

UNDERWOOD'S EQUIPMENT RENTAL, LLC - 26Z00006

John Ramsey's Alignment Service to the south
5960 N COURTENAY PKWY MERRITT ISLAND FL 32953





Account: 2316316 Parcel ID: 23-36-02-00-765
Sale: 3/23/1983 \$120,000
BCPAO Market Value: \$235,580
Owners: RAMSEY, JOHN C
Address: 5960 N COURTENAY PKWY MERRITT ISLAND FL 32953





Account: 2316325 - Parcel ID: 23-36-21-00-776
Sale: 4/28/2016 \$198,000
BCPAO Market Value: \$71,550
Owners: BLACK, PETER I; BLACK, JAMES
Address: 6005 N COURTENAY PKWY, MERRITT ISLAND, FL 32953





Account: 2316347 Parcel ID: 23-36-02-00-799
 Sale: 6/6/2025 \$,700,000
 BCPAO Market Value: \$384,510
 Owners: MIDTOWN LIQUOR ? LLC; RHAWANI 2025 LLC
 Address: 6100 N COURTENAY PKWY MERRITT ISLAND FL 32953





Account (1234567)

Go!

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Account: 2317022 - Parcel ID: 23-36-27-00-24
Sale: 2/11/1971 \$3,800
BCPAO Market Value: \$127,710
Owners: ROWE DAVID W
Address: 5600 N COURTENAY PKWY MERRITT ISLAND FL 32953

NO PHOTO

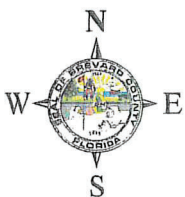
Zoom | Clear | Details | EagleView | Hide Info

BCPAODana Bickley, CFA, Brevard County Property Appraiser | Instructions | Disclaimer

ZONING MAP

UNDERWOOD'S EQUIPMENT REPAIR LLC

26Z00006



1:4,800 or 1 inch = 400 feet

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: 2/6/2026

- Subject Property
- Parcels
- Zoning

NORTH COURTENAY PARKWAY CORRIDOR STUDY
A Report from the North Courtenay Citizen Resource Group

October 2005

STAFF DRAFT



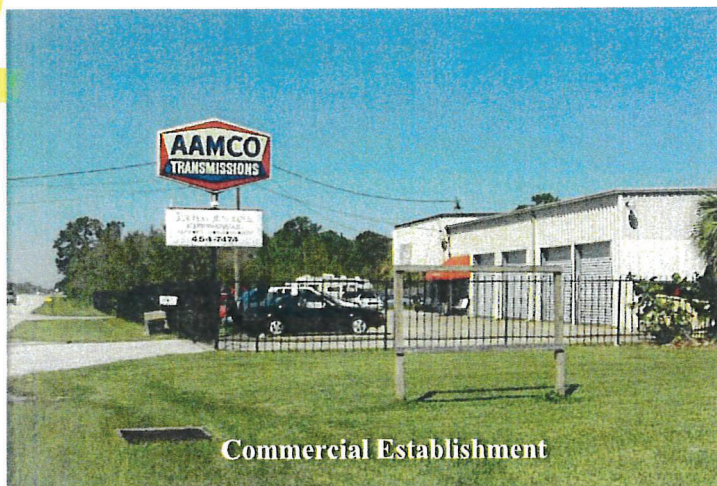
SCALE: 1" = 2000'
PHOTO DATE: 2004

Certain development within the corridor was constructed prior to the performance standards that are currently in effect and this older development is not required to conform to today's regulations. As alterations in use occur along the corridor, some of the older developments will be upgraded to meet current regulations per the change of use section of code. Additionally, the proposed CRG recommendations and any subsequent modification of the land development regulations, could result in the long-term evolution for an enhanced North Courtenay Parkway.

LAND USE AND ZONING

The Comprehensive Plan designates general future land use patterns for the unincorporated areas of the County. These future land use patterns control the type of zoning that may be considered for a certain area. The County has eighteen future land use classifications which include residential designations, agriculture, public and private conservation, industrial, recreation, public facilities, planned redevelopment district, neighborhood and community commercial, and development of regional impact. The Future Land Use Map (FLUM) also identifies those properties that are listed within the Future Land Use Element (FLUE) as directives. The future land use designations are implemented through the zoning code which specifies the type of use, size, dimension, as well as other matters such as buffering and setbacks.

