Marker: 1.0

Lat / Lon: N 28° 24.464' / W 080° 42.353'

Bridge Type: Draw

Vertical Clearance (Closed): 21.60 ft.

Horizontal Clearance: 90.00 ft.

Schedule:

Opens on the hour and half hour from 6:00 a.m. to 10:00 p.m. daily but is closed between 6:15 a.m. and 8:15 a.m. and from 3:10 p.m. to 6:00 p.m., Monday through Friday, except federal holidays. Requires a three-hour advance notice to open between 10:00 p.m. and 5:59 a.m.

Editor's Note: Bridge schedules are subject to temporary change due to repairs, maintenance, events, etc. Check the Waterway Explorer for possible nav alerts.

VHF Channel: 9

Phone: 3214525220

DISCLAIMER: Bridge heights and clearances are published from sources and records provided by various state and federal entities. Waterway Guide Media does not warrant the information as accurate. Water depth, placement of on-location signage and other variables may impact published horizontal and vertical clearances. Exercise caution when transiting.

[View in Waterway Explorer](#)

3 Boater Comments

These are observations from the boating community. Waterway Guide information is verified regularly and all efforts will be made to validate any new updates submitted here. Thank you for taking the time to share comments about your experience.

Waterway Guide reserves the option of editing reviews and comments for grammar, clarity and the removal of defamatory or potentially slanderous language. When appropriate, reviews are forwarded to businesses for response prior to being made public. We will make every effort to be objective and impartial when posting reviews, but do not publicize details of disputes between parties.

Comment by: Jane Hawkey, *Explorer II*, on Jan 20, 2022

Vessel Type: Sail

LOA: 57'

Draft: 5.5'

Lots of derelict boats. Sail and motor. As one reviewer said of the Cocoa Beach anchorage, lock your boat when you

Comment on this Bridge

Earn +100 Points

Name *(Displayed)*

Customer

The name field is required.

Email *(Not Displayed)*

Email

The email field is required.

LOA (ft):

From: [Sara Belichki](#)
To: [Commissioner, D2](#)
Subject: Comment Against Rezoning Request on East Crisafulli
Date: Friday, January 9, 2026 1:04:14 PM

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

Commissioner Goodson,

My name is Sara Belichki and I live on Broad Acres Street. I would like to voice my concern on Strada Development, LLC (Kim Rezanka) request to have a zoning classification change from AU and RR-1 to SR with a BDP. This rezoning directly impacts myself and many of my neighbors living on Broad Acres and East Crisafulli Street. The addition of more residential homes to this property is not feasible due to the lack of infrastructure that this area currently has. East Crisafulli is a single lane street with no shoulder that cannot accommodate the additional traffic. East Crisafulli is also the only way in and out to many peoples' homes here. We have no alternative routes to get to Courtenay Parkway. The recent development of the Island Forest Preserve neighborhood has already caused a lot of damage to East Crisafulli road littering the road with potholes and shoddy patch work. I have also witnessed cases of road rage as a result. The bad state of this road is destroying residents' vehicles faster and this problem will only get worse with further construction and people moving in. The additional traffic also brings safety concerns as first responder vehicles will take longer to reach residents at the end of Crisafulli such as myself and my family. Simply put, East Crisafulli Street cannot take in additional residents with this zoning change without negatively impacting current residents.

Furthermore, the property that is currently zoned agricultural helps the flooding issues that North Merritt Island has to deal with. Developing this land with concrete and roads will only worsen flooding issues for current residents. We recently had flooding in late October 2025 that affected many of my neighbors' homes and flooded major portions of East Crisafulli. Joseph Ct, which comes off of East Crisafulli received the worst flooding I have ever seen in my 10 years of living here. The floodwater there took many days to recede. This issue needs to be resolved before we can even think about adding more homes to this area. If flooding worsens, impacts to the personal safety and well being of my neighbors will continue as once again, first responders cannot reach us due to our only road into the neighborhood becoming badly flooded.

I am strongly against this rezoning request and know that many in my community feel the same way. I implore you to please listen to our community. I am very proud of the beautiful area that I live in and want to see my community grow in a healthy, well-planned manner. Infrastructure and flood management must come first. This zoning change does not adhere to that.

Thank you.

Regards,
Sara Belichki

727-254-2094

WRITTEN PUBLIC COMMENT FOR OFFICIAL RECORD

Rezoning Case No. 25Z00039

E. Crisafulli Road – Proposed Rezoning from AU & RR-1 to SR with Binding Development Plan

Submitted by:
Matt McFadden
Resident, E. Crisafulli Road
Brevard County, Florida
Date: January 12, 2026

Statement for the Record

I submit this written comment for inclusion in the official public record regarding Rezoning Case No. 25Z00039, which seeks to rezone property from AU (Agricultural Residential) and RR-1 (Rural Residential) to SR (Suburban Residential) with a Binding Development Plan. I am a resident of E. Crisafulli Road and am directly impacted by this request. I oppose this rezoning for the reasons outlined below.

1. Impact to Rural Character and Quality of Life

E. Crisafulli Road is a rural roadway and rural community by design and by long-standing use. Residents chose this area specifically because of low-density land use, limited traffic volumes, agricultural and equestrian activity including regular horseback riding, pedestrian and bicycle use, golf-cart use, and quiet residential conditions. Many neighbors own horses, and horseback riding along E. Crisafulli Road was common for years but has declined significantly over the past seven years due to increased traffic volumes, speeding, and unsafe driving behavior. Residents using golf carts are now regularly forced off the roadway by speeding vehicles, creating an ongoing and serious safety risk.

The County itself recognizes this rural character through the installation of multiple "Horse Area" warning signs along E. Crisafulli Road, including one located at 1015 E. Crisafulli Road, approximately 250 feet from the proposed entrance to the development associated with this rezoning request. Rezoning to Suburban Residential represents a fundamental change in land-use intensity incompatible with the existing roadway design and community character.

2. Traffic Safety and Single-Access Roadway

E. Crisafulli Road is a narrow, winding, two-lane roadway without shoulders and is the sole means of access for residents. Traffic volumes and unsafe driving behavior have already increased following prior development approvals. Speeding, aggressive tailgating, unsafe passing, and vehicles forcing pedestrians, cyclists, equestrians, and golf-cart users off the roadway are now routine occurrences.

Excessive speeding has already required the installation of speed-control measures. While I personally do not support speed humps, many residents feel they are necessary due to persistent reckless driving.

Additional development will increase traffic volume, slow emergency response times, reduce evacuation efficiency during flooding, and further degrade roadway functionality, directly affecting safety and quality of life.

The roadway has no sidewalks, sits very close to drainage ditches, lacks guardrails, and has visibly sinking edges. It cannot be widened without encroaching on private property. Residents are forced to share the narrow travel lane with commercial vehicles. This condition already presents a serious safety hazard and will worsen under suburban-density development.

3. Binding Development Plan Limitation

A binding development plan may be amended in the future. The zoning change itself is permanent. Once rural zoning is removed, long-term land-use control is effectively lost and the risk is borne by existing residents.

4. Stormwater System Inadequacy and Unequal Treatment of Existing Residents

The stormwater and drainage system is already inadequate and has worsened since the approval of the Island Forest Preserve subdivision. Flood duration and severity have increased. During the October 26–27, 2025 storm, properties remained flooded for more than a week, with water approaching residential structures. This flooding is the downstream result of development-approved runoff redirection. Residents were never asked to consent to becoming the receiving basin for subdivision runoff. Additional development will increase impervious surface and worsen this condition without proven mitigation.

In addition, many long-time residents in this area have been denied permission to bring in even small amounts of fill for modest improvements such as barns or freestanding workshops, due to stormwater and drainage restrictions. Yet large-scale developers are permitted to import massive volumes of fill, clear land, pave entire subdivisions, and construct dense residential developments that dramatically alter drainage patterns and increase downstream flooding.

This unequal treatment is difficult to justify. Existing residents have invested in their properties, planted roots here, and complied with County requirements, only to be told they cannot make minor improvements for agricultural or personal use, while large developers are granted approvals that fundamentally change the landscape and impose measurable harm on surrounding properties.

5. Roadway Condition and Construction Traffic Damage

The roadway contains over fifty patched excavation locations, visible settlement, uneven surfaces, and cracking and buckling during storms. During the October 26–27, 2025 flooding event, while the road surface was submerged for multiple days, a continuous stream of air bubbles was visibly rising from several locations in the pavement. This is consistent with subsurface voids, soil washout, failed or poorly compacted backfill, and/or leaking or compromised underground utility joints. This is not normal roadway behavior and indicates structural failure beneath the pavement surface.

After “Local Traffic Only” restrictions were posted, construction traffic servicing Maronda Homes job sites within the Island Forest Preserve subdivision continued without interruption. There was no visible instruction from Maronda Homes to its contractors to suspend operations or hold deliveries, and no effective enforcement by the County to prevent commercial construction vehicles from using the roadway during this period of flooding and roadway submersion.

As a result, fully loaded construction trucks, material deliveries, moving trucks, and heavy equipment repeatedly traversed a saturated roadway, often at unsafe speeds, accelerating pavement failure and

subgrade degradation and displacing standing stormwater into adjacent private properties, including yards and driveways, that had not flooded from rainfall alone.

The roadway is now unsafe and unreliable as the sole access route. Rezoning would introduce years of additional construction traffic and permanently higher daily volumes on compromised infrastructure.

6. Emergency Access Risk

E. Crisafulli Road is the only access route. Any failure or flood closure would trap residents and prevent emergency services from reaching the area.

7. Required Independent Evaluations and Immediate Infrastructure Action

Before any rezoning is considered, and before any development activity is approved or permitted on this property under any zoning classification, the County should require the following evaluations to be performed by qualified independent third-party firms that are not selected by, affiliated with, or under contract to the developer (including Maronda Homes or Strada Development), and not affiliated with any member of the County Commission or County staff. These studies should be fully funded by the proposed developer, Strada Development, and subject to County technical review:

- A site-specific traffic impact study for E. Crisafulli Road itself, including segments east of Judson Road, and including construction traffic volumes, heavy-vehicle loading, and emergency access modeling. A traffic study limited to State Road 3 or other nearby arterials is not acceptable as a substitute.
- A cumulative stormwater and downstream flooding analysis showing projected impacts to existing properties and water surface elevations.
- A pavement and subgrade structural evaluation of E. Crisafulli Road by a licensed professional engineer.
- A geotechnical investigation for subsurface voids, soil instability, and underground utility integrity.
- A formal emergency access and evacuation assessment for this single-access community.
- A binding construction traffic management plan with enforceable restrictions and financial accountability for roadway damage.


In addition, any existing roadway deficiencies identified through these evaluations should be addressed promptly and fully prior to approval of any rezoning, site plan, or development order. Allowing further development activity on infrastructure already showing signs of structural failure and safety risk would be irresponsible and contrary to public safety obligations.

Approving suburban zoning or allowing further development to proceed without these independent evaluations and corrective actions would knowingly ignore documented safety and infrastructure risks already affecting this community.