The majority of frontage property along North Courtenay Parkway is designated as either Neighborhood Commercial (NC) or Community Commercial (CC) on the FLUM with a depth that varies from approximately 200 to 900 feet (see Map 3). These designations allow for the consideration of commercial and residential zonings (see Map 4). Specific residential densities are subject to the criteria found within FLUE



Commercial Establishment

Policy 2.13 which states that residential development within NC or CC designations is permitted at the same density as the closest residentially designated area on the FLUM (on the same side of the street). Transitional uses, such as those specified in the Residential Professional (RP) and Restricted Neighborhood Commercial (BU-1-A) can be considered in residential land use areas per FLUE Policy 2.12. Residential and the BU-1-A zoning classifications are typically located within the NC designation. The General Retail Commercial (BU-1) and Retail, Warehousing, and Wholesale Commercial (BU-2) zoning classifications are the classifications that most often occur within the CC land use designation.

The character and intensity of development that occurs along North Courtenay Parkway are defined primarily by the uses permitted within the NC and CC land use designations.

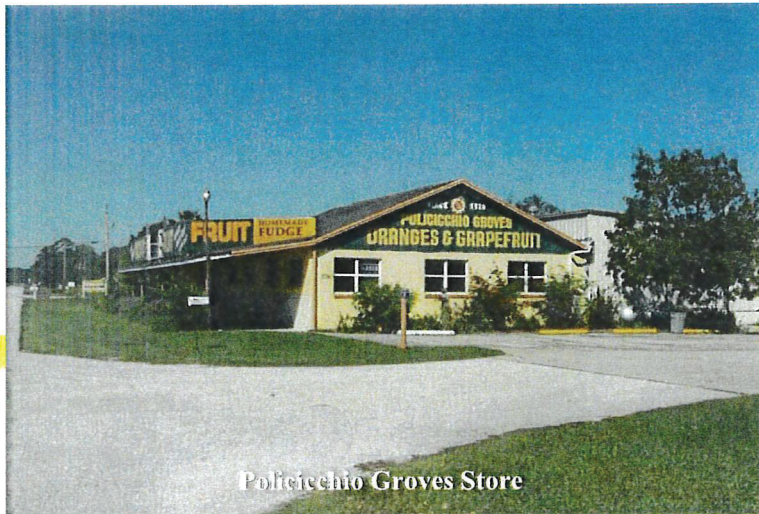
A portion of the corridor is designated for planned industrial on the FLUM. This section of the study area is located adjacent to the Barge Canal and extends northward for approximately 4,200 feet. The majority of this area is also zoned for planned industrial park uses (PIP). Such uses include light manufacturing activities and various commercial enterprises

CRG RECOMMENDATIONS AND THEIR RELATIONSHIP TO CURRENT REGULATIONS

The CRG examined the future land use and zoning for the corridor area and generated the following recommendations:

LU-1: For properties zoned BU-2, outdoor storage areas shall not be visible from the roadway. An opaque buffer that shields storage areas from view shall be required for BU-2 uses within the North Courtenay Parkway corridor.

The BU-2 zone encompasses property that is used for a variety of uses including general retail and wholesale businesses, contracting and heavy repair services, and warehousing activities. Presently, the BU-2 zoning classification permits the outdoor storage of retail items such as motor vehicles, utility sheds, and nursery items such



Pollicchio Groves Store

as plants, trees, boats, and mobile homes. This classification also allows such uses as automobile repairs, automobile sales and storage, contractor's offices, plants and storage yards, minor automobile repairs, mini warehouses, and farm machinery sales and service.

The CRG recommendations create performance standards that provide buffering from the intense outdoor commercial activities that are permitted within BU-2 zoning. The new standards are specific to the SR 3 corridor and will require modification of the LDRs. The CRG recommendation addressed the opaqueness of the buffer but did not address the depth of the proposed buffer.

LU-2: No bay doors should face the roadway. All such doors should face to the side or rear of the building.