Conclusion

This rezoning would permanently alter the character of E. Crisafulli Road and impose increased traffic, flooding risk, safety hazards, infrastructure burden, and inequitable treatment of long-standing residents on an existing rural community. I respectfully request that Rezoning Case No. 25Z00039 be denied or deferred until these evaluations are completed, roadway deficiencies corrected, and the results publicly reviewed.

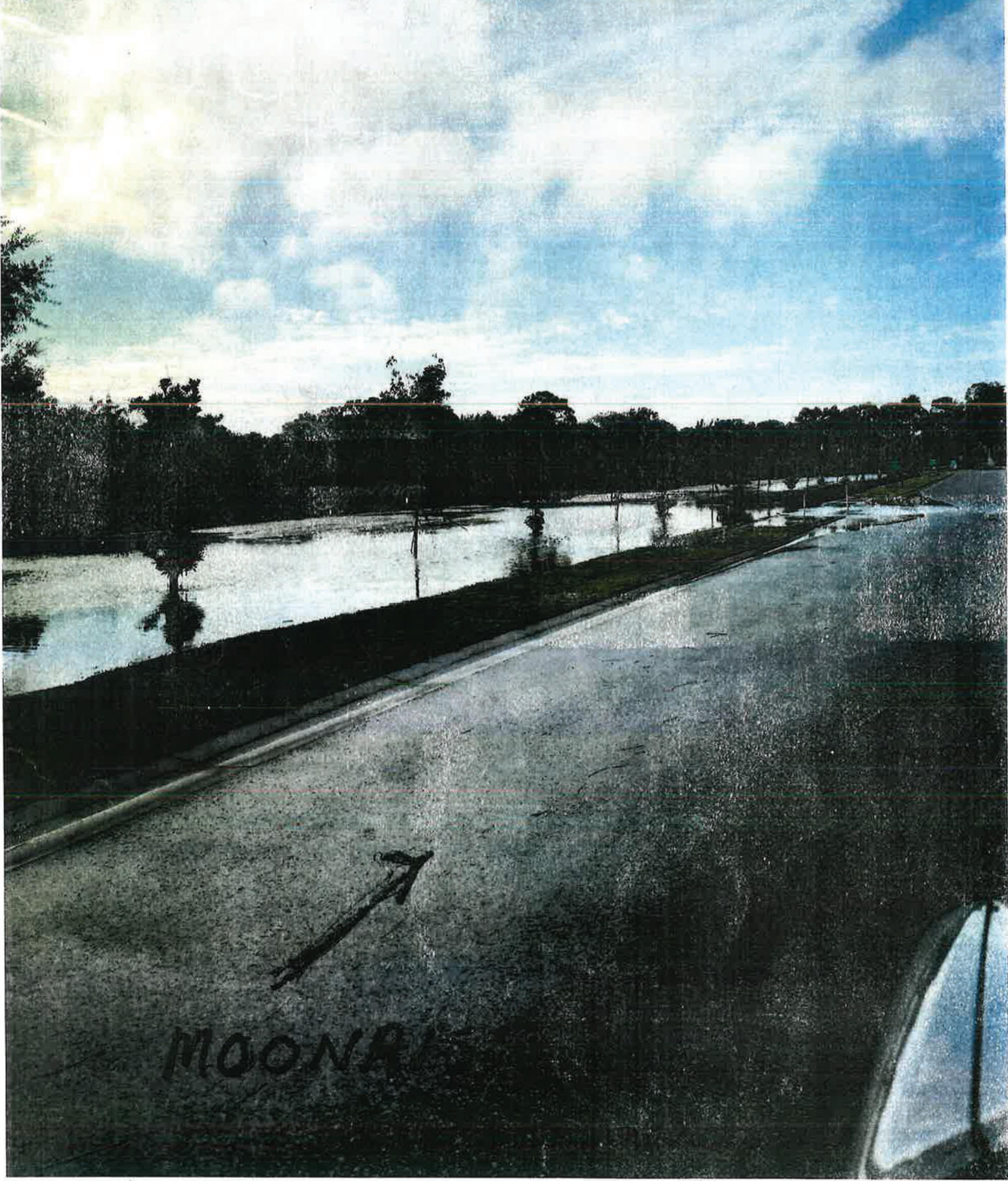
Respectfully submitted,



Matt McFadden
E. Crisafulli Road
Brevard County, Florida

14-3

LOOKING SOUTH
FROM ISLAND FOREST PRESERVE



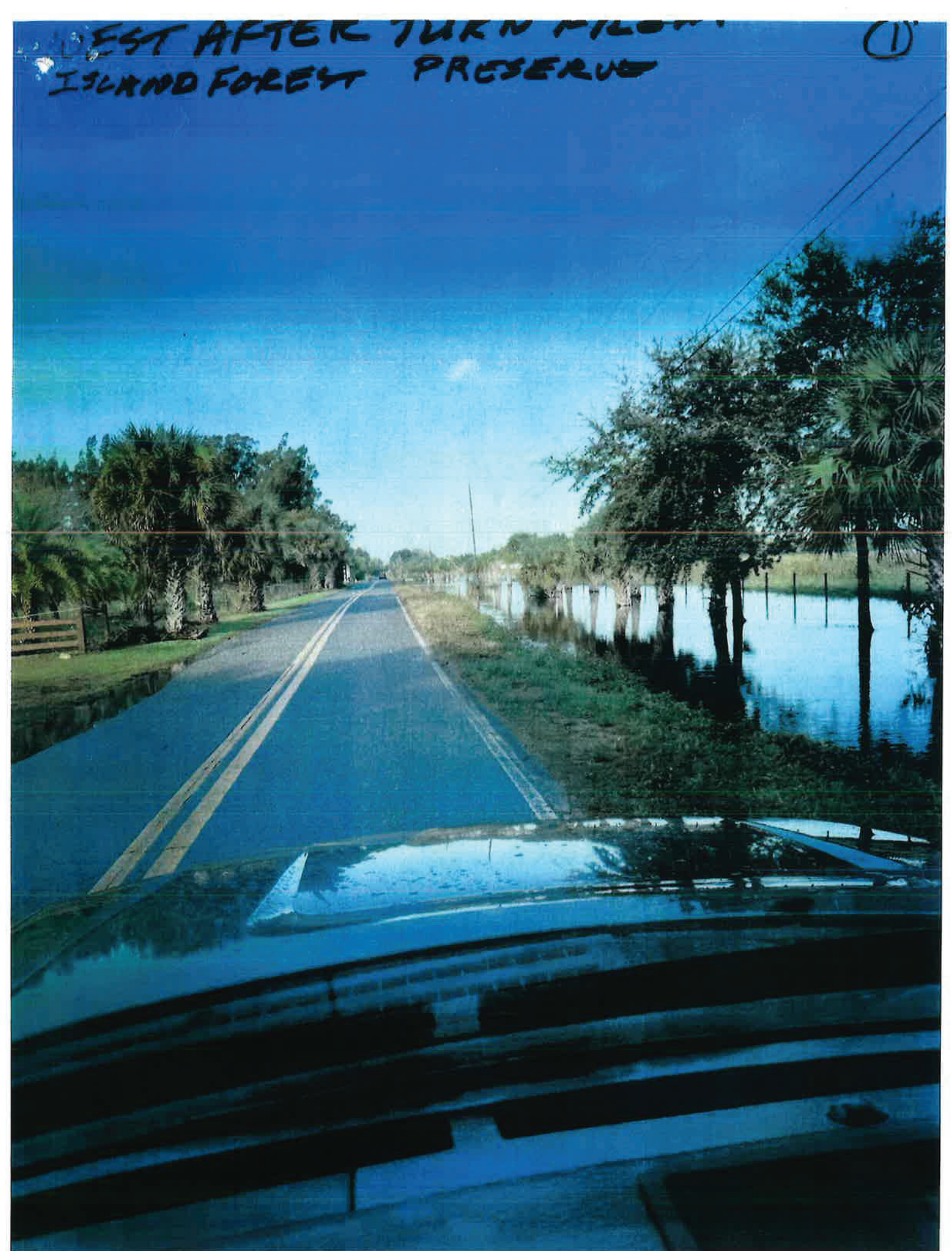
L-60-

SO END OF MOONRISE
BEFORE CRISAFULL?



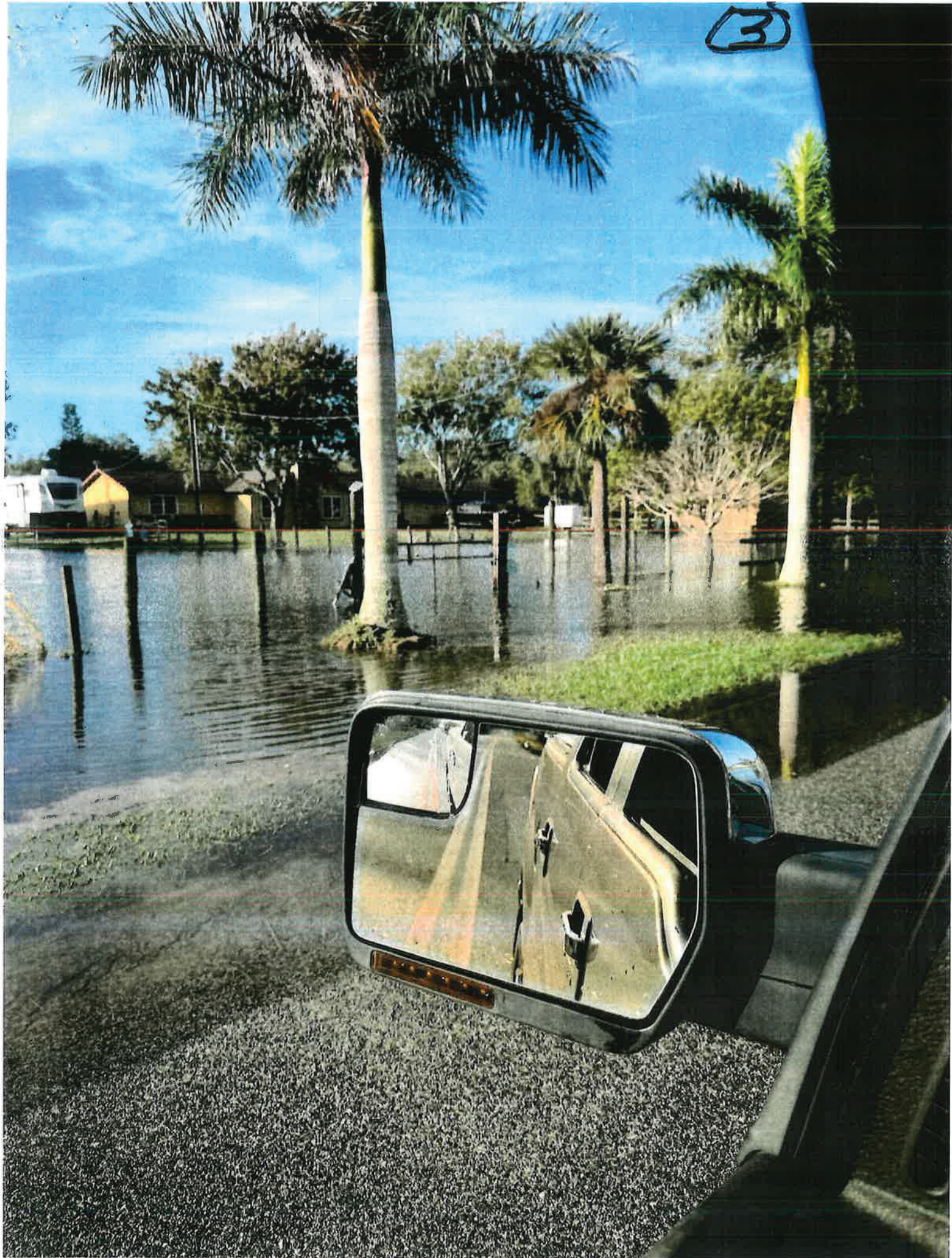
WEST AFTER TURN RIGHT
ISLAND FOREST PRESERVE

①

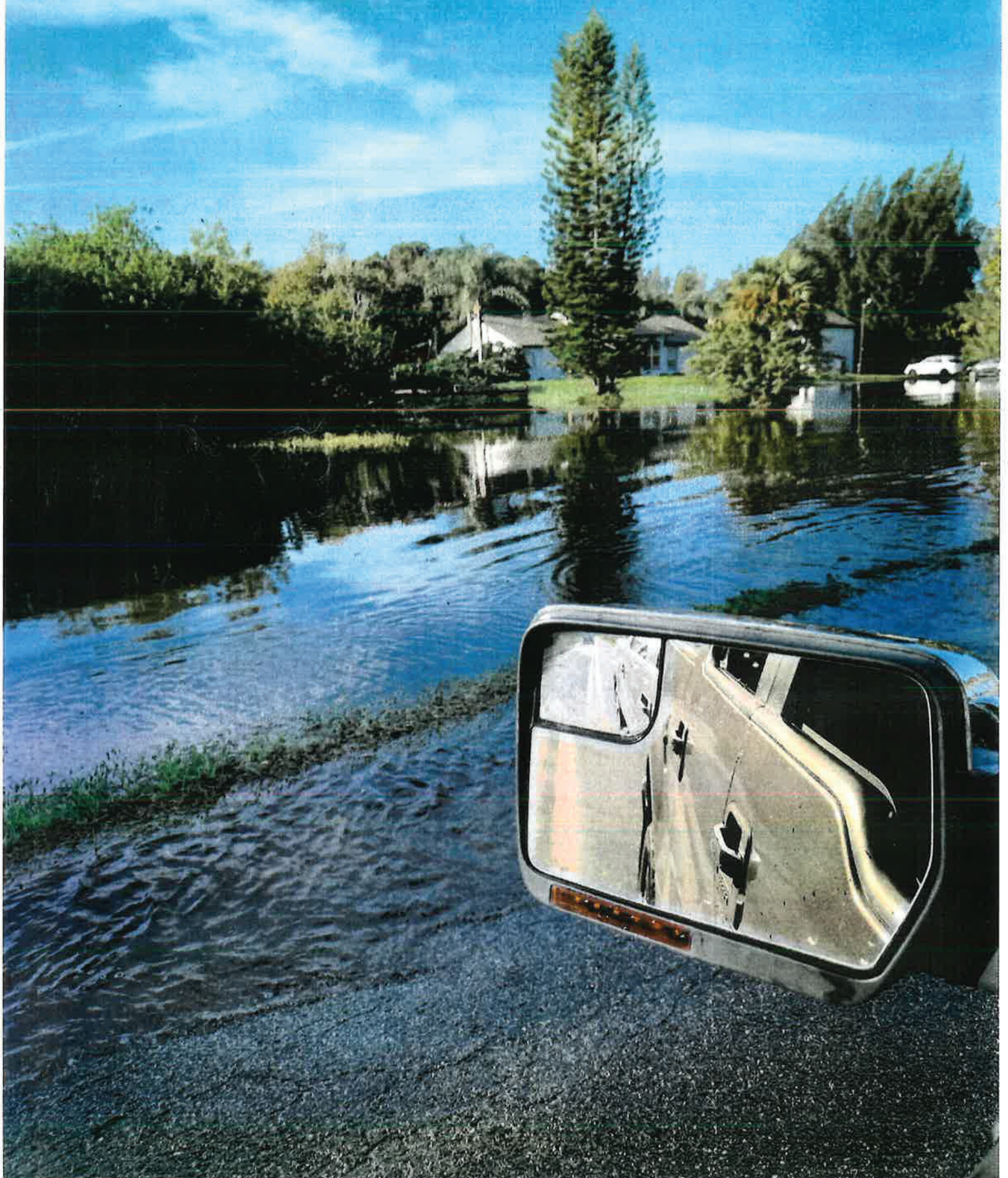


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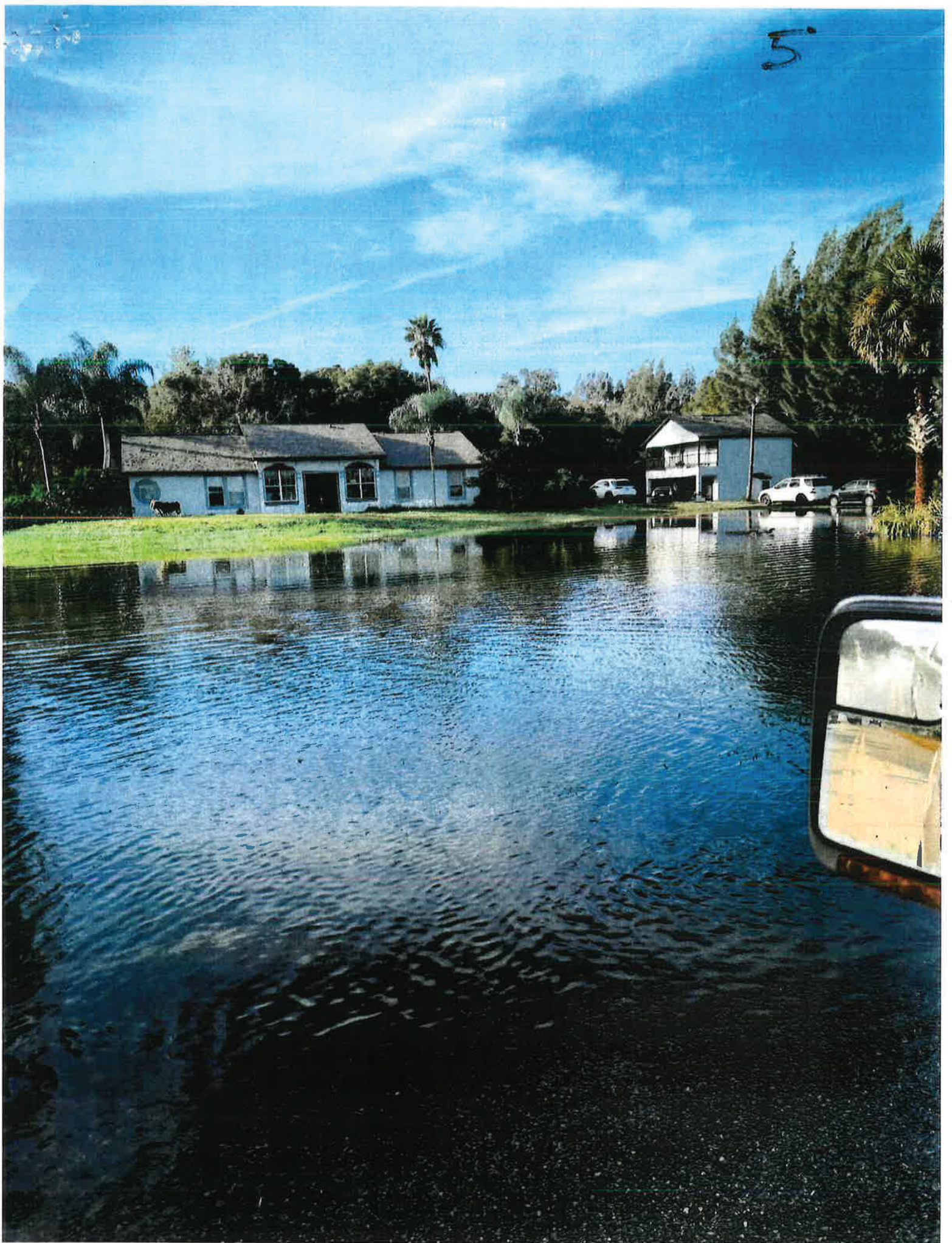


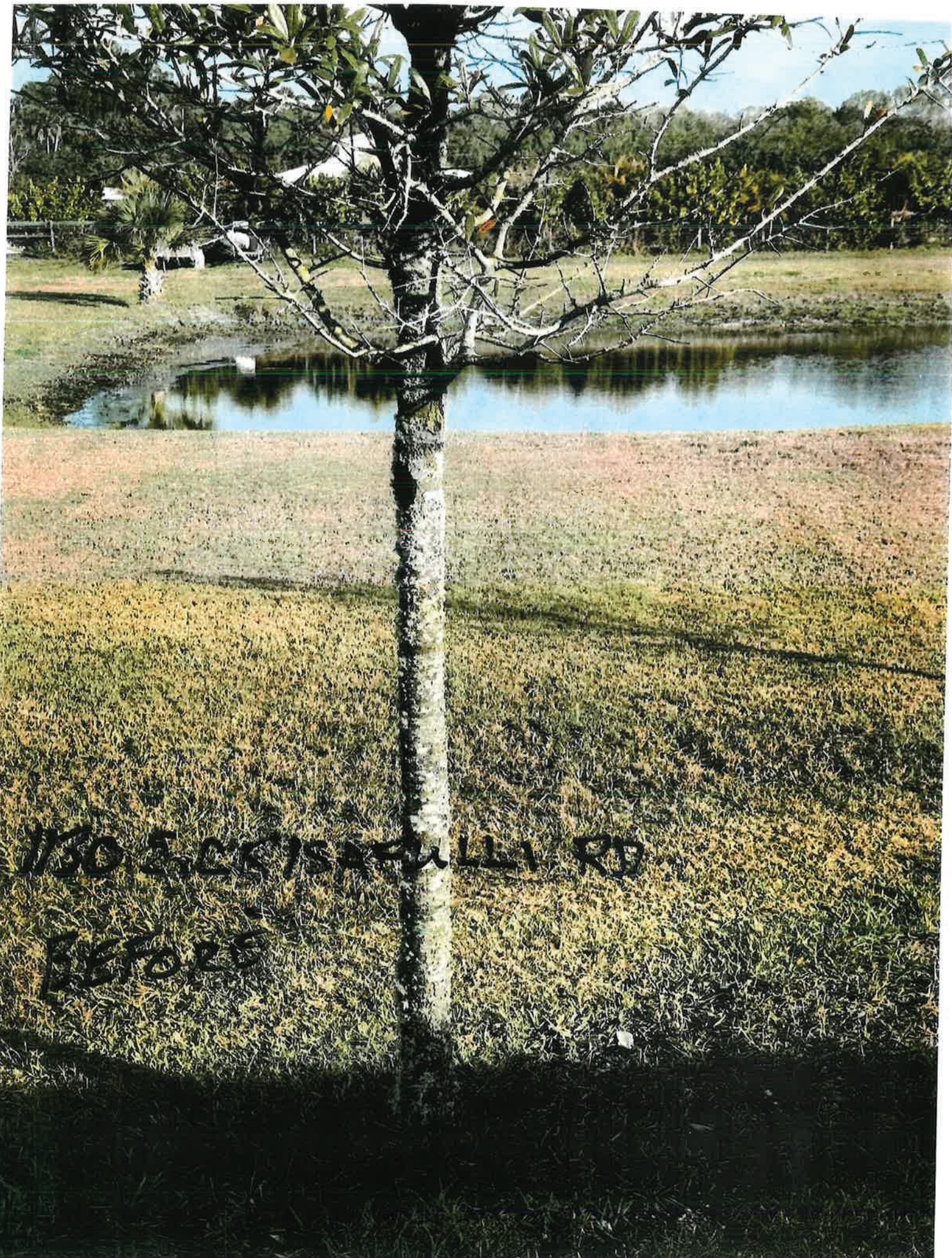


4



5





1130 E. CRISAPULLI RD
BEFORE



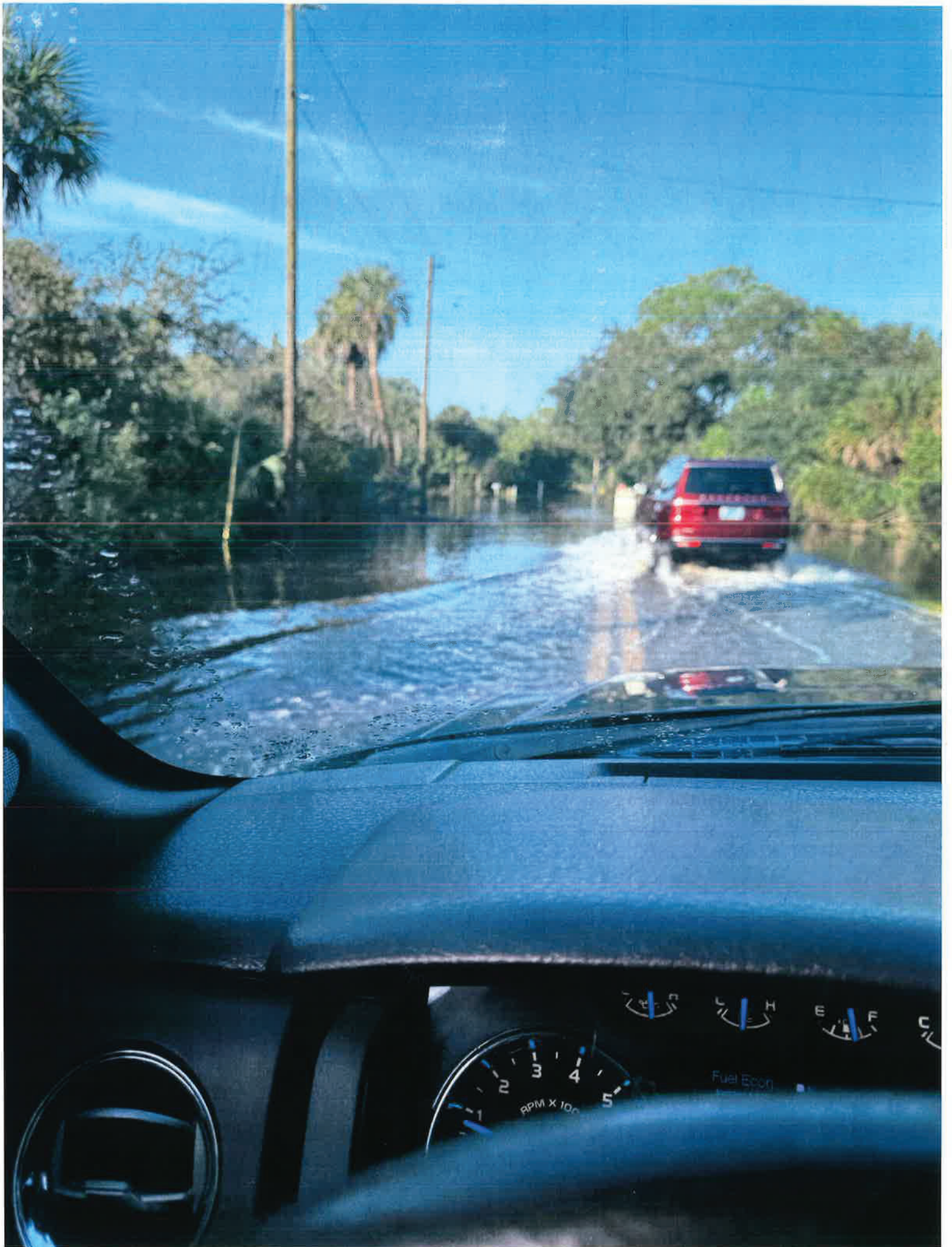
YACONDA
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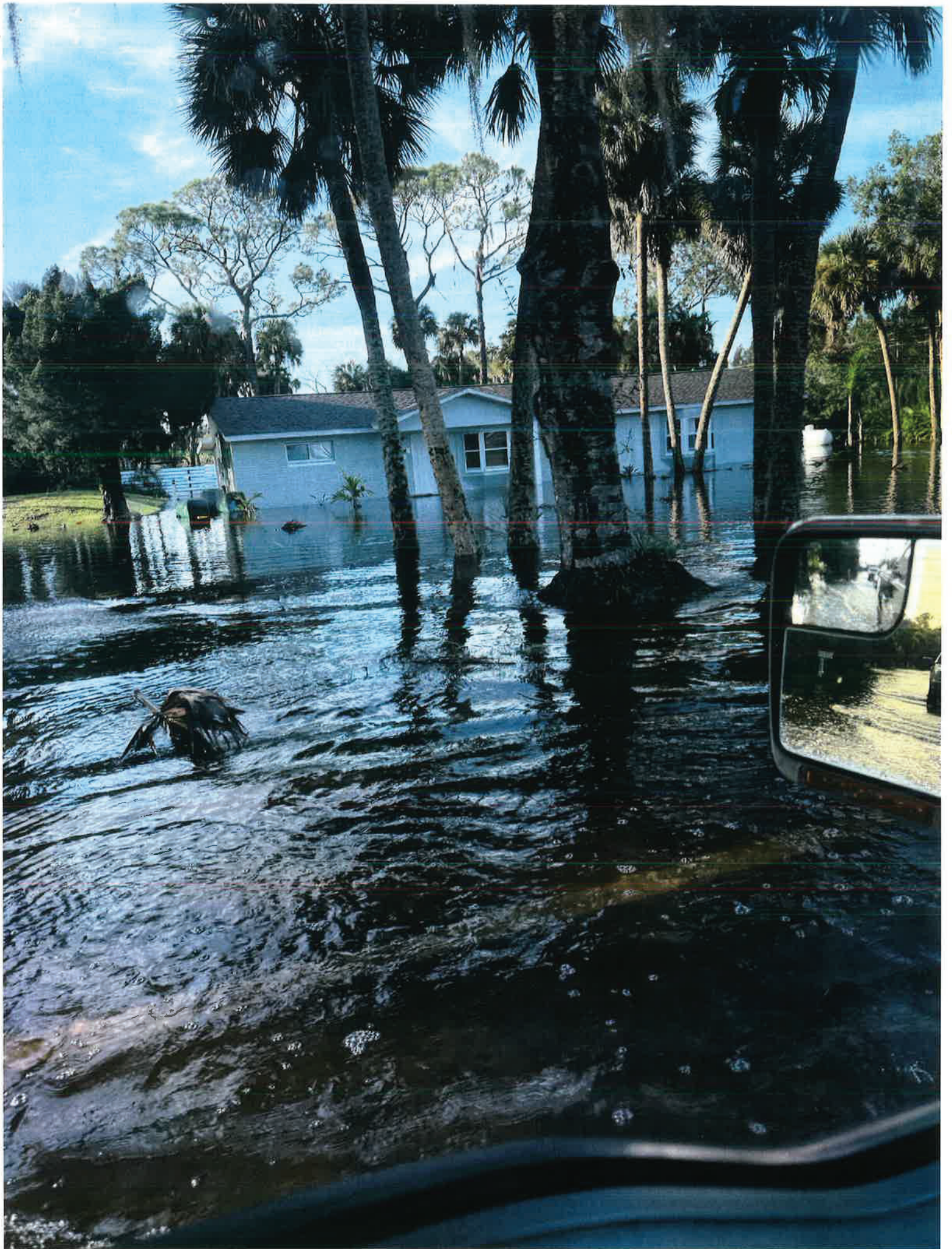
↑
JOSEPH CT
|

SPEED
LIMIT
20

← CRISAFULLI →









From: [River Breeze Ranch](#)
To: [Commissioner, D2](#); [AdministrativeServices](#); [Commissioner, D1](#); [Commissioner, D3](#); [Commissioner, D4](#); [Commissioner, D5](#)
Subject: Opposition to Rezoning of Agricultural Land on East Crisafulli Road(Maronda Homes/Strada Development)
Date: Monday, February 2, 2026 9:16:09 AM

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

Dear County Commissioners,

We are writing to formally express our strong opposition to the proposed rezoning of agricultural land on East Crisafulli Road for residential subdivision development.

Our community is already experiencing increasingly frequent and catastrophic flooding events. This area of North Merritt Island sits in a natural low-lying “bowl,” meaning there is no meaningful outlet for excess stormwater. Any additional impervious surfaces created by residential development will inevitably displace water onto surrounding properties, neighboring homes, and active farmland. In this location, there is simply nowhere for that water to go.

We have firsthand experience with these impacts. Our pastures have been flooded multiple times with standing water exceeding 18 inches in depth. As a result of prolonged saturation, we have lost livestock, experienced the complete failure of pasture grasses, and suffered long-term damage to the agricultural viability of the land. Continued development in this area will only exacerbate these conditions and place additional residents and farmers at risk.

East Crisafulli Road is a rural roadway that was never designed to accommodate sustained construction traffic or a significant increase in daily residential vehicle use. Increased traffic will pose safety concerns, accelerate road deterioration, and fundamentally change the rural character of the area.

Beyond the immediate flooding and infrastructure concerns, rezoning agricultural land for residential development has far-reaching environmental consequences in Florida. Agricultural lands serve as critical buffers for stormwater absorption, wildlife corridors, and groundwater recharge. Converting these lands to dense residential use contributes to habitat loss, disrupts native ecosystems, increases nutrient runoff into surrounding waterways, and undermines Florida’s already fragile environmental balance. Once agricultural land is lost, it cannot be restored.

Florida’s agricultural areas are not vacant or unused spaces — they are working landscapes that support food production, protect natural resources, and provide resilience against flooding and climate-driven weather extremes. Rezoning this land sets a dangerous precedent that prioritizes short-term development over long-term sustainability and public safety.

Given the documented flooding history, the geographic limitations of this area, the risks to existing residents and farms, and the irreversible environmental impacts, we strongly object to this rezoning request. We urge the county to deny the proposed rezoning and to protect this agricultural land for the benefit of the community, the environment, and future generations.

Thank you for your time and consideration of this matter.

Sincerely,
Jeff & Diana Scarincio
River Breeze Ranch
321-961-2424